Town of Sunnyvale

Design Criteria Manual

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Table of Contents

INTRODUCTION 5
- Project Description/Background 5
- Purpose of Guidelines 6
- Additional Maps 7
- Process 9
- Town of Sunnyvale Workshop Survey Questions 9

SITE DESIGN AND PLANNING PRINCIPLES 14
- Desirable Design Elements 14
- Undesirable Design Elements 15
- Tree Preservation and Natural Features 15
- Rural Character Design Elements 16
- Historic Preservation 18
- Buildings 20
  - Orientation 20
  - Height 21
  - Scale 21
  - Hierarchy 22
- Plazas & Open Spaces 23
  - View Corridors 23
  - Courtyards and Plazas 23
- Vehicular Circulation 24
  - Primary Site Entrances 24
  - Internal Drives 25
  - Drop-off Areas 25
  - Service Areas 26
- Pedestrian Circulation 26
  - Sidewalks 26
  - Crosswalks 27
  - Pedestrian Circulation in Parking Lots 27
  - Accessibility 28
- Parking 28
  - Parking Lot Requirements 29
  - Bicycle 30
  - Accessibility 30
- Amenity Lakes/Amenity Detention or Retention Facilities 31
  - Drainage and Retention Ponds 32
- Utility Guidelines 33
  - Future Utility Enhancement Strategies 33

ARCHITECTURAL CRITERIA 34
- Building Façades 34
- Awnings 34
- Building Materials and Colors 35
  - Stone 35
  - Brick 36
  - Stucco 37
  - Painted Surfaces 38
- Existing Zoning Requirements Affecting Architectural Criteria 39
- Building Entrances 40
- Roof Treatment 40

LANDSCAPE DESIGN GUIDELINES 42
- General Planting Requirements 42
- Water Efficient Plants 43
- Plant Palette 43
- Country Lanes, Parkways and Thoroughfares 46
- Parking Lot Landscape Guidelines 48
  - Parking Areas 48
- Perimeter Parking Lot Landscaping 48
- Interior Parking Lot Landscaping 49
- Landscaping Adjacent to Buildings 49
- Entry/Intersection Planting 49
- Unimproved Tract 50
- Maintenance 50
- Irrigation 50
- Miscellaneous 51
  - Walls/Railing 51
  - Pedestrian Bridges 52
  - Vehicular Bridges/Culvert Crossings 53

SITE FURNISHING GUIDELINES 54
- Seating/Benches 54
- Planters 54
- Waste Receptacles 54
  - Examples and Options 54
- Lighting 57
  - Lighting Recommendations 57
- Public Art Program 59
- Special Enhancement Fees 60

SIGNAGE DESIGN GUIDELINES 61
- Signage Design 61
- Gateway Monument Signs 62
- Project Entry and Monument Signs 62

Directional Signs 63
Wall Signs 63
Projecting Signs 63
Window Signs 64

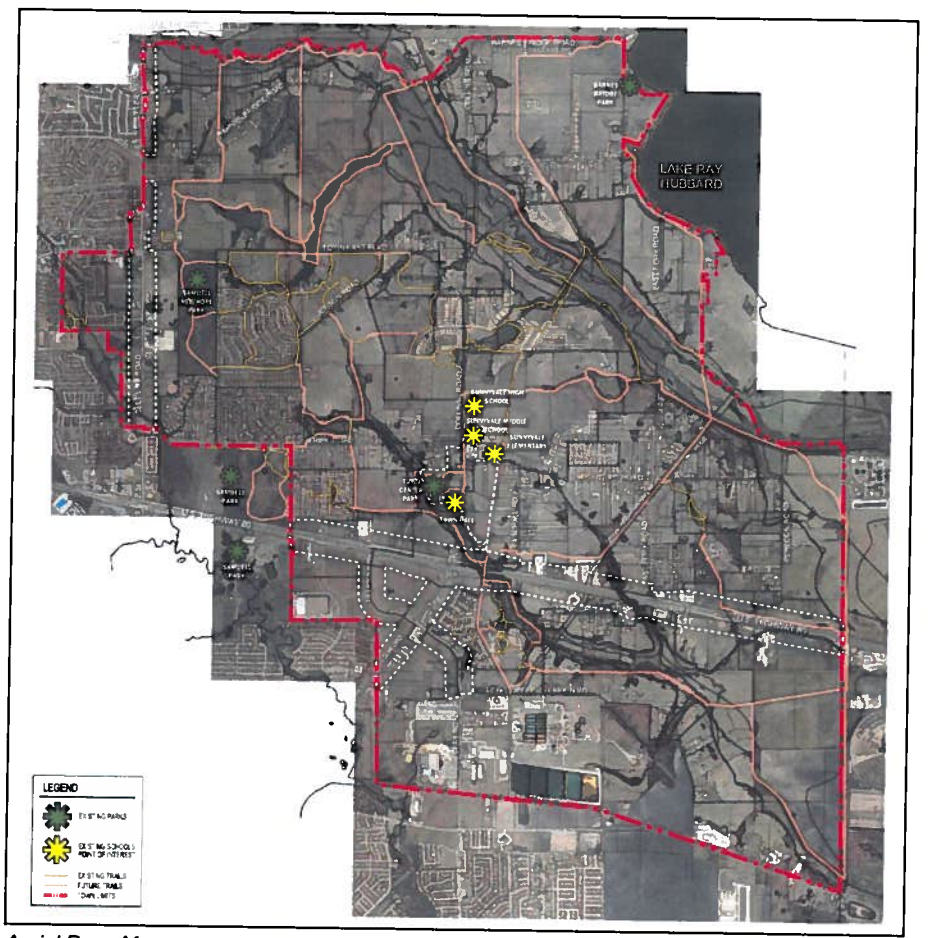
OVERLAY DISTRICT GUIDELINES 65
Beltline Overlay District 66
Architectural Criteria 66
Landscape Design Guidelines 67
Site Furnishings 69
Signage Design Guidelines 69
South Collins Overlay District 71
Architectural Criteria 71
Landscape Design Guidelines 73
Site Furnishings 74
Signage Design Guidelines 75
T.C. Lupton/Clay Road Overlay District 77
Architectural Criteria 77
Landscape Design Guidelines 78
Site Furnishings 79
Town Center Overlay District 80
Architectural Criteria 80
Landscape Design Guidelines 82
Collins Road Landscape Design Guidelines 82
Site Furnishings 84
U.S. 80 Overlay District 85
Architectural Criteria 85
Landscape Design Guidelines 87
Site Furnishings 88
Signage Design Guidelines 89

INTRODUCTION

PROJECT DESCRIPTION/BACKGROUND

Sunnyvale Texas is an upscale, ranch style community that is beginning to experience a surge in commercial and retail development. Due to its location East of Dallas along the shores of Lake Hubbard, Sunnyvale benefits from its appeal as a destination for recreation enthusiasts, high standard of living and rural flair. These elements combine to create a unique character that embodies the personality of Sunnyvale. These characteristics will be the basis for the creation of the Community Design Standards for the primary commercial and retail corridors within the Town of Sunnyvale, Texas.

Currently, the Town of Sunnyvale is home to dozens of companies providing jobs and a significant tax base to the town. A number of projects are coming on-line that will increase the commercial and retail base in the town, providing services through shops, restaurants, office space and medical services for residents and companies. Sunnyvale also enjoys prime areas for development of retail, commercial and industrial sites along the U.S. 80 Highway, Belt Line Road, T.C. Lupton/Clay Road, and Collins Road corridors.



Aerial Base Map

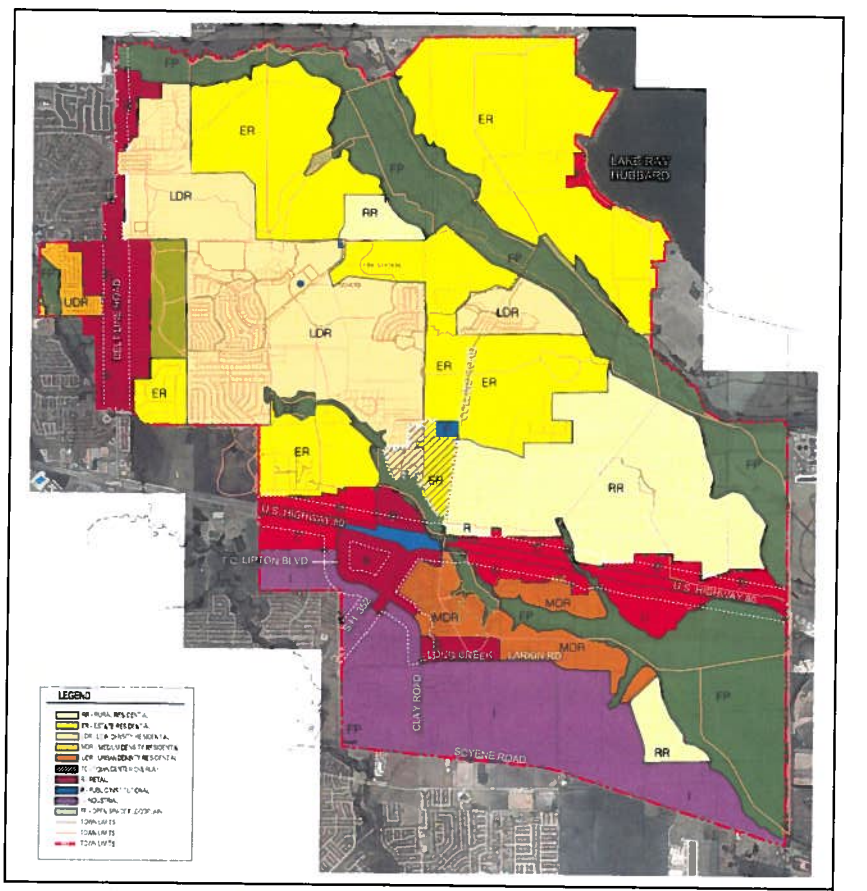
PURPOSE OF GUIDELINES

The Community Design Standards for the Town of Sunnyvale are designed to enhance the unique characteristics and rural character of the town. In order to preserve and enhance these qualities, there is a need to establish and maintain certain design standards by which the community may grow and develop.

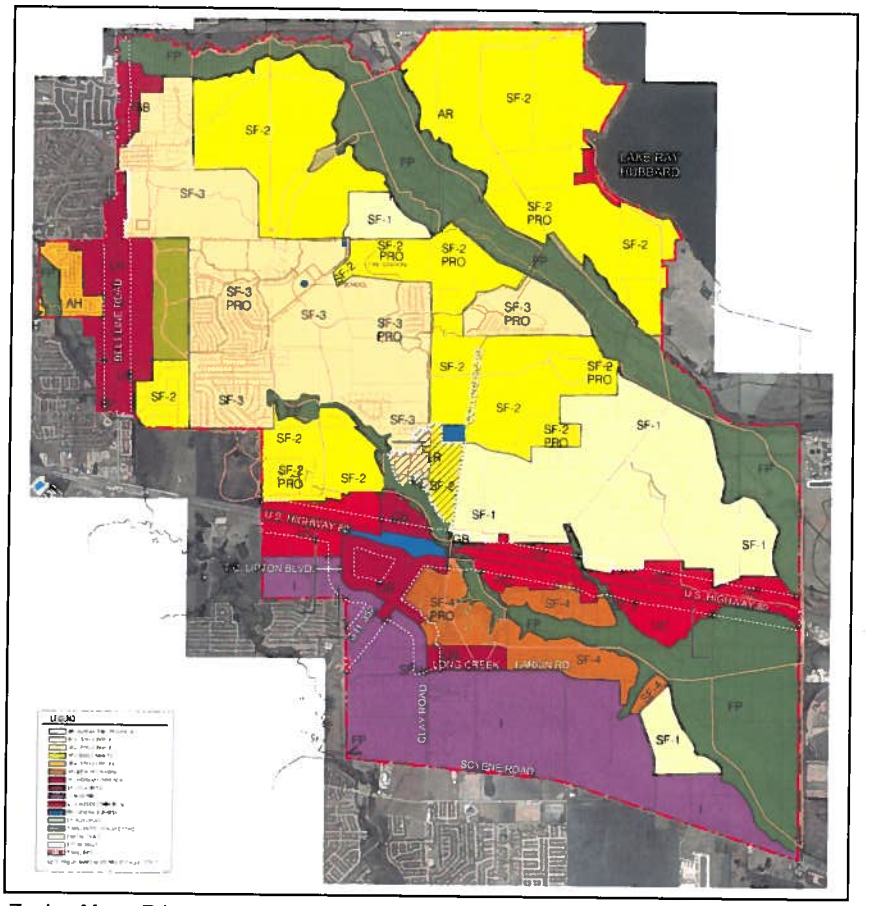
These Design Standards illustrate the proposed community character and provide a unique place and sense of identity for the Town of Sunnyvale. The standards establish criteria for architectural style and design of commercial and retail areas, landscape concepts and site improvements. It is the intent of the Community Design Standards to provide significant flexibility in design while achieving a sense of continuity and visual harmony throughout the Town of Sunnyvale.

The Town currently has an extensive zoning ordinance which contains a number of detailed design standards. The additional criteria outlined within this document are intended to supplement and expand upon the current regulations. The proposed design standards vary from very specific criteria to more general design principles. If so desired by the Town, the Design Standards could be crafted into an amendment to the Town's existing zoning ordinance and/or wholly adopted as an integral part of the Town's Comprehensive Plan.

As shown below through a short series of maps, including the Land Use Map and the current Zoning Map, the primary commercial and retail corridors for the Town of Sunnyvale include Belt Line, South Collins Road, T.C. Lupton/Clay Road, Town Center and U.S. 80 corridors.



Land Use Map - Primary commercial and employment corridors are outlined by white dashed lines.

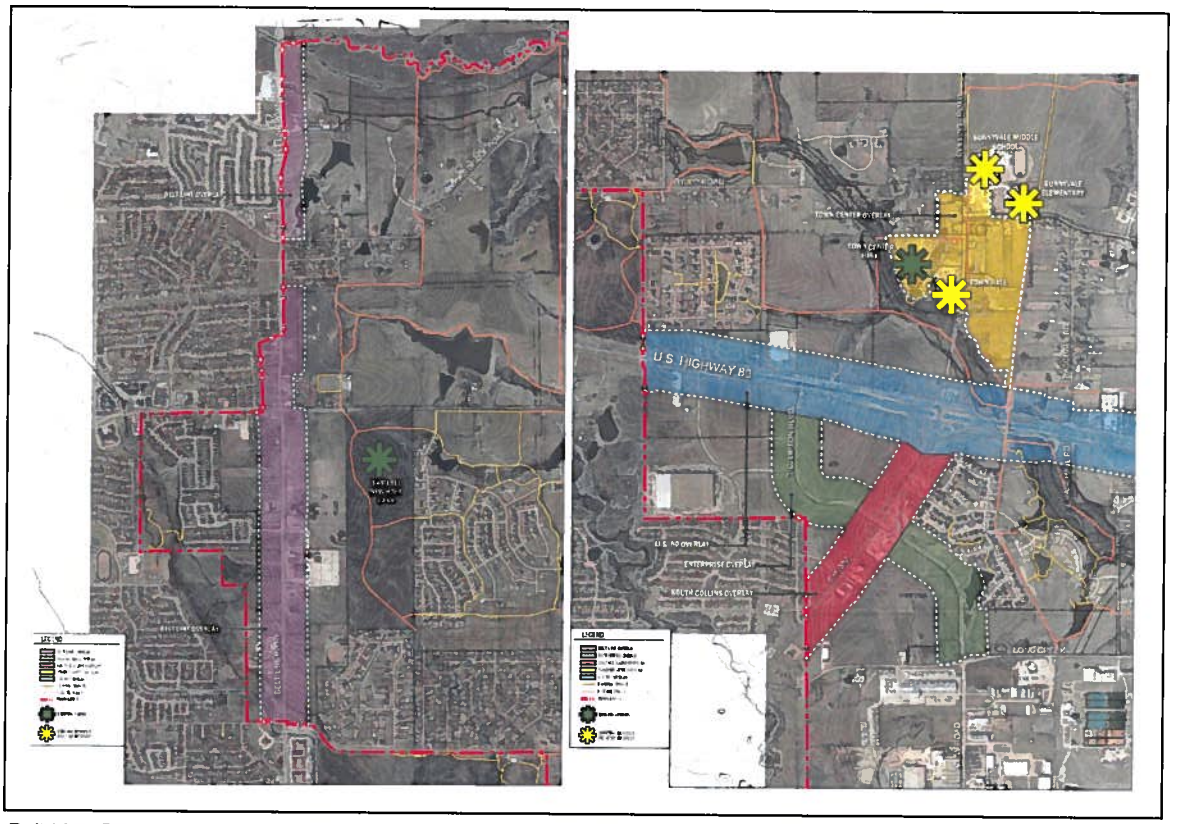


Zoning Map - Primary commercial and employment corridors are outlined by white dashed lines.

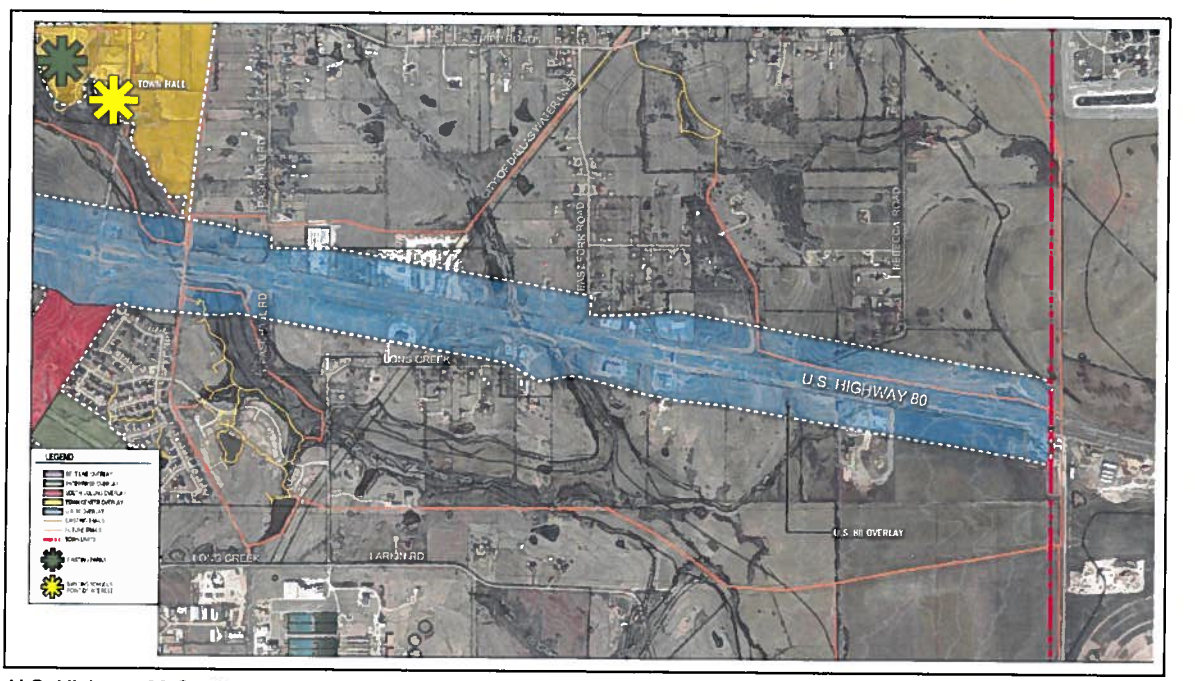
The Belt Line, South Collins, T.C. Lupton/Clay Road, Town Center, and U.S. 80 corridors primarily consist of commercial, retail, and industrial Land Use categories. In coordination with the current Zoning Map, the Corridors primarily consist of General Business (GB), Local Retail (LR), Highway Commercial (HC), and Industrial (I) zoning categories.

ADDITIONAL MAPS

The additional maps below provide a closer look at the corridors in relation to the adjacent properties and open spaces (next page).



Belt Line Corridor (Left) Town Center, T.C. Lupton/Clay Road, South Collins, and West U.S. Highway 80 Corridors (Right)



U.S. Highway 80 Corridor - East

PROCESS

In order to provide the Town with a comprehensive set of design standards, several steps were taken in the preparation of this document. Due to the impact the primary circulation corridors have on the visual appearance of the entire Town, it was essential to analyze the existing conditions and solicit public input prior to providing any recommendations or design alternatives. This analysis and public participation process allowed the Consultant team to create design and planning responses that coincide with the desires, visions and best interest of the Town of Sunnyvale.

For general reference, the following steps and tasks have been performed in the preparation of these design standards.

- Evaluated existing codes and ordinances as well as the Comprehensive Plan
- Performed site visits to become acquainted with the character of the Town and identify the challenges and opportunities within each corridor
- Prepared base maps including aerial base map, Land Use Map, Zoning Map, and additional maps of each corridor for research and analysis
- Performed a photographic inventory of the Town's corridors
- Facilitated a town workshop for public input, questions and concerns
- Incorporated a survey into the workshop and analyzed results

The initial workshop survey was intended to gain information on a more personal level. After the surveys were administered, a "round table" discussion was held based on existing photographs and base maps illustrating the existing conditions.

The following summary indicates the questions which were included on the survey followed by a summary of the community responses.

TOWN OF SUNNYVALE WORKSHOP SURVEY QUESTIONS

1. Based on the corridors in the study area, what about each specific corridor do you like the most aesthetically? (Answers are specific for each corridor – Belt Line Corridor, T.C. Lupton/Clay Road Corridor, South Collins Corridor, Town Center, and the U.S. 80 Corridor).

Results for Question 1 (All Corridors):

- The current building line and set back along Belt Line is preferred
- The Flower Shop renovation and its new building materials
- Charley's Café and the natural stone and landscaping
- Daniel Steel building and the use of natural stone and landscaping

Newly renovated flower shop

- The current open space along Belt Line (to the east)
- The use of masonry for signage
- Areas screened by vegetation
- The trees in the median along T.C. Lupton
- The new buildings on South Collins Road (i.e. natural stone materials, awnings, rooflines, Java Ranch, strip center, landscaped frontage, etc.)
- Town Hall (i.e. landscaping/plant selection, building materials, lighting, etc.)
- The split rail fencing and open space areas along Tripp Road
- The scenic countryside along highway U.S. 80
- The addition of the new church at Paschal and U.S. 80 and how it blends in with the existing landscape

Natural stone material for buildings

Scenic undeveloped land along U.S. 80

2. What about each specific corridor area do you like the least aesthetically? (Answers are specific for each corridor – Belt Line Corridor, T.C. Lupton/Clay Road Corridor, South Collins Corridor, Town Center Corridor, and the U.S. 80 Corridor).

Results for Question 2 (All Corridors):

- Some of the older buildings/aging facilities (i.e. Catfish Cove)
- The "junk" around the Kearney Store
- Poor landscaping along roadways
- Utility/telephone poles (overhead utilities)
- Unmaintained roads
- Poor signage
- Perimeter screening of parking lots
- Lack of outdoor plazas
- Insufficient outdoor lighting
- Most of the U.S. 80 Corridor

Existing outdoor storage

3. What architectural characteristics would you like to see applied in Sunnyvale (materials, style and design)? (Answers are specific for each corridor – Belt Line Corridor, T.C. Lupton/Clay Road Corridor, South Collins Corridor, Town Center Corridor, and the U.S. 80 Corridor).

Use of natural earth tone materials

Results for Question 3 (All Corridors):

- The use of native earth tone materials was overwhelmingly preferred
- A unique/common light fixture
- Low impact signage
- Unique intersection crossing
- Water features and underground utilities
- Various styles and combination of elements
- The use of façades and varying rooflines
- Variations in building façades
- The use of the Sunnyvale logo incorporated into highway construction

New retail development on S.H. 352

4. What buildings, areas of development, or land marks do you consider to be of importance based on preserving the natural and rural character of the Town? (Answers are specific for each corridor – Belt Line Corridor, T.C. Lupton/Clay Road Corridor, South Collins Corridor, Town Center Corridor, and the U.S. 80 Corridor).

Mimic Town Hall overall design concept and materials

Results for Question 4 (All Corridors):

- The importance of the Town Hall
- Community historic structures

5. What characteristics of the landscape (natural or manmade) is most appealing in Sunnyvale and give examples? Where do you think there can be some landscape improvements? (Answers are specific for each corridor – Belt Line Corridor, T.C. Lupton/Clay Road Corridor, South Collins Corridor, Town Center Corridor, and the U.S. 80 Corridor).

Results for Question 5 (All Corridors):

- Natural grasses and foliage

- Hearty, long-life trees with low maintenance
- Keep with stone look
- "Cluster" type landscapes where it fits the development
- Existing trees and pastures
- Rows of trees in medians

Rows and clusters of trees in median

6. What specific goals or objectives would you like to see implemented in this design guideline process?

Results for Question 6 (All Corridors):

- Common building elements throughout the Town
- To create a unique sense of place within the Town limits
- Provide meandering walkways along developments where necessary
- Incorporate natural looking "clustered" landscapes for screening along designated roadways

Native plants require minimal maintenance and provide year round color and texture

- The future developments provide utilities underground
- Incorporate low water landscapes/plants
- Provide standards for gateway monuments

7. What type of landscape treatment do you prefer, formal rows of trees or naturalistic clusters? (Answers are specific for each corridor – Belt Line Corridor, T.C. Lupton/Clay Road Corridor, South Collins Corridor, Town Center Corridor, and the U.S. 80 Corridor).

Results for Question 7 (All Corridors):

- The "naturalistic cluster" is preferred along with consideration to the natural topography
- The use of trees is preferred to be used in the medians for developments that are most suited

Incorporate existing trees in site plan

8. What are your greatest concerns regarding growth and new development in Sunnyvale?

Results for Question 8 (All Corridors):

- That new development will compromise the "vision" for the Town
- That politics will outweigh the vision depending on circumstances surrounding the site and the competition of one developer versus another developer
- The idea that everything will look the same
- That residents will settle for the basic designs and not vote for special features at a higher cost
- The concern that new development happens rapidly without specific guidelines and the result will lack unity and conformity

After reviewing the results of the survey, the first draft of the Community Design Standards was crafted to convey the Town's vision for the desired look and feel of future development. Once the draft document was presented to the Town in a workshop format, feedback and suggestions were collected to further refine the design standards. A revised document was then provided to the Town for consideration.

The ultimate intent for these standards is for the Town to adopt the guidelines as an update to the Town's Comprehensive Plan and/or select specific provisions from the standards to become amendments to the Town's existing zoning ordinance.

SITE DESIGN AND PLANNING PRINCIPLES

The design of the commercial and retail corridor areas shall carefully consider building form and scale, as well as architectural interest as related to both motorists and pedestrians. Additionally, distinctive commercial buildings and other non-residential sites shall be compatible with adjacent residential uses within the Town.

The purpose of this section is to outline general concepts, elements, relationships and considerations that should be addressed in the overall planning and design of projects within Sunnyvale.

When planning and designing projects and analyzing a site's constraints, characteristics and influences, the owners/developers should also take into consideration the context of any existing buildings in the area, the location and compatibility of adjacent land uses, opportunities for joint parking lot and drive connections and the location of major traffic generators.

DESIRABLE DESIGN ELEMENTS

- The following elements shall be incorporated into proposed developments:
  - Richness of building surface and texture
  - Consistent and cohesive architectural elements between buildings
  - Significant wall articulation
  - Multi-planed, pitched roofs
  - Roof overhangs and façades
  - Consistent window and door patterns
  - Articulated mass and bulk
  - Significant landscape areas with interesting hardscape design
  - Special paving identifying intersections and crosswalks
  - Landscaped and screened parking
  - Comprehensive, uniformly themed and appealing sign program
  - Clear visibility of entrances and commercial signage
  - Recognition of building hierarchy
  - Formal entry plazas and courtyards
  - Step-down of building scale along pedestrian routes and building entrances
  - Thoughtful consideration of pedestrian and vehicular circulation
  - Consistent signage package

Richness of building materials creates visual interest

Landscaping softens the view of parking

UNDESIREABLE DESIGN ELEMENTS

- The following elements are not allowed in proposed developments within the GB, HC, LR and I zoning categories (only for industrial sites that are located along a primary community road):
  - Large, blank, unarticulated wall surfaces
  - Highly reflective surfaces or heavily tinted glass fronts
  - Metal siding
  - Plastic siding
  - Large, "boxlike" structures
  - Mix of unrelated architectural styles
  - Strongly thematic architectural styles, which will soon become dated
  - Large, out-of-scale signs with flashy colors
  - Visible outdoor storage, loading, equipment and mechanical areas
  - Disjointed parking areas and confusing circulation patterns
  - Large expanses of parking/asphalt
  - Service areas near major entries and easily visible from roadway.
  - Poorly defined site access points
  - Sparsely landscaped parking lots, entries and right-of-ways

Avoid large blank, unarticulated wall surfaces

Avoid large expanses of parking lots

TREE PRESERVATION AND NATURAL FEATURES

One of the primary goals of the design guidelines is to preserve the scenic character along the major roadways throughout the Town limits. Several strategies are required in order to protect and enhance the quality of open space that currently exists throughout the commercial and retail corridors in the Town.

- Create Linear Parks, Open Space and Greenbelts along existing drainage patterns with a minimum width of 75'
- Incorporate Town Greens or parks around existing tree clusters, lakes or other natural features to preserve open space within individual developments.
  - Minimum of ½ acre

- Minimum of one hundred feet (100') of street frontage
- Shape and Configuration must be approved by the Town.

Other provisions which are currently defined in the Town's Zoning Ordinance which warrant reinforcement for the preservation of existing natural features include:

- *Prohibit the indiscriminate clearing of property*
- *Protect healthy mature trees and promote the natural ecological, environmental and aesthetic qualities of the Town*
- *Preserve the rural forested character of the Town*
- *Conserve wildlife habitat and prevent fragmentation of habitat*
- *Prevent erosion and other sources of water pollution*
- *Tree Preservation – six inch (6") caliper or more measured at forty eight inches (48") above natural grade*
- *Integration with open space – flood plains and mature natural areas to be preserved shall be integrated with the design of open space, native screening and landscaped areas*
- *Natural areas – significant natural features, including stands of native trees, trees along fence rows and any other significant areas of native vegetation shall be preserved and, where necessary, protected by setbacks from development. Wildlife habitats shall be preserved; fragmentation of forested habitats shall be avoided*
- *Flood plain – the 100-year flood plain shall be preserved in its natural character, subject to reclamation provisions*

RURAL CHARACTER DESIGN ELEMENTS

One of the goals of the leadership and citizens of Sunnyvale is to manage growth while maintaining the rural charm that the Town conveys. As development continues to expand, maintaining a rural appearance can become more and more challenging. However, with some analysis and specific design standards, the Town can implement criteria which reinforce a more rural, naturalistic appearance.

In order to convey the existing characteristics of the Town, the following elements were identified and taken into consideration for design recommendations.

- ***Country Lanes*** *– relatively narrow roads, without curbs, with naturalistic tree lines, hedgerows, berms and other landscape features*
- ***Extensive open areas*** *- often used for agriculture or grazing*
- ***Long Views*** *– across an open, rolling landscape*
- ***Ponds*** *– existing lakes used for agricultural purposes and stormwater control*

Preserve long views into open space

- ***Low Density Development*** *– either in the form of large ranches, or "estate" lots of six to ten acres, where houses and other buildings assume a secondary visual importance to the open land. Often the lots are fenced and contain horses.*

- ***Other Rural Visual References*** *– rail fences, ranch gates, barns and allees of trees*

Existing country lane

Although expanding development will impact many of the rural qualities associated with Sunnyvale today, certain criteria could be adopted by the Town to preserve the softer, more naturalistic appearance desired by the Town. The following requirements outline standards which must be implemented to preserve a rural quality along the major Town corridors.

- Establish a minimum landscape buffer along the Town's roadways. (see recommendations in Landscape Design Guidelines section and Overlay District section of this document).

- Incorporate rail fencing or wrought iron fencing along country lanes.

- Site planning must incorporate strict preservation requirements, focusing development into clusters that protect existing tree stands.

Incorporate existing trees into future site plans

- Utilize existing vegetation as a natural screen for parking and other elements that need to be screened from public view.

- Design site plans that are sensitive to existing vegetation by locating buildings and parking lot islands to preserve as many existing trees as feasible.

Preserve existing trees when aligning roadways

- Where feasible, make it a high priority to preserve or relocate structures of historical importance to parks for preservation.

- Existing bodies of water should be preserved and developments should consider creating additional amenity lakes

- Identify scenic vistas and design site plans to preserve key views

Historic building during restoration

- Plant trees in naturalistic clusters along roadways to meet buffer requirements and block undesirable views

- Utilize 2'-6' low meandering berms to screen parking areas for a natural feel.

Incorporation of historic building as useable outdoor space

- Implement more extensive landscape buffer planting requirements (see Landscape Design Standards and Overlay District Standards).
- Incorporate and establish a native plant palette to be used throughout the Town.

HISTORIC PRESERVATION

The history of Sunnyvale dates back to the late 1800's when it started out as a rural farming community named New Hope. New Hope got its name from a store which sold a variety of goods and services. One day, a man came into the store and inquired as to the name of the establishment and the owner replied "New Hope". The owner said this store was his new hope for prosperity, a belief that it would bring him business for years to come. This same store in its original location, although sporting a new name, still sells a variety of merchandise and continues to stand as an connection to the Town's heritage. It wasn't until 1953 when the local communities of Long Creek, Tripp, Hatterville and New Hope combined creating the Town of Sunnyvale.

There are many other historical buildings, roads and districts throughout the Town which are rich in history and are critical to protect and preserve as the community grows. The Town's roots go back to its beginning as a farming, ranching and agriculture center which gives Sunnyvale its "rural feel".

Given the historic background of the community, the purpose of this section is to take into consideration those historic places and identify ways that they can be incorporated into the growth plans for the Town. Special consideration should be given to each specific historic site within the Town's limits. The list of historic places includes, but is not limited to:

- Pleasant Ridge Cemetery (1878) - Belt Line Road North of Barnes Bridge Road
- Lyons Cemetery (1857) - right side of Barnes Bridge Road before reaching Collins Road and Bobtown Road intersection
- Coats Cemetery (1847) - Galloway Farm at 629 Pecan Creek Drive
- Long Creek Cemetery (1855) - Long Creek Road and Paschall Road

Pleasant Ridge Cemetery north on Belt Line Road

- Galloway Farm House (1874) - 629 Pecan Creek Drive
- Kearney House (1900) - behind Kearney's store, 105 Town East Boulevard
- McKutchins house next the Kearney store. (Greek Revival Style, 1880-1890) - In 1939, Mrs. Tav Lupton, Sr. moved the McKutchins house from Barnes Bridges Road to this location at 103 Town East Boulevard
- William Delaney house (1898) - 107 Town East Boulevard
- J.C. Martin House (1910) - 109 Town East Boulevard

- First Baptist Church (1905) - 3411 Belt Line Road
- Sunnyvale School (1912)
- Tripp Baptist Church (1882) - Tripp Road
- Stagecoach Way Station between Scyene and Rockwall off Tripp Road
- Gin House/Ragsdale/Kirkland House (1880 or 1890) - 142 Collins Road (built by the Forney Oil and Cotton Gin Company)
- Kedy House (1908) - 148 Collins (corner of Tripp and Collins Roads)
- Lupton House (1930's) - 335 Town East Boulevard
- E-S Smith Foreman's House - 146 Rebecca Road
- Smith-Brewer House (late 19th century to early 20th century) - 157 Rebecca Road
- Guiding Star Church - 226 East Fork Road

First Baptist Church on Belt Line Road

Tripp Baptist Church

- 19th to early 20th century barn located off of Collins Road, north of new High School – rumored to be the Duckworth barn and this was a piece of property that Duckworth traded in order to get property at Duckworth Square. Also old pear trees on property still producing pears.
- Central National Republic of Texas Road (1844) stretches from Town East Road to Polly Road to Barnes Bridge Road

Maintaining the historic features of the Town will reinforce the unique identity of Sunnyvale and help to preserve its rural character. Therefore when feasible, historic structures must be evaluated in the design of future development sites. The following practices are examples of ways to blend the historic elements with the new.

- Incorporate historical elements into site designs as focal points of a landscape area or park space
- Re-locate the historic structure to a community park or private property for preservation
- Provide enhanced landscape to create focal point or "frame" historical element(s)
- Include identification markers with descriptions of historical significance to accentuate the history and educate visitors and citizens

Example of historic building incorporated into site plan

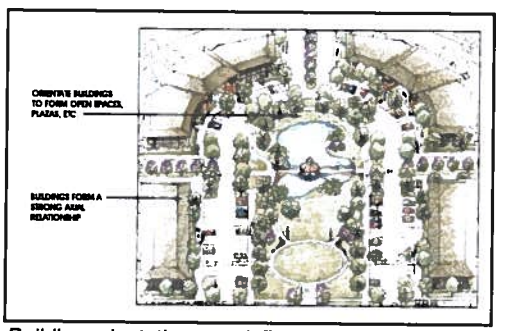
BUILDINGS

➢ Orientation

The orientation and location of buildings should define open spaces and circulation corridors. The following criteria provide guidelines for the placement of buildings on a site.

Orient primary buildings on axis and use as focal points

- Buildings adjacent to major roadways must have a front or side architectural façade facing the road.
- Buildings must be oriented so that the front façade of a building is not facing the loading or service area of another building.
- If a rare case arises that results in a non-residential building that backs onto a roadway, the rear elevation shall be treated with the same attention as a front elevation and views to service areas must be screened from the street.
- Align focal architectural elements along major view or circulation axis.
- Create view corridors between buildings, plazas, courtyards and adjacent buildings.
- Orient "primary" buildings to each other to create strong axial relationships.
- Cluster buildings whenever possible, creating opportunities for plazas and pedestrian malls.
- Design sites with multiple building pads in a coordinated manner, so that adjacent buildings function together and utilize common outdoor plazas and open spaces (especially in the case of large sites which will be developed in phases).



Building orientation can define main activity areas

Taller buildings help identify intersection

- Create pedestrian spaces and plazas by varying building façades.
- The exterior character and orientation of all buildings and the spaces they define should encourage and enhance pedestrian activity.
- Avoid locating walkways where users will be subjected to harsh glare from building material or where they will be subjected to other unpleasant environmental and/or site conditions.
- Locate buildings and on-site circulation to minimize pedestrian/vehicle conflicts.

➢ Height

The overall height along the primary Sunnyvale corridors will vary depending on the specific zoning classification for that area.

The primary zoning categories currently in place include the following standards

- ***General Business*** *(GB) – building height may exceed three (3) standard stories if additional side, front and rear yard setbacks of two (2) feet for every additional one (1) foot in height. The max height of buildings in this zoning may not exceed four (4) stories.*

Varied building scale provides distinction between masses

- ***Local Retail*** *(LR) – building height may exceed two and one half (2 ½) standard stories if additional side, front and rear yard setbacks of two (2) feet for every additional one (1) foot in height. The max height of buildings in this zoning may not exceed four (4) stories.*

- ***Highway Commercial*** *(HC) – No building or structure shall exceed five (5) stories in height.*

- ***Industrial*** *(I) – buildings may not exceed six (6) stories.*

Possible improvements or recommendations include, but are not limited to:

- Vary the height of buildings and/or building elements where feasible, so they appear to be divided into distinct elements or masses.

- The overall appearance of development shall be low and horizontal, with building heights throughout the community generally low to medium.

- Building heights are expected (and desired) to vary to ensure visual interest.

Incorporate varied building heights to define different uses

- Consider the use of taller buildings and/or elements to highlight significant intersections and pedestrian nodes.

➢ Scale

Buildings should appear to be of a pedestrian or human scale. In general, this means that the size, patterns, textures, forms and overall three-dimensional composition can be appreciated at the pedestrian level

- Incorporate meaningful techniques such as overhangs, awnings or a change in building material to break up the perceived building mass.

Pedestrian scale elements located along building façade

- Avoid large-scale buildings that are "box-like" and generally dominate a site.
- Vary the planes of exterior walls in depth and/or direction.
- Wall planes should not run in a continuous direction more than sixty-five feet (65') without an offset of at least five feet (5').

➢ Hierarchy

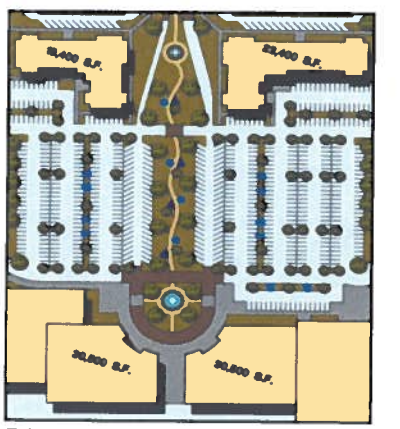
The Town of Sunnyvale's future developments in the commercial and retail corridors will consist of a variety of buildings. Vehicular and pedestrian traffic should be able to recognize the hierarchy of buildings and be able to decipher primary anchor buildings from the retail and office buildings. Primary buildings should provide an anchor to the smaller mixed-use retail and office buildings surrounding them.

Primary Buildings

- Primary buildings, such as major anchors, public buildings or major attractions shall be located at prominent locations, anchoring a major view axis and serving as focal points in the community.

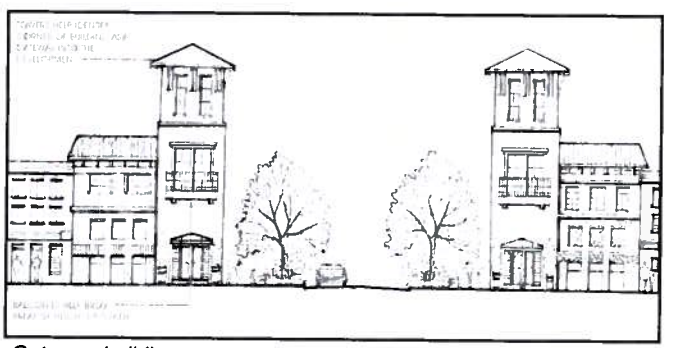
Gateway Buildings

- Buildings at major entrances, corners, intersections or along important roads should use special architectural elements to help identify that corridor or location as a gateway.
- Special architectural features include corner towers, cupolas, clock towers, balconies, colonnades or spires.



Primary buildings located on axis and create focal point

- The use of vertical elements helps to frame the entrance and guide people into and through the development.



Gateway buildings

PLAZAS AND OPEN SPACES

➢ View Corridors

- Strong axial relationships should be emphasized through the use of open space and framed view corridors.
- Maintaining view corridors is important to providing views of amenities and identifying different spaces on the site.
- Create focal points at main entries and on axis with major circulation routes and pedestrian corridors to establish strong identity and structure for the design.

View corridors create a visual link through the community

➢ Courtyards and Plazas

Courtyards, plazas and terraces should be designed at a human scale and incorporated as public amenities around non-residential buildings. Interrupting the building façades to create "outdoor rooms" as well as varying the width of walkways will help create pedestrian spaces. These pedestrian spaces should create opportunities for comfortable outdoor experiences, a chance to relax and create a sense of place.

Landscaping and special paving give the plaza area a sense of enclosure

- Orient open spaces to views of site amenities such as water features, open spaces, etc.
- Consider opportunities to orient open spaces toward views of major buildings or down long corridors.
- Wherever possible, create a sense of enclosure for outdoor seating areas.
- Add elements such as trees, water features, a variety of seating areas, landscape color, etc. to give the public spaces an inviting feel and visual interest.
- Incorporate pavers and paving patterns to add additional interest and enhance the aesthetic quality of the spaces.
- Allow for outdoor tables and seating to promote use of the space.

Plazas and courtyards offer spaces for outdoor cafes

Incorporate natural vegetation in shaded plazas

- Incorporate lighting for safety and to promote use in the evening.

VEHICULAR CIRCULATION

The purpose of the circulation standards is to minimize hazards and conflicts and establish logical circulation patterns. The appropriate integration of vehicular and pedestrian circulation is intended to provide safe and convenient access to all sites while being attractive, efficient and functional.

➢ Primary Site Entrances

Each entrance to a parcel or individual building site from a primary roadway should be designed as a gateway to the area it serves. Design elements should be visually interesting and consistent with other streetscape materials used in the Town of Sunnyvale's Design Guidelines.

In analyzing entrance requirements, developers should consider the following key factors:

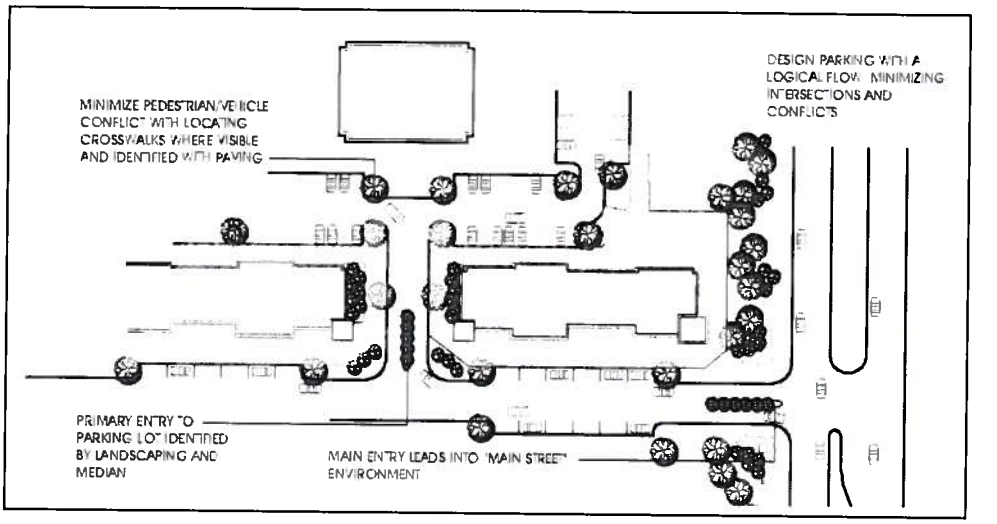
- Visibility and location of entries
- Clear orientation during arrival sequence
- Ingress and egress with consideration of possible conflicts with street traffic
- Pedestrian and vehicular conflicts
- Relationship to internal circulation
- Relationship to parking areas
- Relationship to existing driveways and intersections

Landscaped median with entry signage

In designing entries into development tracts;

- Provide appropriate dimensions and intersection spacing for safe ingress/egress movements.
- Provide at least one "primary" entry to parking lots. The use of landscaped medians and/or special paving to identify primary entries is required.
- Provide "secondary" entries to parking lots from roadways. Paving material, plants, signs and lighting should match primary entrance treatments, although landscaping intensity and sign sizes may be reduced.

Clear entry signage



Internal Drives

Internal drives should visually lead drivers to building entries, site amenities or focal elements.

All internal drives shall be paved with curb and gutter.

- Design drives and parking areas to fit the natural contours of the site in order to minimize cut-and-fill and maintain natural drainage.
- Align streets and drives to provide views to significant architectural features and site amenities as well as to direct drivers.
- Internal streets shall be separated from parking lots by landscape islands and walkways.

Street alignment offers views of significant architectural feature

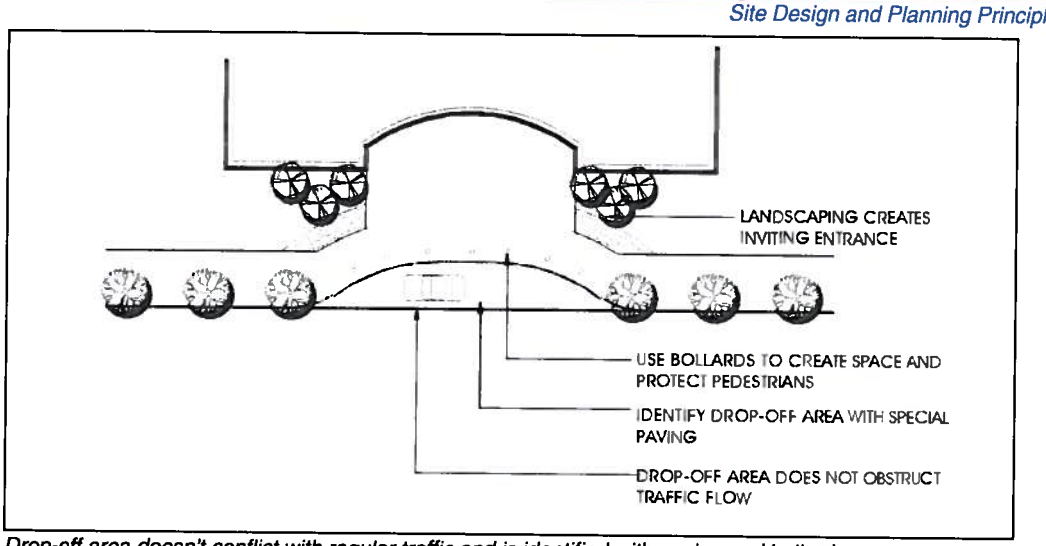
Landscaped island separates parking lot from internal drive

Drop-Off Areas

Drop-off areas for vehicle passengers should be incorporated into the development plans and should provide safe, convenient access to building entries, pedestrian plazas, corridors and public open spaces. Drop-off areas must conform to all ADA regulations and standards.

- Emphasize drop-off areas with special paving material such as pavers, colored and/or stamped concrete.

Pavers next to building enhance appearance



Drop-off area doesn't conflict with regular traffic and is identified with paving and bollards

- Design drop-off lanes so they do not obstruct traffic flow when vehicles are stopped.
- Install bollards at drop-offs to provide protection for buildings and pedestrian walkways.

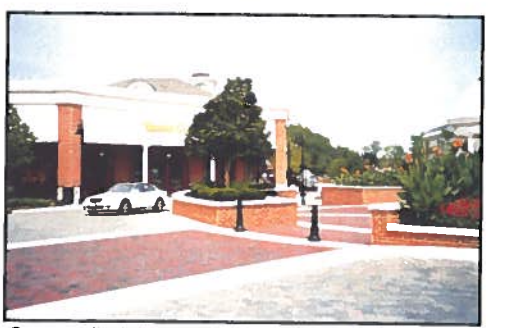
➢ **Service Areas**

Service vehicle circulation within the Town of Sunnyvale shall be designed to provide safe and efficient delivery routes for all anticipated service and delivery vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning movements without sacrificing other important design objectives. These objectives include:

- Locate service areas away from major streets and building entrances.
- Minimize pedestrian and service vehicle conflicts.
- Adjoining uses should share service drives.
- Discourage speeding.
- Hide/screen views into service areas.

PEDESTRIAN CIRCULATION

The incorporation of pedestrian circulation throughout the Town limits is essential to creating a sense of connectivity within the community. By creating pedestrian friendly patterns and spaces, new development sites can become inviting hubs of activity. Safe, efficient pedestrian circulation is important to the development of any commercial, retail and office areas.



Crosswalk delineated with paving and bollards

➢ **Sidewalks**

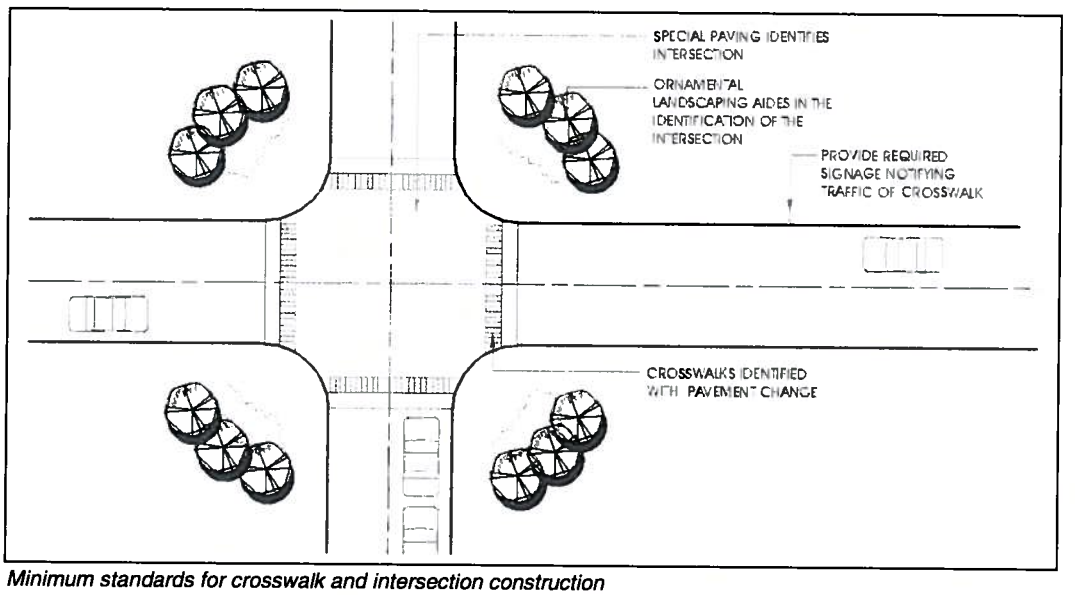
- Create distinct pedestrian corridors which

direct pedestrians to logical gateways, plazas and "main streets".

- Pavers and/or stamped, colored concrete are required for walks adjacent to buildings and streets in the non-residential areas.

Crosswalks

Crosswalks are required at all intersections and key pedestrian crossings. Crosswalks must be identified by a change in color, texture or materials. Refer to the ADA regulations and standards for any specific criteria regarding crosswalks, ramps, etc.



Minimum standards for crosswalk and intersection construction

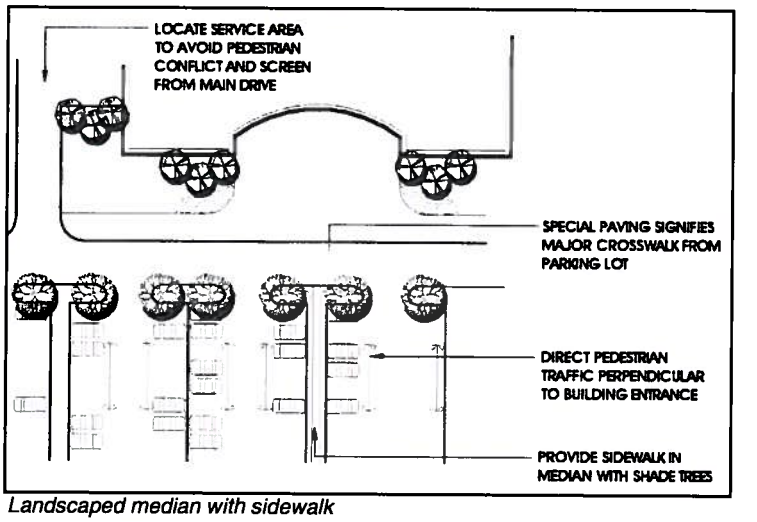
Pedestrian Circulation in Parking Lots

Walkways that lead pedestrians from parking areas to buildings or plazas should be designed to facilitate easy movement and minimize crossing conflicts with vehicles. Pedestrians should feel comfortable about their pathways to buildings and pedestrian corridors should be clearly identified.

Median with sidewalk allows safe access to building entry

- Pedestrians should not be required to cross service drives to reach major entrances from primary parking lots.
- Where major pedestrian routes within parking lots cross roadways and drives, use textured or colored paving materials to distinguish the route.
- Wherever feasible, orient parking aisles perpendicular to building entrances.

- The maximum recommended walking distance from an outermost parking space to a building entry is 400 feet. Longer walking distances may be acceptable where pedestrian walkways are well designed and encourage walking.



Landscaped median with sidewalk

➢ **Accessibility**

Owners and developers are expected to meet or exceed all requirements of the Americans with Disabilities Act (ADA), 1992, and all amendments thereto in the design and development of individual parcels, sites, buildings and facilities. To the greatest extent possible, provide equal access in a manner that integrates ADA accessibility with ordinary accessibility, rather than separately.

PARKING

➢ This section provides standards for the location and layout of parking lots.

- Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site.

- Where opportunities exist, cluster multiple buildings in a coordinated design. Avoid creating individual, isolated buildings surrounded by parking.

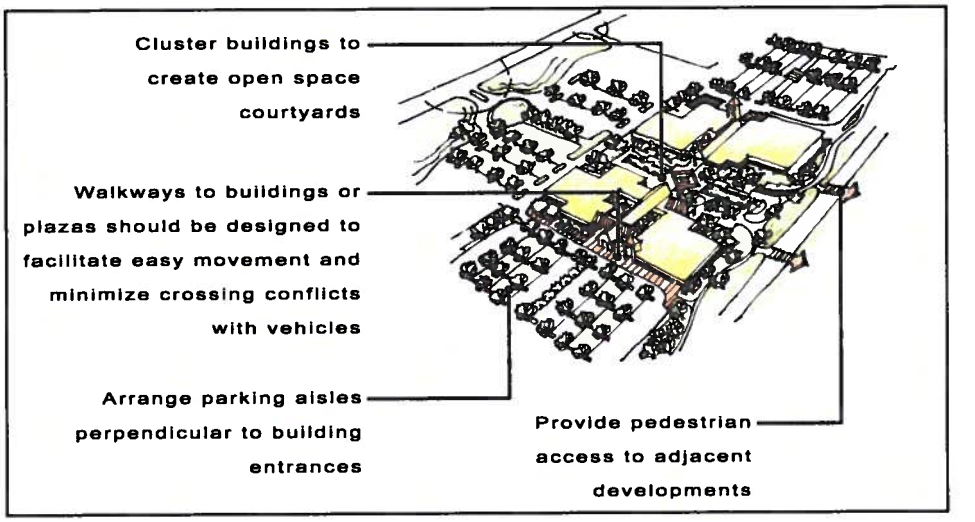
- Minimize negative visual impacts from adjacent roadways.

Minimize negative visual impacts of parking from roadways through the use of landscaping

- Break large expanses of pavement with landscape medians and islands.

- Divide parking areas which accommodate a large number of vehicles into a series of smaller connected lots.

- Avoid situations where parking spaces directly abut structures.



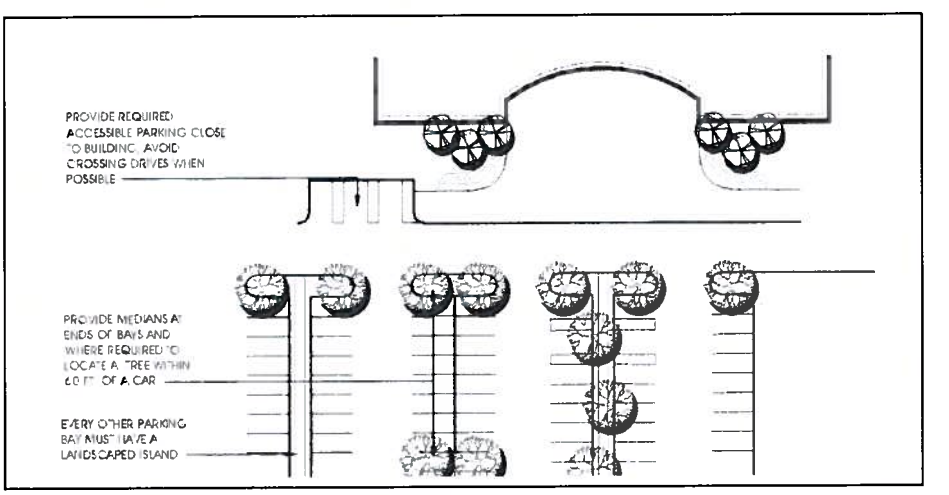
- Separate parking aisles from interior collectors and entry drives whenever possible.
- Avoid more than ten (10) parking stalls in a row without a landscaped island. Island must include an area not less than two hundred (200) square feet and a minimum of ten feet (10') wide.

➢ **Parking Lot Requirements**

All parking areas will use the following standards for automobile parking throughout the Town of Sunnyvale:

Coordination between developers and adjacent developments is required in order to limit the amount of driveways onto major roadways. Spacing between driveways should be carefully reviewed and approved by the Town to improve public safety and enhance the aesthetic appearance of the Town's roadways.

- Accessible parking spaces and access requirements must conform to ADA standards.
- A ten foot (10') landscape median shall be provided between every other parking bay.



- **Bicycle**

  To encourage and accommodate alternative transportation modes, provide bicycle parking within each building site. Locate bicycle parking areas so they are highly visible from building entrances and convenient for employees and visitors yet not generally visible from roadways.

- **Accessibility**

  Accessible parking spaces should be located close to building entrances and in all cases, accessible parking criteria shall meet the minimum standards of the ADA and any state and local ordinances.

AMENITY LAKES/AMENITY DETENTION OR RETENTION FACILITIES

- The purpose of this section is to provide guidelines for the treatment of amenity lakes in and around commercial, retail business and other non-residential uses.

  - Where vegetation is limited and topography allows, the use of an amenity lake is encouraged.

  - Amenity lakes should have a meandering/curvilinear edge to mimic a natural setting.

  - The incorporation of open space as well as pedestrian nature trails should be used in order to create connectivity throughout the Town of Sunnyvale.

  - Provide wetland plants around amenity lake edges for visual interest as well as incorporating a "natural feel" to the design.

  - A minimum of thirty-five feet (35') of open space should be provided around the perimeter of the lake for landscape, trails, etc. A minimum of two (2) three inch (3") cal trees and five (5) 5-gallon shrubs shall be planted for every 1,000 square foot of landscape area around the lake.

  - Amenity lakes shall provide man-made or other acceptable lining as necessary to prevent water loss for the amenity. Lakes shall be designed with a minimum depth of seven feet (7') to limit algae growth.

  - In larger developments, cluster uses (i.e. restaurant clusters) around amenity lakes for visual appeal and to create pedestrian friendly outdoor environments.

Design natural looking edge with common design elements

Incorporate water quality ponds as amenities

Vegetation alleviates pollutants in runoff

  - Small amenity water features such as community entry features and fountains shall be maintained in full working condition by the community HOA. The water features must be maintained at least quarterly to keep features free from debris and algae growth and to ensure that the pumps and equipment are working property.

➢ Detention and Retention Ponds

- Drainage facilities should be used as an amenity to a development. If the existing topography allows, the location can be incorporated into an entry feature or the foundation for a park with trails and open space.

- Retention ponds shall provide man-made or other acceptable lining as necessary to prevent water loss for the facility. Lakes shall be designed with a minimum depth of seven feet (7') to limit algae growth.

- A minimum of thirty-five feet (35') of open space, measured from the twenty-five (25) year storm storage level of the pond, shall be provided around the perimeter of the detention/retention ponds. A minimum of two (2) three inch (3') caliper trees and five (5) 5-gallon shrubs per 1,000 square feet of area around the lake shall be provided.

- Natural and/or vegetated drainage swales provide open space connections, filter runoff and improve the aesthetic appearance of development.

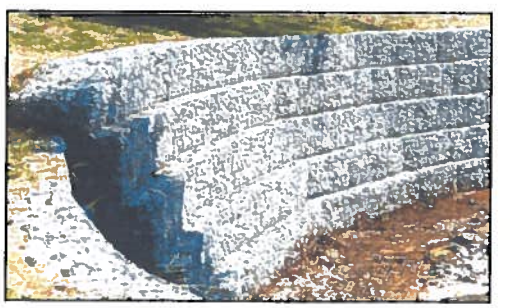
- Detention facilities should not be designed to require chain link fencing or concrete walls. If such designs are required due to engineering requirements, utilize decorative stone and/or wrought iron fencing to improve the aesthetic appearance.

Provide design elements around detention

- All detention/retention ponds within the front setback shall be designed to the greatest extent possible to conform to the natural terrain of the land as curvilinear, non-rectangular shapes.

- Detention/retention ponds within the front setback shall be designed so that the facilities do not require chain link fencing or concrete. Outlet structures may be concrete.

- Native stone is allowed for detention/retention ponds if the ponds are located behind the front setback and the stone is mortared in place or dry stacked. Gabions are not allowed.



Example of a gabion structure - not permitted

- If fencing is required around a pond for public safety, the fencing must be constructed of wrought iron or tubular steel or other similar product. The fence shall be buffered from the street view by planting 5-gallon evergreen shrubs and vines that will, at maturity, screen at least forth percent (40%) of the view of the detention pond and fence.

- All permanent bodies of water, such as lakes and retention ponds shall include an integrated management program to ensure acceptable water quality and maintain an ecological balance of oxygen, nutrients light, and temperature.

- Aeration systems shall be incorporated into the design of retention lakes providing oxygen transfer. Aerator fountains, for aesthetic appeal, shall be utilized as appropriate to the pond type, size and depth.

- Amenity lakes shall maintain a consistent water level controlled by a float valve and connected to a permanent water supply.

- If a retention lake is not feasible or desired, the following alternative amenity features are allowed in order to meet the detention requirements of a project:

  - Dry basins with curvilinear landforms around the perimeter with 4:1 maximum slopes
  - Incorporation of landscape boulders and native plantings around the detention edges to create a more natural appearance
  - Utilization of the dry basin as a park with ball fields and open play area

UTILITY GUIDELINES

Most of Sunnyvale's utilities have been located above ground and mounted on wooden utility poles. Overhead utilities have a dramatic visual impact along roadway corridors and the preferred goal moving forward is to re-locate utilities underground. However, the costs associated with re-locating utilities can be extensive. In the future, if opportunities arise through private development or roadway expansions, locating utilities underground should be explored.

Existing view north of utilities at Tripp Road and Belt Line

➢ **Future Utility Enhancement Strategies**

- When specific roads are planned for expansion, utilities shall be placed underground if financially feasible for the project.

- Metal poles shall be used for future above ground utilities where deemed necessary by the Town.

- The use of wooden utility poles shall no longer be permitted unless authorized by the Town.

- The Town should contact the Oncor local area manager to request the repair of existing poles which are tilted or leaning to improve existing appearance in certain areas.

Existing wooden utility poles are drastically tilting

ARCHITECTURAL CRITERIA

Buildings should respond to the area's climate, regional character and cultural history for the Town of Sunnyvale. The purpose of the *Architectural Criteria* section is to outline general concepts, elements, relationships and considerations that are intended to be in the best interest of the community and incorporate these ideas into the Community Design Standards for the commercial, office, retail and industrial zoning categories.

BUILDING FAÇADES

- Add visual interest by articulating planes and surfaces of even simple materials.
- Use larger pieces of natural stone and heavier textured masonry materials on the lower portions of buildings to help visually anchor them to the ground and provide interest at the pedestrian level.
- Building façades are to achieve a high level of visual interest when viewed from automobile and pedestrian vantage points.
- Incorporate meaningful techniques, such as awnings or a change in building material, to break up the perceived building mass.

Utilize pedestrian scale elements along façade

AWNINGS

- Where awnings are used along a row of contiguous buildings, use a consistent form, material, color, location and mounting arrangement.
- Awnings should be located to provide a consistent minimum eight feet (8') vertical clearance, with a maximum generally not to exceed twelve feet (12').
- Colors of awnings must complement the buildings.
- Incorporate the awnings along with any signage to provide a uniformly designed building façade.
- Internally illuminated awnings are prohibited.

Awnings should be similar in design

BUILDING MATERIALS AND COLORS

Visual continuity in major building materials should be used throughout the Town of Sunnyvale. In order to establish the desired look for future buildings, specific criteria addressing preferred materials and colors have been established:

Combinations of earth tones

- Building materials should vary in type and texture and include native stone, brick, stucco, textured concrete units (only allowed in industrial applications) and concrete tiles. Alternative materials that achieve similar looks and are of high quality and low maintenance may be considered on a specific case basis.

- All non-residential buildings must be constructed of 90% masonry, exclusive of windows or glass surfaces. Of the required masonry surface, no more than 10% may be cementitious stucco. For industrial zoned areas, the 90% masonry requirement shall only apply to the front and side façades that are oriented to the street.

- Building colors should be derived from, and related to the finishes of primary building materials. The excessive application of bright colors covering expansive areas is not permitted. A building color palette consisting of natural earth tones and muted colors is required (earth tone is a color scheme that draws from a color palette of browns, tans, grays, greens, blues and some reds. The colors in an earth tone scheme are muted and flat in an emulation of the natural colors found in dirt, moss, trees and rocks).

- The use of strongly contrasting materials and colors shall be reserved for accent pieces, such as building entrances, railings, stairs, etc. Excessive variety of façade materials should be avoided.

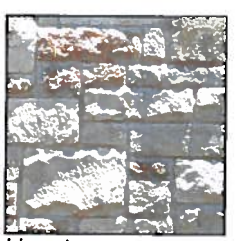
- The use of highly reflective materials and surfaces, such as polished metal, or other materials which generate glare shall not be allowed, particularly at the pedestrian level.

- In most instances, only one to two dominant building materials should be utilized and the quantity of accent materials should be minimized.

- The use of contrasting yet compatible building materials and textures is recommended to unify exterior building elements and to create depth, proportion and scale.

- Specific masonry construction materials and color requirements are as follows:

  - **Stone** – The use of natural stone within Sunnyvale shall be selected from the options or equivalent stone which reflects similar characteristics of a natural and earth tone appearance.


Limestone

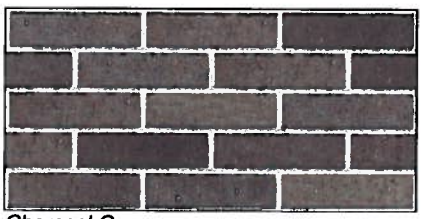
Multi-color ledge stone

Roughback Limestone

Sandstone

- **Brick** – When brick is utilized within the Town's non-residential zoning categories, the brick color shall be selected from an earth tone color similar, but not limited to, the following:

Cedar Valley

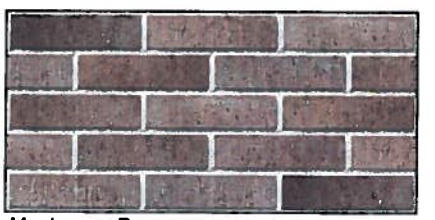

Charcoal Gray

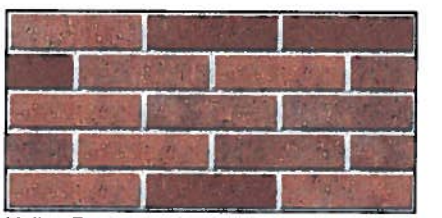
Cinnebar

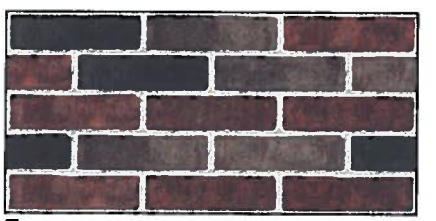
Copper Sand

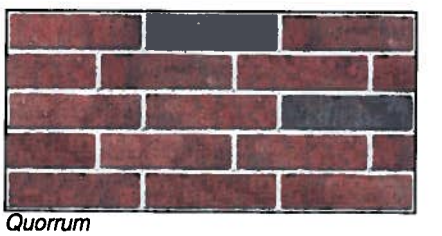
Ironstone

Mark IV


Mushroom Brown


Valley Rose


Texas


Quorrum

- **Stucco** – When stucco is incorporated into the design of future buildings, the color shall complement the other masonry materials and utilize a muted color or earth tone color scheme. Earth tone examples are below but do not represent the variety of earth tone colors that are acceptable:

Moroccan Sand

Artemisia

Desert Beige

Honeydew

Cafe Mocha

Ivory Powder

Ironstone

Caramello

Mystic Pine

Flintridge

Butterscotch

Oatmeal

Wrightwood

Humboldt

Cargo

- **Painted Surfaces** – Color selection of painted surfaces such as wood, metal and concrete should be chosen from a palette of muted colors and earth tones. The palettes provided in these guidelines are considered a general representation of muted and earth tone colors, and is intended as a guideline only for a selection of acceptable color schemes.

Painted surface palette of muted and earth tone colors

EXISTING ZONING REQUIREMENTS AFFECTING ARCHITECTURAL CRITERIA

The Town of Sunnyvale Zoning Ordinance addresses the use of masonry with specific requirements. In order to remain consistent with the style and characteristics as outlined in these Design Standards, the following recommendations are intended to supplement the zoning requirements as found in Section 20.8 of the Sunnyvale Zoning Ordinance:

The use of masonry in residential zoning and LR (Local Retail) district shall be limited to brick and stone. Masonry in all other zoning districts shall be limited to the following materials: brick, stone, tilt-up concrete with aggregate exposed, poured or cast in place concrete blocks or tile, glass curtain walls or glass blocks and stucco.

Zoning requirements specific to non-residential LR (Local Retail) and GB (General Business):

The exterior walls of all buildings in the districts shall be of solid masonry veneer construction covering at least 90% of the walls. Plain haydite or concrete block outside walls must be veneered with another decorative masonry material. Masonry shall be brick or stone.

Supplemental recommendation: On exterior building walls, limit stucco type masonry to 10% of required masonry area façade. Colors for stucco type masonry should be selected from the recommended earth tone palette provided in these Design Standards. The use and coverage percentage of hardiboard type masonry should be considered only on a specific case basis.

Zoning requirements specific to non-residential HC (Highway Commercial) District:

The exterior walls of all buildings facing and within 300 feet of a dedicated street shall be 90% masonry veneered with a decorative masonry material. Plain haydite or concrete block outside walls must be veneered with another decorative masonry material. Masonry shall be brick or stone. Glass block and glass curtain walls are acceptable materials but shall not exceed 50% of the area of any wall.

Supplemental recommendation: Exterior walls of all structures shall have at least 90% masonry coverage on all four building sides. Stucco type masonry should be limited to 10% of required masonry area façade. Colors for stucco type masonry should be selected from the recommended earth tone palette provided in these Design Standards. The use and coverage percentage of hardiboard type masonry should be considered only on a specific case basis.

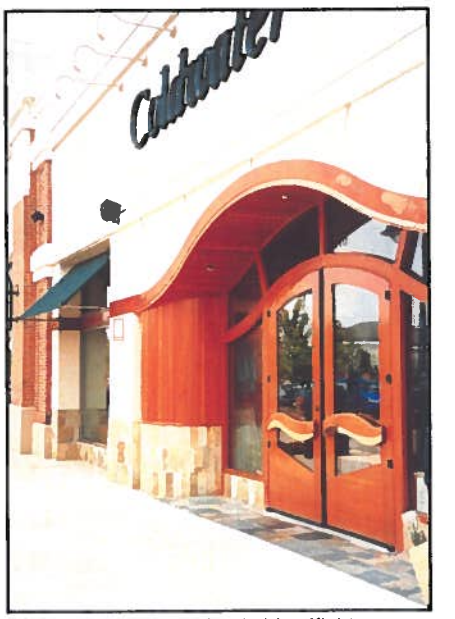
Zoning requirements specific to non-residential I (Industrial) District:

The exterior walls of all buildings facing and within 300 feet of a dedicated street shall be 90% masonry veneered with a decorative masonry material. Plain haydite or concrete block outside walls must be veneered with another decorative masonry material. Masonry shall be brick, stone, or deformed (decorative) haydite or concrete block (with integral color). Glass block and glass curtain walls are acceptable materials but they shall not exceed 50% of the area of any wall.

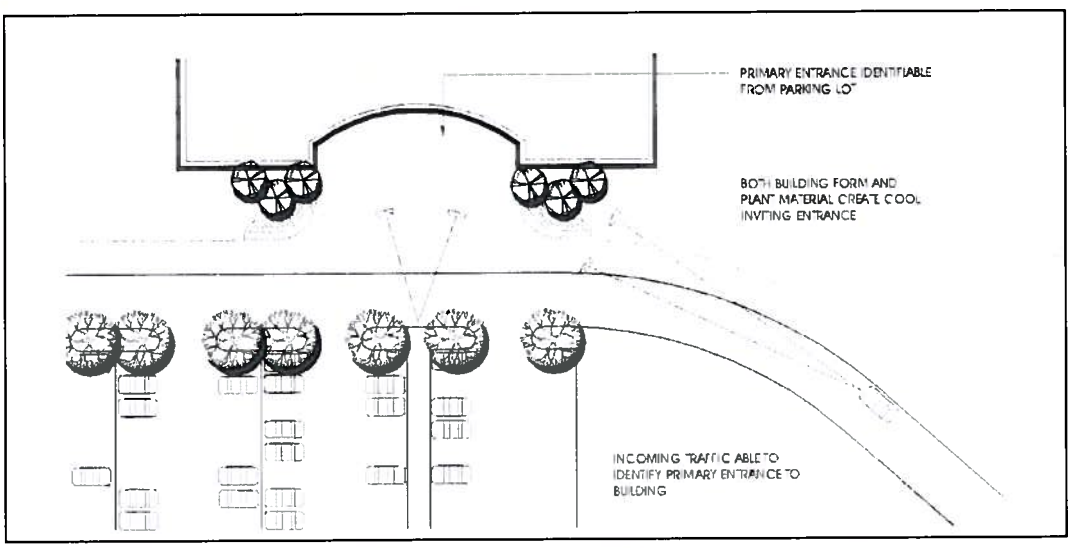
Supplemental recommendation: The exterior walls of buildings should have masonry treatment wrapping the corners of all street facing walls a minimum of five feet (5'). Stucco type masonry should be limited to 10% of required masonry area façade. Colors for stucco type masonry should be selected from the recommended earth tone palette provided in these Design Standards. The use and coverage percentage of hardiboard type masonry should be considered only on a specific case basis.

BUILDING ENTRANCES

- Primary entrances should be easily identifiable and relate to both human scale and the scale of the building(s) they serve.
- Wherever possible, entrances should be cool and inviting without becoming dark.
- Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs and should be visible from parking areas.
- Secondary entrances (such as for service or fire code compliance) may be more subdued than primary entrances and need not demonstrate the same characteristics as primary entrances.
- All building entrances must conform to the most current ADA guidelines and regulations.



Main entry to store clearly identifiable



ROOF TREATMENT

Rooftops should be considered important design elements as viewed from a variety of vantage points -- at ground level, from other buildings and from adjacent perimeter roadways. A well-composed "roofscape" achieves an interesting skyline without becoming overly busy or contrived. Roof forms should serve as natural transitions from ground level to lower masses to the tallest masses and back to the ground.

- Construct screens of the same materials as building skins or of materials similar in color and texture.
- Avoid rooflines running in continuous planes more than sixty-five feet (65'). Offset or jog the roof planes for better visual interest.
- Locate all rooftop equipment, including satellite dishes and antennae, completely within the screened areas.
- All rooftop equipment, including satellite dishes and antennae, must be fully screened from view and located below the highest vertical element of the building.
- Roof treatments for fuel sales canopies must have pitched roofs. Columns for canopies must be entirely encased with brick or stone to complement the primary building. The canopy band face must be consistent with the main structure and may not be backlit or used as signage.

Varying roofline breaks up long expanse of building façade

Varying roofline treatment creates a unique style of architecture

LANDSCAPE DESIGN GUIDELINES

Landscape guidelines are essential for creating the desired character for the Town of Sunnyvale. The additional standards and requirements for the installation of landscaping and screening walls within the Town of Sunnyvale are set forth in order to:

- Promote the general welfare of the community.
- Enhance the living environment.
- Aid in the enhancement of property values.
- Create an attractive, consistent appearance.
- Complement the visual effect of buildings.
- Provide appropriate buffers between land uses.

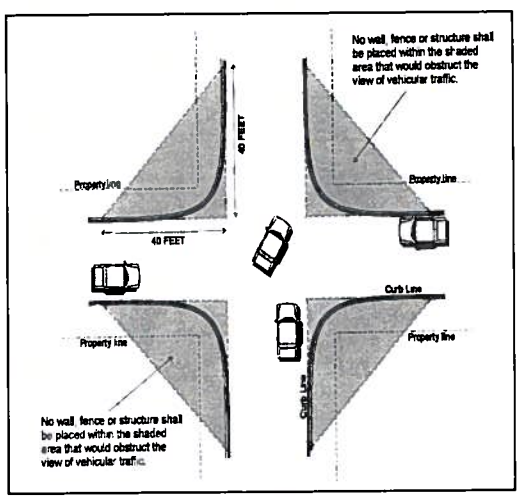
Sunnyvale's Town Hall

- Utilize a consistent, native plant palette that reinforces the naturalistic appearance and reduces watering demand.

GENERAL PLANTING REQUIREMENTS

These criteria are intended to supplement the existing landscape requirements set forth in the Town of Sunnyvale's Zoning Ordinance.

- At the time of installation all shrubs planted for the purpose of screening shall have a minimum height of two and one half feet (2-1/2') measured from the top of the root ball to the top of the plant.
- No more than fifty percent (50%) of the trees and shrubs within a proposed landscape buffer shall be from the same species to encourage visual diversity and interest in the landscape.
- All landscaping shall be separated from vehicular use areas by some form of barrier such as raised concrete curbing, bollards, curb stops or other suitable permanent alternative.



Maintain safe sight triangles when designing landscaping at intersections

- Landscaping shall not obstruct the view between access drives and parking aisles, nor shall any landscaping, which creates an obstruction of the view, be located in the radius of any curb return.
- At an intersection of two streets or at the intersection of a driveway and a street, nothing shall be erected, placed, allowed to grow or planted so that it impedes vision between the height of three feet (3') and ten feet (10') above the curb within a triangle formed by the intersecting streets or street and driveway, and measuring forty feet (40') along the sides of the triangle that face the intersection. Triangle sides shall be measured from the face of the curb to the face of the curb at intersections and driveways. Additional sight triangle requirements based on American Association of State Highway and Transportation

Officials (AASHTO) geometric standards for intersections shall also apply. In the case of a conflict, the more restrictive sight distance requirement shall apply.

- Turf areas along roadsides which are considered low foot traffic and low maintenance should be planted in Prairie or 619 Buffalo Grass (*Buchloe dactyloides*) which is extremely drought tolerant and requires minimal irrigation and fertilization.

- Other turf areas with higher maintenance requirements should be planted in either 419 Tifway Bermuda or El Toro Zoysia turf grass which are both disease and weed resistant, and moderately drought tolerant.

- All landscaping must be fully irrigated

WATER EFFICIENT PLANTS

The Town of Sunnyvale has a unique natural setting and rural personality. The Town's vision is to preserve as well as enhance the natural characteristics that contribute to its uniqueness. In an effort to exercise responsibility towards conserving natural resources, the planting of native and adapted plant materials is essential.

- Native and adaptive plants require up to 80% less water than non-native plant material, contributing to both savings in water and dollars. Additional savings are achieved through the use of locally available plant material by mitigating transportation costs.

- The *U.S. Green Building Council LEED for New Construction Reference Guide's* recommended design principles for water efficient landscaping includes the selection of native plants as well as the zoning of plant material according to compatible water and soil type requirements. By utilizing native plant material, it is possible to achieve a 50% reduction in irrigation water usage. Grouping plants with similar water and soil requirements also reduces the likelihood of excessive water waste.

- The use of water efficient plants is preferred by the Town of Sunnyvale and 80% of all landscape vegetation is required to be used from the water efficient plant palette.

American Elm

PLANT PALETTE and list of water efficient plants from www.txsmartscape.com

Shade Trees for Buffering:

Afghan(orEldarica)Pine
American Elm
Arizona Cypress
Bald Cypress
Bigelow Oak
Bur Oak
Caddo Maple
Cedar Elm
Chinquapin Oak
Durrand Oak
Lacebark Elm
Live Oak
Pecan

Texas Red Oak

Shumard Oak
Southern Live Oak
Southern Magnolia
Texas Ash
Texas Red Oak
Western Soapberry

Water Efficient Ornamental Trees:

Birds of Paradise
Buckeye, Mexican
Buckeye, Red
Buckeye, Texas
Carolina Buckthorn
Crepe Myrtle (tree form)
Desert Willow
Eastern Red Cedar
Eve`s Necklace
Hawthorne
Hollywood Juniper
Japanese Black Pine
Juniper, Blue Point
Juniper, Wichita Blue
Little Gem Magnolia
Mexican Plum
Ornamental Pear
Pomegranate
Possumhaw Holly
Redbud
Rose of Sharon (Althea)
Roughleafed Dogwood
Texas Persimmon
Vitex
Wax Myrtle
Winter/Bush Honeysuckle
Yaupon Holly

Water Efficient Shrubs:

American beautyberry
Argarita
Aromatic Sumac
Bridal Wreath Spiraea
Buckeye, Red
Buckeye, Texas
Burford Holly
Chinese photinia (Texas adapted)
Cleyera
Compact Nandina
Coral Berry
Crimson Pygmy Barberry
Dwarf Burford Holly
Dwarf Burning Bush
Dwarf Chinese Holly
Dwarf Crepe Myrtle (shrub form)
Dwarf Glossy Abelia
Dwarf Pomegranate

Arizona Cypress

Possumhaw

Coral Berry

Italian Jasmine

Dwarf Spirea (Anthony Waterer, Goldflame, Little Princess)
Dwarf Wax Myrtle
Dwarf Yaupon Holly
Elaeagnus
Flowering Quince
Forsythia
Foster Holly
Glossy Abelia
Harbor Dwarf Nandina
Hypericum
Indian Hawthorne
Italian Jasmine
Japanese Aucuba
Leatherleaf mahonia
Miniature Crepe Myrtle
Nellie R. Stevens Holly
Oakleaf Hydrangea
Purpleleaf Japanese Barberry
Red Yucca
Rose of Sharon (Althea)
Semi-dwarf Crepe Myrtle
Smooth Sumac
Standard Nandina
Texas Sage
Winter/Bush Honeysuckle

Water Efficient Groundcovers:

Asiatic Jasmine
Avens, White
Frog Fruit
Ground ivy
Hardy Plumbago
Horseherb
Liriope or Lily turf
Mondo Grass/Monkey grass
Pigeonberry
Purpleleaf Euonymus
Santolina
Snake Herb
Wood violet

Water Efficient Ornamental Grasses:

Autumn Blush Muhly
Big Bluestem
Black Fountain Grass
Broomsedge
Bushy Bluestem
Canada Wildrye
Dwarf Maiden Grass
Dwarf Pampas Grass
Eastern Gamma Grass
Feather Reed grass, Karl foerster grass
Hameln`s Fountain Grass
Indiangrass

Indian Hawthorne

Oakleaf Hydrangea

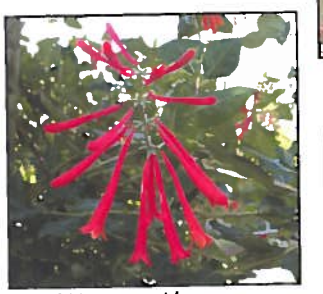
Frog Fruit

Zebra grass

Gulf Muhly

Inland sea-oats
Lindheimer`s Muhly
Little Bluestem
Maiden Grass
Morning Light Maiden Grass
Ravenna Grass
Sideoats Grama
Silver Bluestem
Splitbeard Bluestem
Standard Fountain Grass
Switchgrass
Variegated Japanese Silver Grass
Zebra Grass

Maiden grass


Coral Honeysuckle

Indian grass

Vines:

Boston Ivy
Coral Honeysuckle
Cross Vine
Trumpet Vine

A List of Herbaceous Turf Seed Mixtures can be located in Chart 19.3 of the Town of Sunnyvale Zoning Ordinance. The two turf grasses that match the list on TexasSmartscape list are Buffalograss and Blue Grama.

COUNTRY LANES, PARKWAYS AND THOROUGHFARES

Requirements for current buffers of country lanes and parkways are found in section 20.5 of the Zoning Ordinance. The current regulations are in italics below:

- *For all developments abutting a country lane or parkway, an area twenty-five feet (25') in width.*
- *For developments abutting other types of thoroughfares, an area fifteen feet (15') in width.*
- *For curbed streets an area fifteen feet (15') in width.*
- *For streets without curbs, an area twenty-five feet (25') in width.*
- *For streets proposed as country lanes, an area twenty-five feet (25') in width.*

Commercial abutting commercial

- *There shall be a ten foot (10') landscape buffer between the parking lot and the property line. However only sod or ground cover need to be planted within fifteen feet (15') of the roadway.*

Commercial abutting residential

- *The developer of any commercial property adjacent to any residentially zoned property shall provide a ten foot (10') wide buffer between the residential property and the building or parking areas.*

Landscape Requirements for buffers

- *As a minimum, buffer areas shall be covered with living grass or ground cover and shall be provided with an automatic irrigation system*

Street, thoroughfare and alleyway buffers

- *Fifteen-foot Buffers*

  Developers shall be required to plant one (1) large tree per forty (40) linear feet or portion thereof street frontage.

- *Twenty-five foot Buffers*

  Developers shall be required to plant trees of no less than 3 inch (3") caliper, spaced at a maximum of thirty feet (30') on center for small to medium trees, fifty feet (50') on center for large trees.

- *All trees shall be planted without tree grates in a bed of lawn or accented ground cover which grows in all directions.*

- *Where buffers are required, the street parkway between the right-of-way and the back of curb or edge of pavement shall be covered in living grass or ground cover. Buffers shall be maintained by the property owner including the parkway in the street right-of-way.*

Commercial Buffers

- *One (1) large tree shall be planted on forty foot (40') centers or one (1) small tree shall be planted on thirty foot (30') centers.*

The following recommendations are suggested to build upon the aforementioned requirements currently in place in Sunnyvale.

- Along curbed roadways, increase buffer from fifteen feet (15') to twenty-five feet (25') or greater to incorporate adequate pedestrian trails with a "meandering" design.

- Provide a minimum of two (2) three inch (3") caliper trees and five (5) 5-gallon shrubs for every 1,000 square feet of buffer. Planting beds shall be curvilinear.

- Pedestrian walks shall be required to be six feet (6') in width.

Meandering pedestrian trails along roadways

- Landscape beds are required to have steel, concrete, stone or equivalent edging and at least three inches (3") of mulch.

- Width of beds must be a minimum of five feet (5').

- Area of landscaped beds will be no less than one hundred (100) square feet

- Landscape material shall be grouped in informal tree clusters and plant bed masses to create a more naturalistic appearance.

PARKING LOT LANDSCAPE GUIDELINES

- **Parking Areas**

Landscape screening shall be provided between parking lots and all public Right-of-Ways (R.O.W.'s) and private drives.

The current requirements for internal parking lot landscaping in section 20.5 of the Sunnyvale Zoning Ordinance state:

- *Landscape areas within parking lots shall generally be at least one parking space landscaped, no less than fifty (50) square feet and no less than 5 feet (5') wide.*
- *One tree per every four hundred (400) square feet of landscape areas or fraction thereof landscaped area in the parking lot.*
- *Landscape areas shall equal a total of at least sixteen (16) square feet per space.*
- *One landscaped area with at least one (1) tree 3" caliper or greater within one hundred feet (100') of every parking space.*

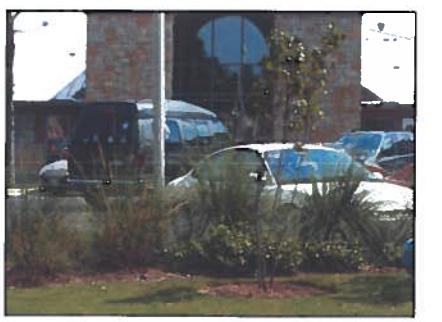
Utilize landscape berms to screen parking

PERIMETER PARKING LOT LANDSCAPING

Landscaping shall be provided between parking areas, R.O.W. and drives. The minimum landscaping required for this purpose shall be based on the measured linear footage that extends along the length of the property line (excluding driveways) adjacent to the public or private roadway. For parking areas not adjacent to the roadways which require buffers, parking areas should still be screened. To determine the minimum quantity of landscaping the following guidelines apply:

All parking must be screened from public rights-of-ways using screening methods as described below.

All parking lot screening will be maintained at least thirty six inches (36") in height, and be achieved by utilizing the following methods:



Parking lot screening softens the view from the adjacent R.O.W

- Berming, planting, screens or low profile walls
- Screening should be offset at least six feet (6') every sixty (60) linear feet
- One shade tree species per forty (40) linear feet
- One five (5) gallon container size shrub per five (5) linear feet
- Plantings should be grouped in meandering beds and provide variations in depth and texture to create a naturalistic screen for parking areas

INTERIOR PARKING LOT LANDSCAPING

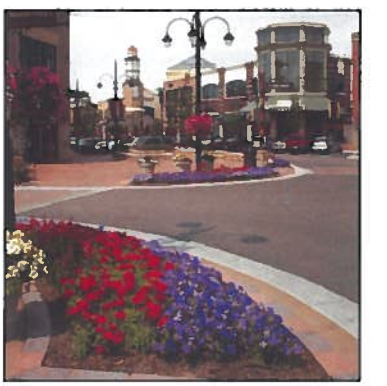
Landscaping adjacent to buildings

- Landscape islands are required at the terminus of each parking bay. Within each island, two (2) shade trees or two (2) ornamental trees shall be planted. The ground plane shall be seeded, mulched or planted with groundcover.
- A ten foot (10') landscape median is required between every other parking bay. Landscape within each landscape median shall include:
  - One (1) shade tree per sixty (60) linear feet
  - One (1) ornamental tree every twenty-five (25) linear feet

LANDSCAPE ADJACENT TO BUILDINGS

Incorporate masses of color at cross walks and project entries

- Use plantings adjacent to buildings and along walkways to soften the experience.
- Incorporate planting beds into plazas to create shade and add human scale.
- Consider solar orientation when selecting plant material.
- Accent entrances and architectural elements with ornamental plantings.
- Landscaped islands shall be planted with seasonal color and/or groundcover.
- Mature trees should be pruned of branches up to nine feet (9') high to maintain safe pedestrian passage.
- Incorporate landscape beds and planters at key entryways and seating areas.
- Landscaping is required at all pedestrian crossings or seating areas.


Intersection treatment

ENTRY/INTERSECTION PLANTING

Entries to individual developments or sites shall be enhanced with landscaping to highlight their significance and announce arrival into the project. Landscaping shall complement the signage and architecture. Ornamental landscaping, including flowering trees and shrubs, seasonal color and specimen plants, is ideal in these areas.

- At a minimum, a one-hundred (100) square foot landscape bed must be located on each side of the entry and any entry signage must be located within a plant bed.

Incorporate plantings around entries

UNIMPROVED TRACT

All portions of the development site not occupied by buildings, structures, vehicle access and parking, loading/unloading and approved storage areas shall be landscaped. Future building pads within a phased development shall be kept in a neat and orderly manner though no landscaping is required.

MAINTENANCE

All landscaping shall be maintained regularly to retain a neat, orderly appearance. Each residential and non-residential development shall establish a community maintenance association funded by the residents or tenants of the project. The Town may desire to adopt a landscape maintenance schedule and minimum standards by way of a maintenance ordinance, if the Town deems that developments are not being properly maintained.

The Town of Sunnyvale will be responsible for the maintenance of landscape and irrigation areas located within the public right-of-way (with the exception of residential).

IRRIGATION

All newly installed plant material shall be irrigated by an automated irrigation system. In an effort to save and extend the water supply, and in addition to utilizing native and drought tolerant plant materials, irrigation systems should at a minimum, adapt and adhere to the following principles of the Irrigation Association's *Turf and Landscape Irrigation Best Management Practices* (BMP's):

- *Assure Overall Quality of the Irrigation System*
- *Design the Irrigation System for the Efficient and Uniform Distribution of Water*
- *Install the Irrigation System to Meet the Design Criteria*
- *Maintain the Irrigation System for Optimum Performance*
- *Manage the Irrigation System to Respond to the Changing Requirement for Water in the Landscape*

The U.S. Green Building Council LEED Reference Guide recommends maximizing the use of on site natural resources to limit or even eliminate the use of potable water. In order to earn the two (2) possible LEED credit points offered in the Water Efficient Landscaping section, a combination of any of the below are required. These criteria are recommended methods to reduce the amount of water used for irrigation and to optimize the efficiency of applied irrigation water.

- The selection of native plant material and or adapted, drought tolerant plant material
- The use of rainwater and condensation collected and stored on site
  - Rainwater can be collected from roofs and non asphalt type paved surfaces and then filtered via graded screens and paper filters for irrigation use
  - Pollutants in rainwater can be filtered out through soil or mechanical systems prior to irrigation use
- The use of on site gray water or wastewater treated and conveyed by a public agency specifically for non-potable uses

- Recovery of wastewater is achieved by its capture on site or through the local municipality. Graywater generally consists of wastewater from sinks, showers, washing machines, air-conditioning condensation and bleed down water from cooling towers. Treated wastewater from local municipalities is sewage treated to tertiary standards at central treatment plants, then distributed for irrigation use. The specification of purple PVC pipe in all subsurface irrigation systems for future conversion to reclaimed water (non-potable) with irrigation use is also recommended.

➢ The use of efficient irrigation systems

- Advances in technology have enhanced the capabilities of irrigation system controllers. Smart controllers are irrigation clocks that automatically adjust irrigation run times in response to environmental changes. Using sensors and weather data to manage watering schedules, they also detect current environmental conditions and vary watering frequency as needed. Utilization of smart irrigation controllers can reduce water usage by 15 to 30 percent.

- The provision of computer interface for monitoring and schedule modifications from a central location can also improve irrigation efficiency. Outsourced landscape irrigation management provides a comprehensive approach to effective water management and savings. Advanced software programs operated by agronomists insure optimal water savings through precision irrigation scheduling and systems monitoring.

- Incorporation of drip irrigation and micro misters into irrigation systems will also mitigate loss of water due to evaporation, thereby improving irrigation efficiency.

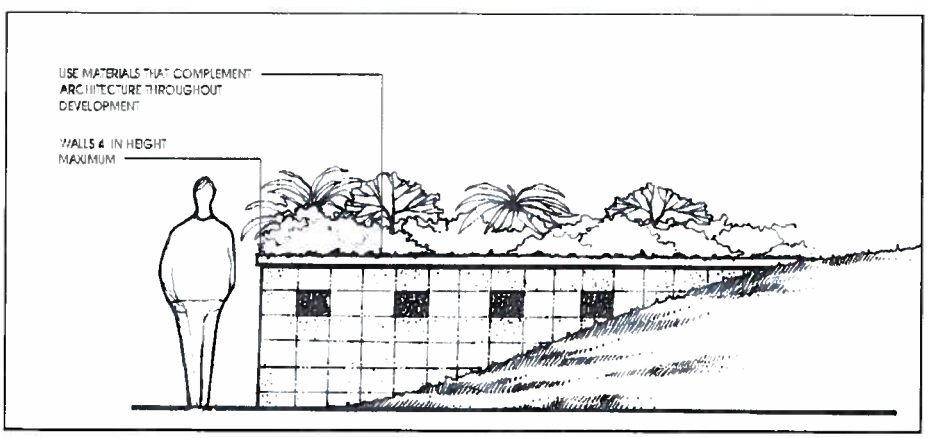
MISCELLANEOUS

➢ **Walls/Railing**

If not required for specific screening, security, retaining purposes or seating, walls should be avoided or held to a minimum.

- Retaining Walls

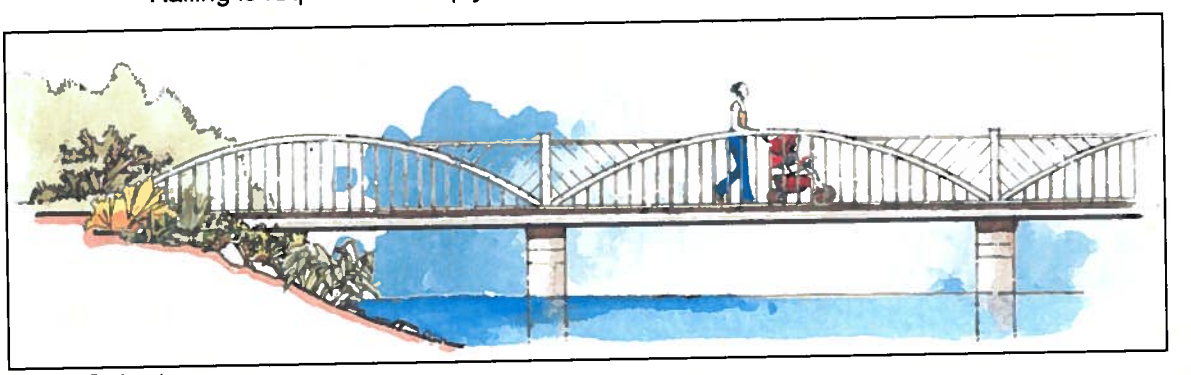
In addition to serving their primary function, retaining walls should be designed to be aesthetically pleasing and offer a variety of uses. Retaining walls should be constructed of materials that harmonize with adjacent building's architecture.



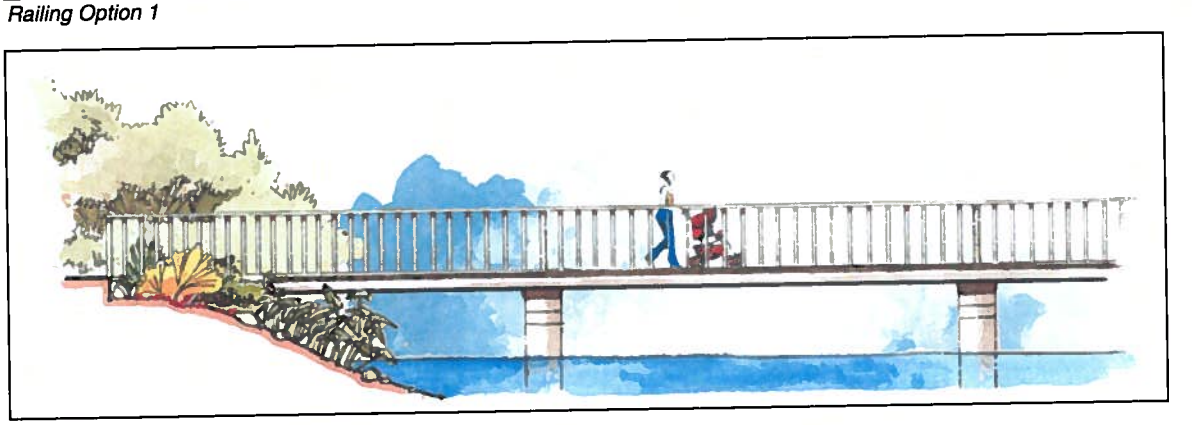
- All concrete walls must have a masonry veneer
- Untreated concrete walls and plain or painted CMU walls are prohibited except below grade
- Railroad ties and other wood materials are not permitted
- Retaining walls adjacent to roadways shall not exceed four feet (4') in height

- When railing is required or necessary (i.e. over culverts, retaining walls, pedestrian walkways), design railing to match or provide equivalent to Railing Option 1 and Railing Option 2.

- Railing is required to comply with the most current ADA standards.



Railing Option 1



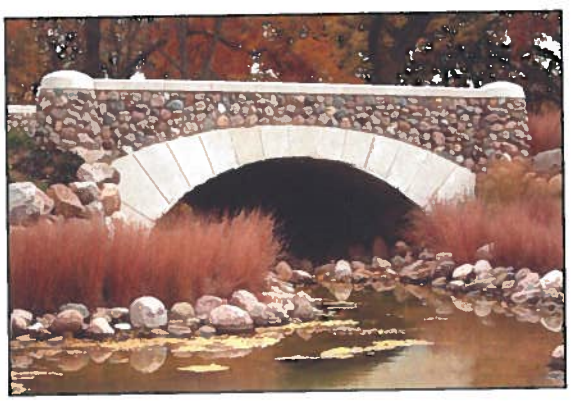
Railing Option 2

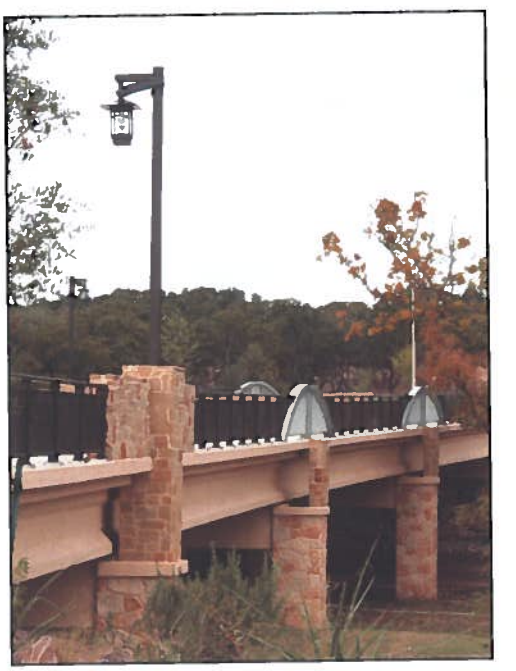
➢ **Pedestrian Bridges**

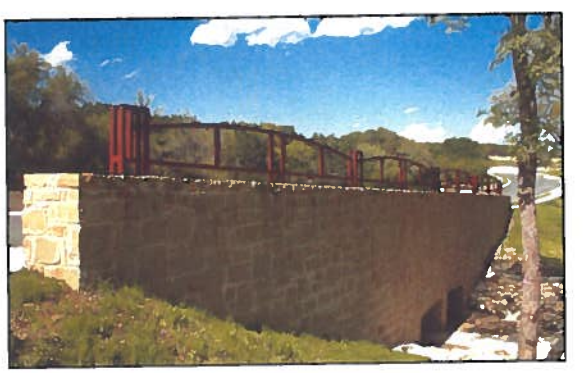
Pedestrian bridges within parks and open spaces shall be designed as aesthetic elements in the landscape including items such as masonry accents and decorative railings. The images contained within these guidelines are representative of the desired appearance for the pedestrian crossings.

- **Vehicular Bridges/Culvert Crossings**

If a specific development warrants a vehicular bridge crossing of a floodplain or drainage feature, the culvert/vehicular bridge shall be aesthetically enhanced with masonry, decorative railings, enhanced lighting and landscape improvements. Materials utilized must comply with the same architectural masonry and color requirements outlined within the architectural design standards.







SITE FURNISHING GUIDELINES

Major site furnishings include, but are not limited to, light poles, benches, waste receptacles, fountains and planters. In general, visual continuity of these elements is desired throughout the non-residential areas. All components of outdoor site furnishings should be low maintenance and resistant to vandalism.

SEATING/BENCHES

Outdoor seating should be constructed of materials that are durable and easy to maintain in order to best withstand elements, wear and vandalism. Where seating is designed to be affixed, provide a variety of arrangements (both linear and grouped), which accommodate 2 to 6 persons. Provide benches at major building entryways, drop-off areas and pedestrian courtyards and plazas.

PLANTERS

Planters shall complement the other site furniture. The use of planters throughout the Town of Sunnyvale is encouraged to soften the experience in pedestrian oriented spaces. Planters may be incorporated into entry signage and features, building entrances, plazas and courtyards.

WASTE RECEPTACLES

Waste receptacles shall complement the other site furniture. Waste receptacles shall be incorporated at building entrances, plazas, intersections, etc.

- **Examples and Options**

  A series of site furnishing options have been composed for consideration by the Town. It is recommended that a family of site furnishings be selected and used consistently throughout the Town in public spaces to reinforce a uniform identity.

Option 1

Option 2

Option 3

Option 4

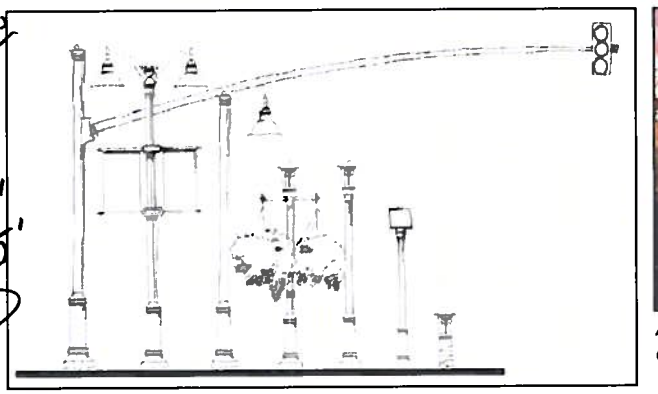
- Site furnishings shall be made from corrosion resistant, high quality topcoat finishing or coated with zinc rich epoxy and finished with a polyester powder coating (commercial grade).

- Site furnishings shall be specified that utilize recycled metal or other recycled materials equal to or exceeding the industry standard of 60% Post Consumer and 40% Post Industrial.

LIGHTING

Exterior lighting should be used to provide illumination for security and safety of entry drives, parking areas, service and loading areas, pathways and courtyards. Avoid light pollution and glare. All exterior light fixtures should be designed and coordinated as a "family" of compatible fixtures which relate to the architectural character of the buildings on a site. All lighting elements must be submitted and approved by the Town. In addition, the requirements for landscape lighting are in the most current zoning for the Town of Sunnyvale and supplemental design standards can be found in this section of the Community Design Standards.

#1500 exam
150'-200'
.5 min of 30'
@173'-175'
250 light



Utilize a consistent "family of fixtures

Accent lighting enhances architectural elements

Lighting requirements can be found in section 20.6 of the Sunnyvale Zoning Ordinance and project requirements include the following:

- *Collector and arterial streets shall have high (25-30 feet) mounted street lighting, while local access streets shall be lit with pedestrian scale lights using 14-foot light standards.*

- *Lighting shall be required only where site-specific safety conditions warrant.*

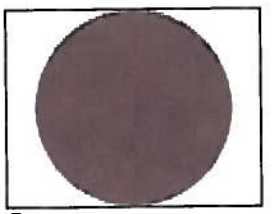
- *All lighting located in public rights-of-way shall be TXU Electrical Historical style fixture and pole. Light poles shall be 14 feet and of cast iron construction.*

Lighting Recommendations

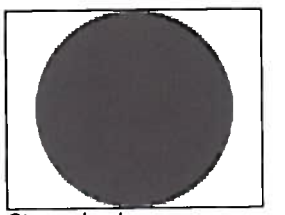
It is recommended that a consistent street light fixture be selected for use along the major roadways within Sunnyvale. As roadways are expanded and/or improved, the street lighting could be replaced with a Town standard fixture. The proposed light fixture is a style that is currently approved by Oncor Electric and is aesthetically compatible with the Prairie Style/Texas Hill Country theme already established at Town Hall.

In addition to utilizing a consistent street light fixture, it is recommended that a community wide color be selected for application on all future traffic signal poles, street light poles

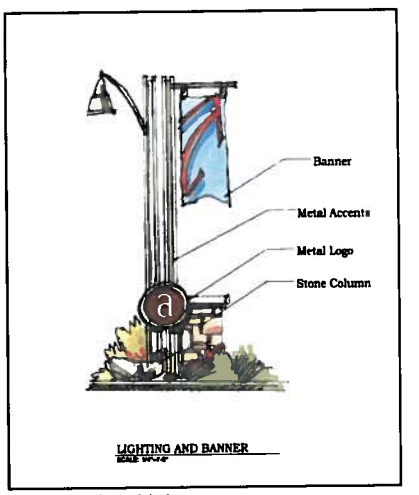
and traffic signs. There is only one color option provided by the light manufacturer which is black. The opportunity to paint any lighting fixtures is optional after installation and shall be approved by the Town. Additional colors which would be appropriate are recommended below:



Bronze

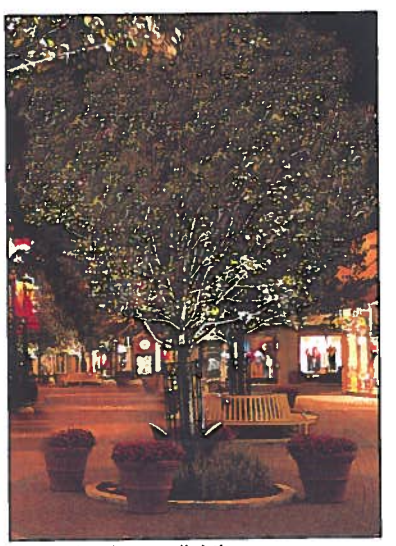


Storm cloud

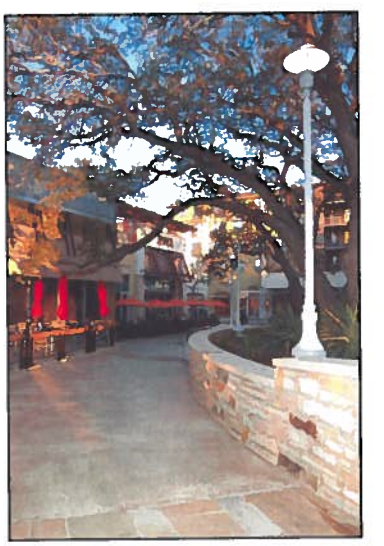


Street light with banner

Oncor approved Hanover Luminare



Utilize landscape lighting



Oncor approved Hanover Eurotique series

The use of pedestrian scale landscape lighting is encouraged to provide additional security by allowing safer navigation in public and commercial pedestrian areas. Additionally, the use of newer, energy efficient LED fixtures to mitigate energy demands is also recommended.

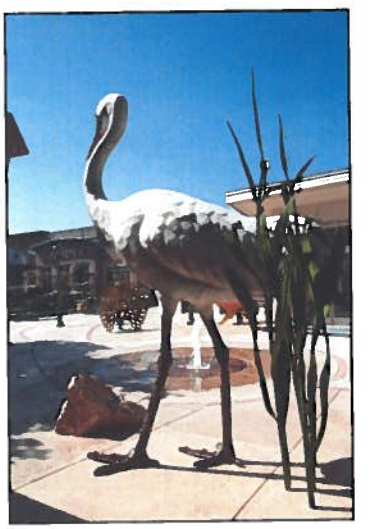
- If other decorative street lighting options are desired by the Town, Oncor has also approved a variety of alternative Antique Street Lamps which can add unique character to the Town's corridors.

PUBLIC ART PROGRAM

Incorporating outdoor sculptures, fountains and other artwork is encouraged. Such elements and features help establish strong visual identities for individual sites and corridors that will greatly enhance the unique character for the Town of Sunnyvale.

- The placement of artwork shall be visible to users within the corridors that are chosen; either as vehicular or pedestrian way finding references.
- Accent public open spaces with sculptures or fountains to give added community character.

Sculptures designed in plaza allow for human interaction



Sculpture designed around water feature

Artwork designed on seatwalls

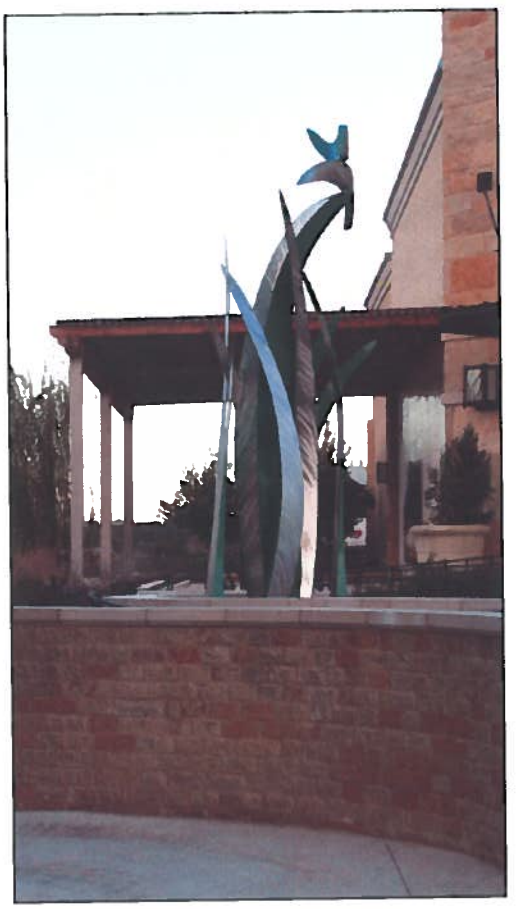
Artwork designed in landscape

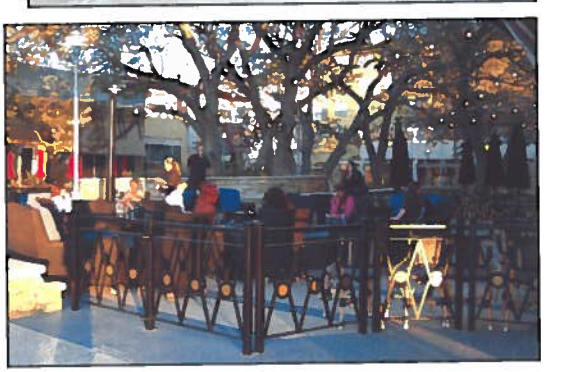
Public Art incorporated into buildings

SPECIAL ENHANCEMENT FEES

- In order to fund public art improvements, the Town should consider the assessment of a Special Enhancement Fee for non-residential land uses within Sunnyvale. The fee could be assigned on a fee per acre basis similar to a fee in lieu of parkland requirement. The Town could establish a separate fund for these Special Enhancement Fees. This fund could serve as a cultural arts investment to be applied within the Town of Sunnyvale. The fund could finance the purchase of public art, sculptures, fountains, fine arts pavilions, amphitheaters, trails or other cultural art amenities as approved by the Town and the Owner or the designated assignee of Owner.

- The Town shall establish a committee comprised of Planning staff, Parks Director and Town Council member, or designated assignee of Town Council to coordinate with the Owner or designated assignee of the Owner for specific enhancement fund allocations. For funds to be allocated from the Special Enhancements Fees, the Owner or designated assignee of the Owner and Town Council shall review and approve the location, design and cost for the amenities.





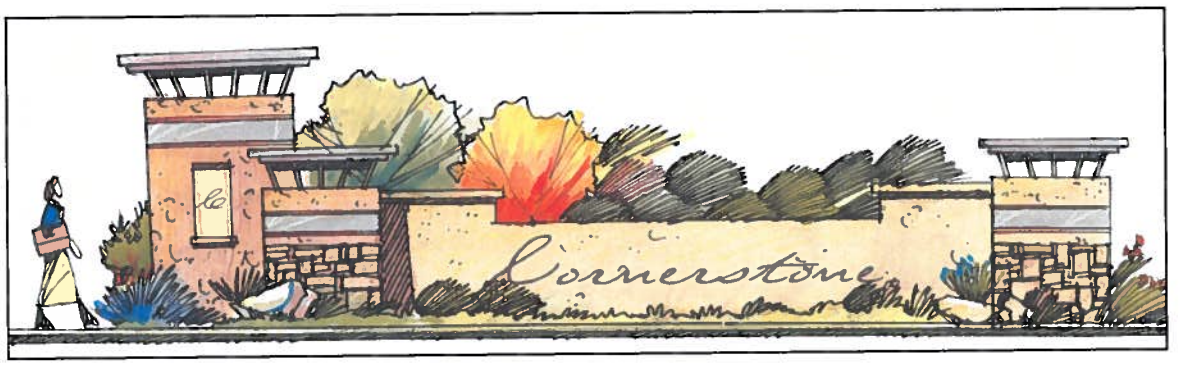
SIGNAGE DESIGN GUIDELINES

It is important to consider the experience of a first time user when developing a family of signage. Creating an easily identifiable, unified signage system facilitates movement to both public and private destinations. Consolidating the identification of multiple individual entities into a single system reduces the amount of visual clutter usually associated with individual businesses using competitive signage strategies. Proposed signage should be evaluated on material, color, shape, scale, size, location and overall appropriateness. Signs of all scales within a development should relate to each other through a consistent use of materials, colors and text style.

SIGNAGE DESIGN

- Colors
  - Sign colors should complement the colors and theme of the entire development.
  - Avoid too many colors. Small accents may make the sign more attractive and unique, however it is recommended to limit the number of colors used.
- Materials
  - Sign materials should be compatible with the materials used on the building façade upon which they are associated with or placed upon.
  - New materials may be appropriate only if they are designed in a manner consistent with the theme established by that development.
  - Metal signs are permitted but avoid finishes that will create glare.
  - Paper and cloth signs are not permitted.
- Legibility
  - Limit the number of text styles to avoid confusion and increase legibility.
  - Avoid symbols and fonts that are hard to read or too intricate.
  - Use symbols and logos in place of words whenever appropriate.
- Illumination
  - Illuminate only signs that are necessary, allow for illumination from other sources, i.e. streetlights or pedestrian lights.
  - Individually illuminated signs, either individual illuminated letters or back-lighted are encouraged.
  - Internally illuminated plastic cabinet signs are prohibited. Signs with individual letters are better integrated with the architecture.
- Location
  - Signs should not dominate the site in height and should not project above the rooflines of the buildings.

- Signs should not obstruct doors or windows.
- Utilize the building's architectural features to delineate where signs should be located.
- Window signs should not cover a majority of the window and should be intended to be viewed from the outside.



GATEWAY MONUMENT SIGNS

The Town of Sunnyvale currently does not have any major gateway or prominent signage that welcomes visitors to Town. Opportunities exist in key locations along Belt Line Road, South Collins Road and entering the Town limits from Highway 80.

The purpose of the gateway signs is to allow visitors to get a sense of location, more specifically, a welcoming to the Town of Sunnyvale. Such signage is necessary to reflect positively for the community and serves as an opportunity to establish the Town's desired look and feel.

The use of gateway monuments shall be used where deemed necessary by the Town Council. Design recommendations for the use of gateway monuments have been included within the Overlay District Guidelines for Belt Line, South Collins and U.S. 80 as guidance and for consideration by the Town.

- The Town Council shall adopt and oversee a Design Committee specifically and limited to the establishment, design review, location and implementation of gateway monuments throughout the Town.

PROJECT ENTRY AND MONUMENT SIGNS

Current standards in section 29.11 of the Sunnyvale Zoning Ordinance specify:

A monument sign shall be solid from the ground up; poles or supports shall be concealed. At least 18 inches of masonry shall be placed below the sign and 6 inches of masonry on the top and either side of the sign.

The following supplemental criteria should be considered for incorporation into the Town's signage ordinance.

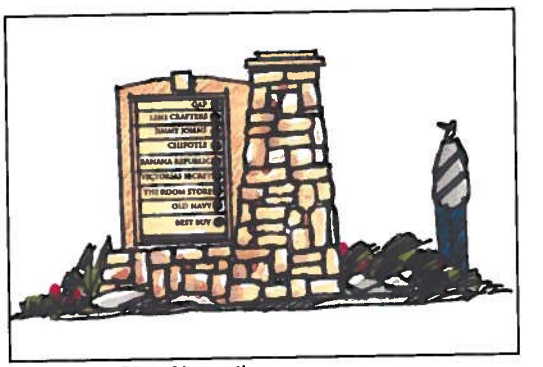
- All freestanding signs should be monument type.
- Freestanding monument signs should be perpendicular to the street.

- Signs should be oriented so that sight lines at intersections are not obstructed.
- Solid architectural bases and sides are required. Each sign shall incorporate a masonry base, which is a minimum of two feet (2') high. Sign materials should complement the materials used throughout the development.
- Landscaping shall be incorporated at the base of the sign. A minimum five foot (5') deep landscape bed shall be created on all sides of the sign.
- Lighting of monument signs is permitted. The amount of light pollution and glare onto surrounding properties should be minimized.

DIRECTIONAL SIGNS

When deemed necessary, easy to read motorist and pedestrian directional signs should be placed along internal drives and parking lot areas. The location of each of these signs must receive the approval of the Town.

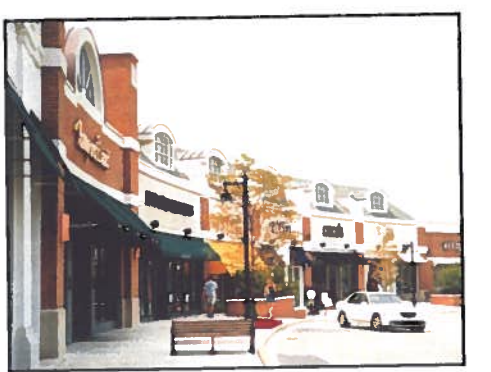
Directional Sign Alternative



Directional Sign Alternative

WALL SIGNS

- All wall signs should not project from the surface of which they are mounted more than twelve inches (12").
- Wall signs should be located where the building's architectural features suggest. Wall signs can help break up large blank walls and can provide a variation on walls greater than one (1) story.
- New wall signs in a development should be consistent in location with all other adjacent wall signs in the development.
- Wall signs should not project above the roofline or outside the edge of a building corner.



Locate signage at a consistent height with adjacent businesses

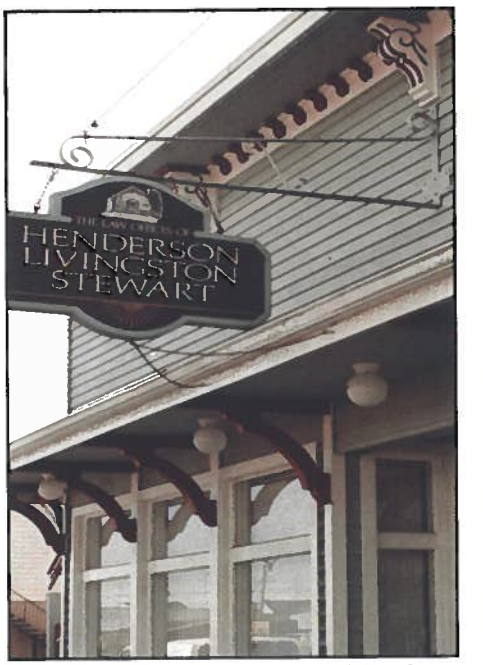
PROJECTING SIGNS

- On a multi-storied building, the sign should be suspended between the bottom of the second floor windowsill and the top of the first floor doors.

- Projecting signs should be made of metal, wood or fiberglass. Plastic signs are discouraged.

- Signs should be hung at a ninety degree (90°) angle to the building façade. Signs should be pinned slightly away from the building to increase visibility but should not protrude into the vertical plane of drives or streets.

Sign projects form façade



Projecting sign does not dominate front of building

- Signs should be no more than ten (10) square feet in size with a maximum vertical dimension of four feet (4') and maximum four foot (4') projection from the building.

- The bottom of the sign should provide a ten foot (10') clearance above pedestrian sidewalks.

- Decorative iron and wood brackets are encouraged and should complement the overall design theme of the development.

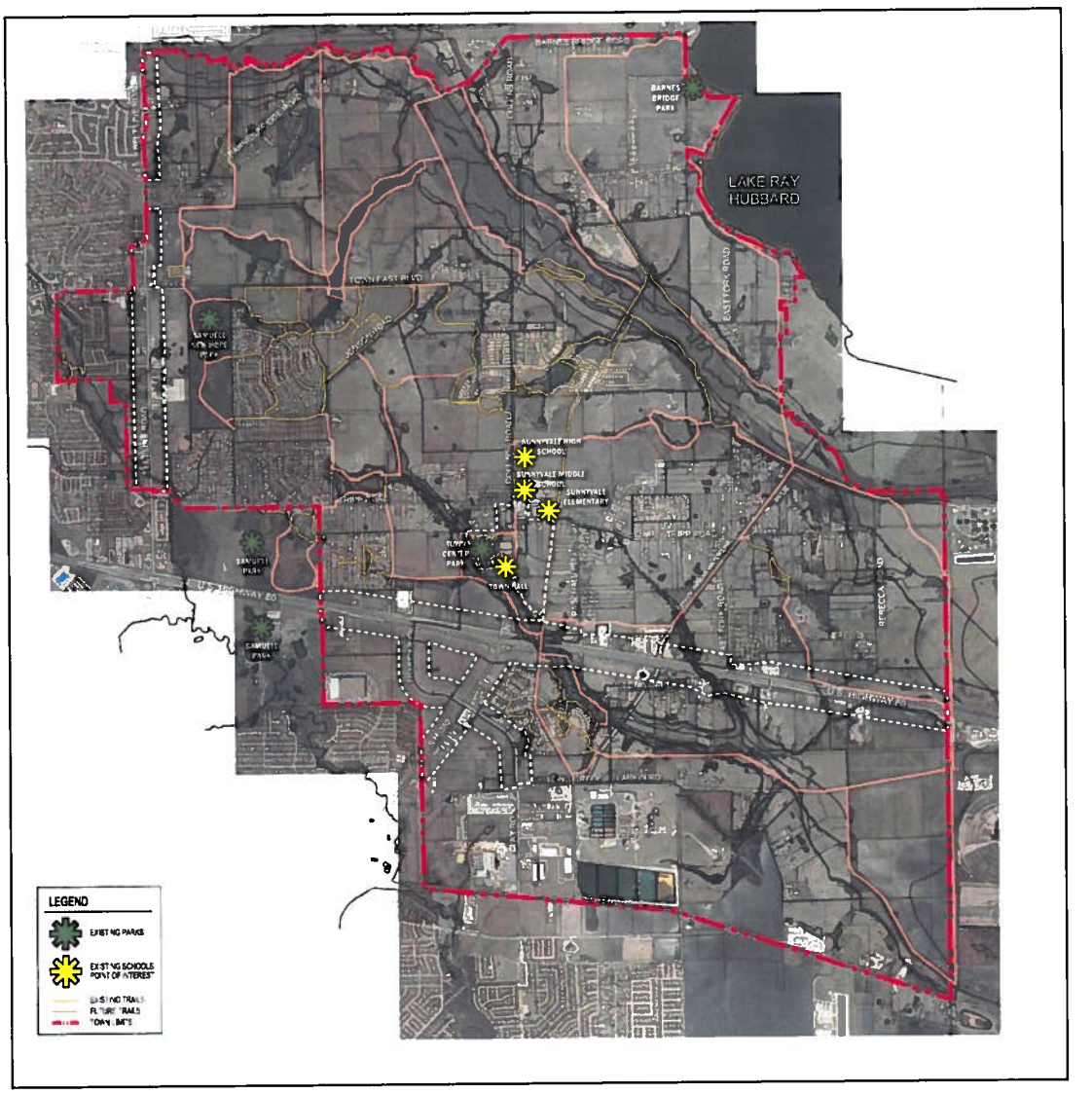
WINDOW SIGNS

- Signs should be limited to individual letters placed on the interior surface of the window.

- Letters should be white, black or gold leaf paint. Avoid bright, distracting colors that may become too dominant and contrast the overall theme.

OVERLAY DISTRICT GUIDELINES

The guidelines outlined in this chapter are supplemental to the Community Design Standards as well as the most current Zoning Ordinance and are more restrictive specifically to the individual corridors noted as: Belt Line, South Collins, T.C. Lupton/Clay Road, Town Center and U.S. 80.



BELT LINE OVERLAY DISTRICT

Intent: To provide guidelines that create a unique sense of place for the Belt Line corridor and reflect a high level of architectural and design appeal throughout the Town. The overlay district guidelines include: consistent landscaping, pedestrian walks, common street lights, low profile buildings, smaller scale buildings with architectural interest, pedestrian scale elements, buildings and restaurants oriented toward "town greens" and naturalistic plantings.

ARCHITECTURAL CRITERIA

- Building façades shall meet the requirements outlined in the Community Design Standards, Zoning Ordinance and the Overlay District Guidelines. In the event of a conflict, the more restrictive requirements shall apply.

- Required Massing for Nonresidential Structures: In order to ensure the aesthetic quality of the nonresidential buildings along Belt Line Road, the façades shall be offset, varied and articulated at least five feet (5') in depth for every fifty feet (50') in horizontal surface length.

- Façade offsets and calculations verifying that building elevations meet the above specifications are required to be listed on a building façade elevation plan submitted to the Town in conjunction with the Site Plan.

- Architectural standards must achieve:

  - Buildings that relate to and are oriented toward the pedestrian areas surrounding the buildings.

  - Buildings must be oriented so that the front of a building is not facing the loading or service area of another building.

  - Buildings shall focus activity on common open spaces, "center greens" or public plazas.

- Exterior Appearance of Buildings and Structures:

  - All buildings shall be architecturally finished on all four sides with a higher level of articulation on the front façades. Front façades shall be those façades directly visible from Belt Line Road and the façade used as the primary entrance. In the event that the side of the building is facing Belt Line Road, the side façade articulation shall be similar to the front. No rear façade shall face Belt Line Road.

  - All buildings shall be designed to incorporate no less than seven (7) of the following architectural elements:

    1. Canopies, awnings
    2. Overhangs
    3. Recesses or projections
    4. Arcades or colonnades
    5. Outdoor patios or plazas
    6. Display windows
    7. Architectural details, such as tile work or moldings, integrated into building façade
    8. Integrated planters or wing walls that incorporate landscape and sitting areas

9. Variety of stone coursing
10. Gable end roof and/or hip roofs
11. Pitched roofs with multiple pitch angles and/or peaked roof forms
12. Metal, tile, slate roofing material
13. Courtyards between buildings
14. Exposed rafters at eaves
15. Arbors

Ground floor façades facing Belt Line Road must incorporate the aforementioned architectural elements along no less than sixty percent (60%) of the total façade. The remaining forty percent (40%) shall not be a continuous wall plane. The architectural elements should be distributed along the entire façade to create architectural interest over the length of the elevation.

- All buildings with a height of twenty-four feet (24') or greater shall be designed to express a base, mid-section, and top. The base and tops should vary in material or texture. All façades shall include:
  - Articulated ground floor levels
  - Minimum three foot (3') overhangs at eaves or articulated cornice lines
- Building Material and Color requirements:
  - Conceptual façade elevations and material samples shall be submitted with the site plan application for all non-residential uses.
  - No single building material shall cover more than eighty percent (80%) of the front of any building (excluding windows and glass), with the exception of on-site utility or service structures.
  - Masonry requirements shall be ninety percent (90%) of the total building. A maximum of ten percent (10%) of a building's elevation, excluding windows, may be cementitious stucco.
- Parking requirements:
  - All driveways aligned with a median opening and/or serving parking fields over two hundred (200) parking spaces must provide:
    1. A median-divided driveway at the entry
    2. Internal stacking areas a minimum of one hundred fifty feet (150') at entries/exits

LANDSCAPE DESIGN GUIDELINES

The requirements for landscaping can be found primarily in the Community Design Standards and the Zoning Ordinance. The following supplemental requirements within this section shall apply to all development along Belt Line Road and shall be in addition to the requirements outlined in the Community Design Standards.

- A minimum of one-quarter (¼) acre of useable, pedestrian oriented open space/"town green" shall be provided for every five (5) acres of gross site of each development. Buildings and parking areas shall be oriented to accentuate the use of the common "green". The open space shall include at least three (3) of the following elements:

  - Seating areas
  - Enhanced landscaping
  - Fountains
  - Public art
  - Plaza
  - Sidewalks
  - Pavilion
  - Arbors

- Utilize two foot to six foot (2' – 6') low meandering berms with undulating earth forms to screen parking and establish a more natural appearance.

- Incorporate earthen berms in landscape beds with a minimum two foot (2') height with a minimum two percent (2%) slope and a maximum 4:1 slope.

- A minimum twenty-five feet (25') landscape buffer, exclusive of R.O.W. shall be provided along Belt Line Road. Pedestrian walks with a "meandering" design shall be provided between the edge of the landscape buffer and the curb of Belt Line Road.

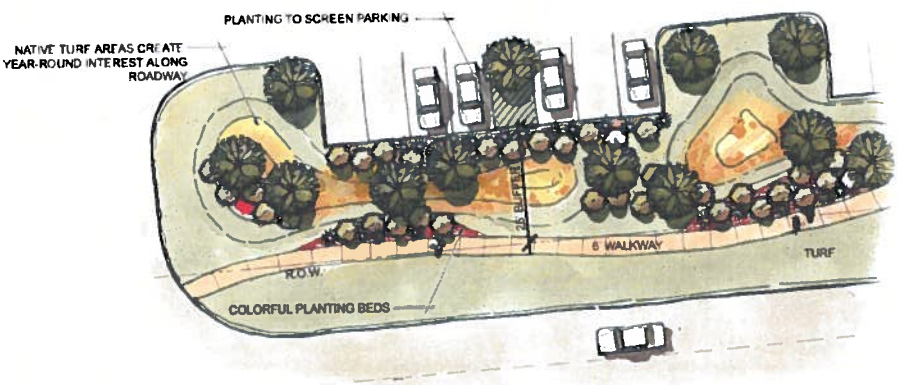
Meandering pedestrian trails along roadways

  - Provide a minimum of two (2) three inch (3") caliper trees and five (5) 5-gallon shrubs shrubs for every one thousand (1,000) square feet of buffer area. Planting beds shall be curvilinear.

  - Pedestrian walks shall be six feet (6') in width.

  - Landscape beds are required to have steel edging, concrete, stone or equivalent edging and at least three inches (3") of mulch.

  - Width of beds must be a minimum of five feet (5') and no less than one hundred (100) square feet.



- Landscape material shall be grouped in informal tree clusters and plant bed masses to create a more naturalistic appearance.

- Refer to Community Design Standards for parking lot landscape requirements.

SITE FURNISHINGS

➢ Enhanced Light Standards

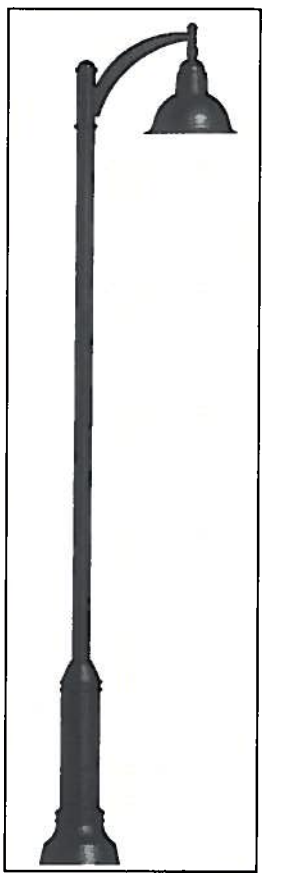
- Street lights within the public R.O.W. shall be the Oncor approved Hanover Eurotique series style street light fixture in a bronze or black color.

- The light poles in the street median and parkways are nominally thirty feet (30') in height and shall support seasonal banners.

➢ Street Furniture Requirements

- All furniture shall be made of long lasting/durable materials (as defined in Community Design Standards) such as concrete, stone or metal and shall be approved by the Town. All development sites shall provide at least three (3) of the following elements:

  1. Benches
  2. Bollards
  3. Ornamental pedestrian scaled lights
  4. Waste receptacles
  5. Planters
  6. Bicycle racks
  7. Public art



Hanover Eurotique Series

SIGNAGE DESIGN GUIDELINES

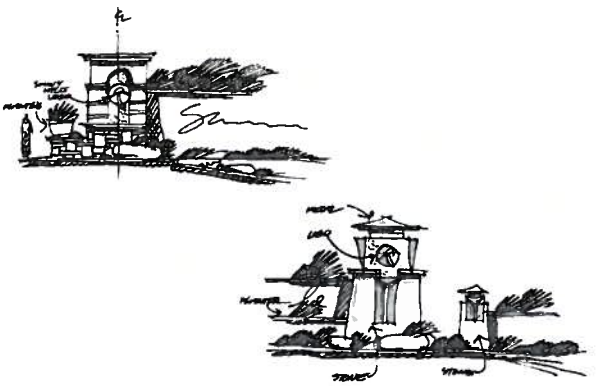
➢ Gateway Monument Signs

The Town of Sunnyvale currently does not have any major gateway or prominent signage that welcomes visitor to Town. Opportunities exist at the intersection of Tripp Road and Belt Line Road to implement a community gateway sign.

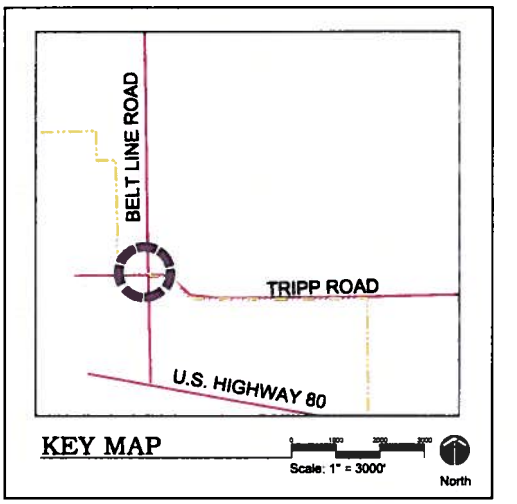
In order to maintain the opportunity to develop a gateway sign, the Town shall coordinate with local landowners and/or developers to acquire a portion of the property or obtain a landscape easement to accommodate the proposed gateway signage.

The purpose of the Gateway Sign is to allow visitors a sense of location, more specifically, a welcoming to the Town of Sunnyvale. Such signage is necessary to reflect positively on the community and establish the Town's desired look and feel.

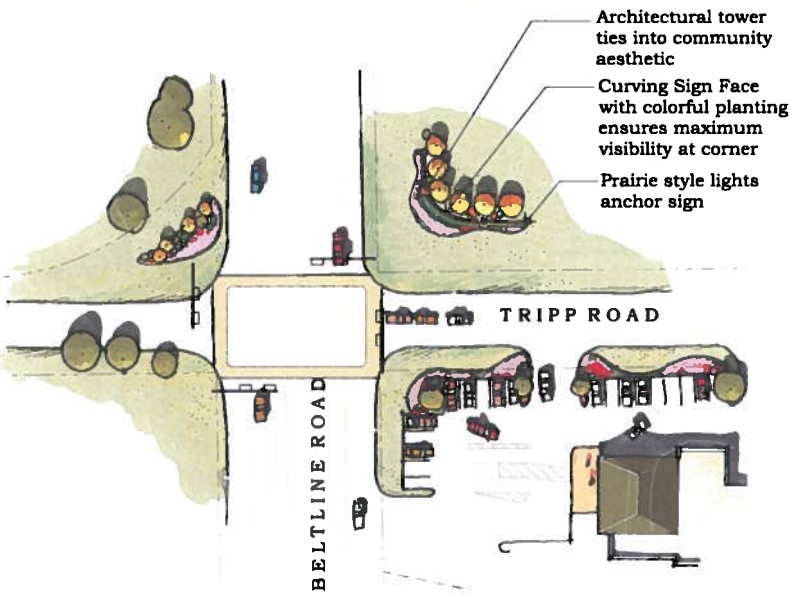
- The Town Council shall assign and oversee a Design Committee specifically and limited to the establishment, design review, location and implementation of Gateway Monuments throughout Sunnyvale.



PROCESS SKETCHES



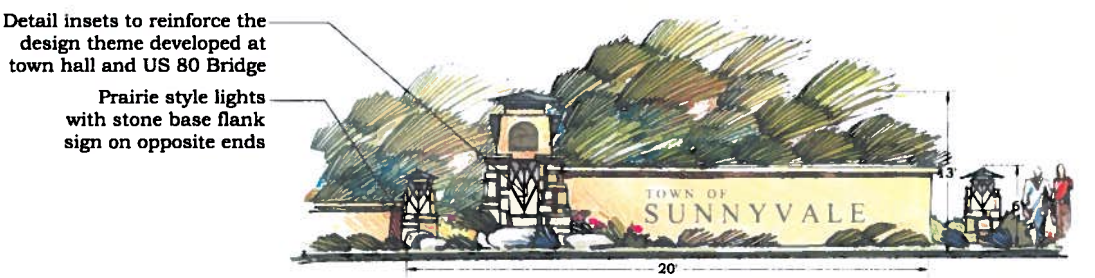
Belt Line Gateway



BELTLINE AND TRIPP PLAN

Scale: 1" = 30'

North



SIGN ELEVATION

Scale: 1/4" = 1'

SOUTH COLLINS OVERLAY DISTRICT

Intent: To provide guidelines that create a unique sense of place for the South Collins corridor and reflect a high level of architectural and design appeal throughout the Town as well as: incorporate consistent street lights with seasonal banners; utilize locations for unique gateway signage along South Collins; utilize the corridor as a gateway entering into the Town Center; incorporate similar landscape and architectural materials used at Town Hall to create a complementary design theme and incorporate Prairie Style/Texas Hill Country architectural characteristics.

ARCHITECURAL CRITERIA

- Building Façades shall meet the requirements outlined in the Community Design Standards, Zoning Ordinance and the Overlay District Guidelines. In the event of a conflict, the more restrictive shall apply.

Utilize masonry as primary building material

- Required Massing for Nonresidential Structures
  - In order to ensure the aesthetic quality of the nonresidential buildings along South Collins, the façades shall be offset, varied and articulated at least five feet (5') in depth for every fifty feet (50') in horizontal surface length

Incorporate low-profile rooflines

- Façade offsets and calculations verifying that building elevations meet the above specifications are required to be listed on a building façade elevation plan submitted to the Town in conjunction with the Site Plan.
- The architectural standards must achieve the following objectives:
  - Buildings that relate to, and are oriented toward, the pedestrian areas surrounding buildings.
  - Buildings must be oriented so that the front of a building is not facing the loading or service area of another building.
  - Buildings that focus activity on a Town square or public plaza.

- Exterior Appearance of Buildings and Structures:
  - All buildings shall be architecturally finished on all four sides with a higher level of articulation on the front façades. Front façades shall be those façades directly visible from South Collins and the façade used as the primary entrance. In the event that the side of the building is facing South Collins, the side façade articulation shall be similar to the front. No rear façades shall face South Collins.

- Building entrances shall be articulated and defined to present a strong entry presence. All buildings shall be designed to incorporate no less than seven (7) of the following architectural elements:

1. Low-pitched hipped rooflines
2. Wide roof eaves/deep overhanging eaves
3. Decorative multi-colored/geometric windows
4. Horizontal banding
5. Banks of vertical windows
6. Use of wood trim with various earth-tone colors
7. Deep porches with support columns
8. Metal, tile, slate roofing material
9. Variety of stone coursing
10. Courtyards between parts of buildings
11. Outdoor patios or plazas
12. Exposed rafters at eaves
13. Arbors
14. Canopies/awnings

Ground floor façades facing South Collins Road must incorporate the aforementioned architectural elements along no less than sixty percent (60%) of the façade. The remaining forty percent (40%) shall not be a continuous wall plane. The architectural elements should be distributed along the entire façade to create architectural interest over the length of the elevation.

- All buildings with a height of twenty-four feet (24') or greater shall be designed to express a base, mid-section and top. The base and tops shall vary in material or texture.

- Building Material and Color requirements:

  - Conceptual façade elevations and material samples shall be submitted with the site plan application for all non-residential uses.

  - No single building material shall cover more than eighty percent (80%) of the front of any building (excluding windows and glass), with the exception of on-site utility or service structures.

  - Masonry requirements shall be ninety percent (90%) of the total building. A max of ten percent (10%) of a building's elevation, excluding windows, may be cementitious stucco.

- Parking requirements:

  - All driveways aligned with a median opening and serving parking fields over two hundred (200) parking spaces must provide:

    1. A median-divided driveway at the entry
    2. Internal stacking areas a minimum of one hundred fifty feet (150') at entries/exits

LANDSCAPE DESIGN GUIDELINES

The requirements for landscaping can be found primarily in the Community Design Standards and the Zoning Ordinance. The following supplemental requirements within this section shall apply to all development along South Collins and shall be in addition to the requirements outlined in the Community Design Standards.

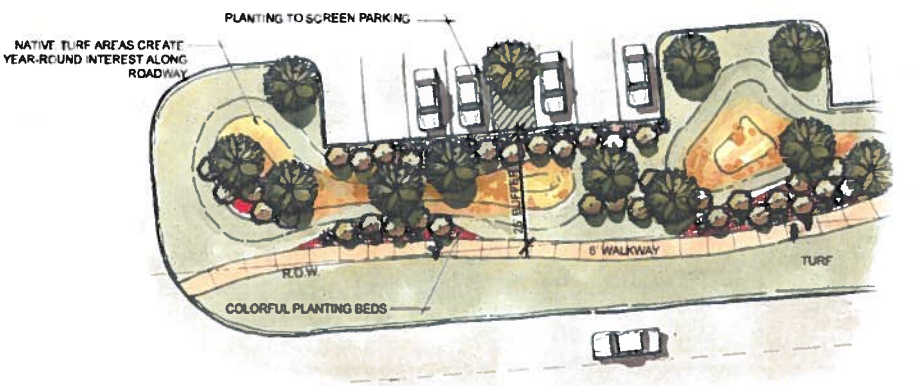
- A minimum of one quarter (¼) acre of useable, pedestrian oriented open space/"town green" shall be provided for every five (5) acres of gross site of each development. Buildings and parking areas shall be oriented to accentuate the use of the common "green". The open space shall include at least three (3) of the following elements:
  - Seating areas
  - Enhanced landscaping
  - Fountains
  - Public art
  - Plaza
  - Sidewalks
  - Pavilion
  - Arbors

- Utilize two foot to six foot (2' – 6') low meandering berms with undulating earth forms to screen parking and establish a more natural appearance.

- Incorporate earthen berms in landscape beds with a minimum two foot (2') height with a minimum two percent (2%) slope and a maximum 4:1 slope.

- A minimum twenty-five feet (25') landscape buffer, exclusive of R.O.W. shall be provided along South Collins. Pedestrian walks with a "meandering" design shall be provided between the edge of the landscape buffer and the curb of South Collins.
  - Provide a minimum of two (2) three inch (3") caliper trees and five (5) 5-gallon shrubs for every one thosuande (1,000) square feet of buffer. Planting beds shall be curvilinear.

Roadside trail meanders through trees and landscape beds



- Pedestrian walks shall be six feet (6') in width.
- Landscape beds are required to have steel edging, concrete, stone or equivalent edging and at least three inches (3") of mulch.
- Width of beds must be a minimum of five feet (5') and no less than one hundred (100) square feet.
- Landscape material shall be grouped in informal tree clusters and plant bed masses to create a more naturalistic appearance.
- Refer to Community Design Standards for parking lot landscape requirements.

SITE FURNISHINGS

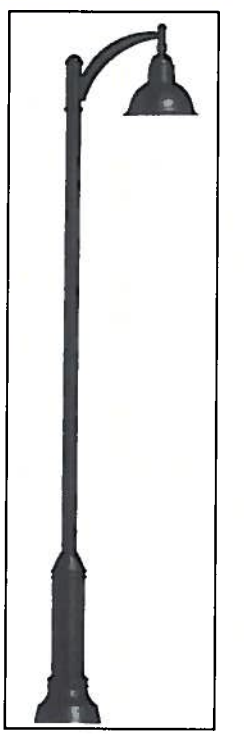
➢ Enhanced Light Standards

- Street lights within the public R.O.W. shall be the Oncor approved Hanover Eurotique series style street light fixture.
- The light pole in the street median and parkways are nominally thirty feet (30') in height and shall support seasonal banners.
- Pedestrian areas and parking lots shall incorporate the light fixture style utilized at the Town Hall.

➢ Street Furniture requirements:

- All furniture shall be made of long lasting/durable materials (as defined in Community Design Standards) such as concrete, stone or metal and shall be approved by the Town. All development sites shall provide at least three (3) of the following elements:

  1. Benches
  2. Bollards



Hanover Eurotique Series

Furnishings add character

3. Ornamental pedestrian scaled lights
4. Waste receptacles
5. Planters
6. Bicycle racks
7. Public art

SIGNAGE DESIGN GUIDELINES

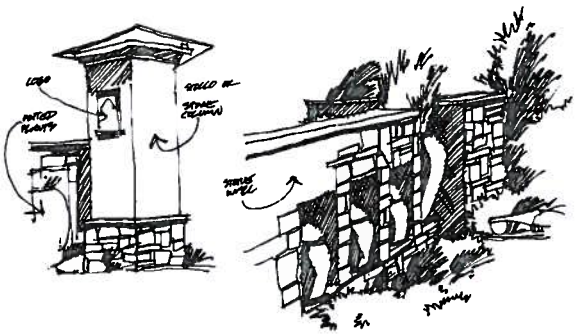
➢ Gateway Monument Signs

The Town of Sunnyvale currently does not have any major gateway or prominent signage that welcomes visitors to Town. Opportunities exist at the southern extent of South Collins to incorporate a gateway monument.

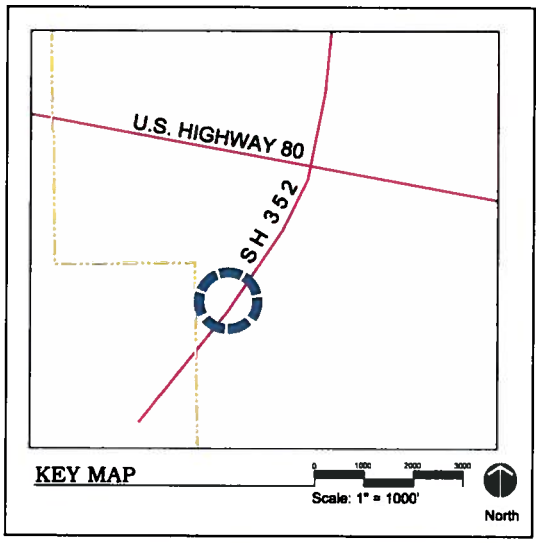
In order to maintain the opportunity to develop a gateway sign, the Town shall coordinate with local landowners and/or TXU to acquire a portion of the property or obtain a landscape easement to accommodate the proposed gateway signage.

The purpose of the Gateway Sign is to allow visitors a sense of location, more specifically, a welcoming to the Town of Sunnyvale. Such signage is necessary to reflect positively on the community and establish the Town's desired look and feel.

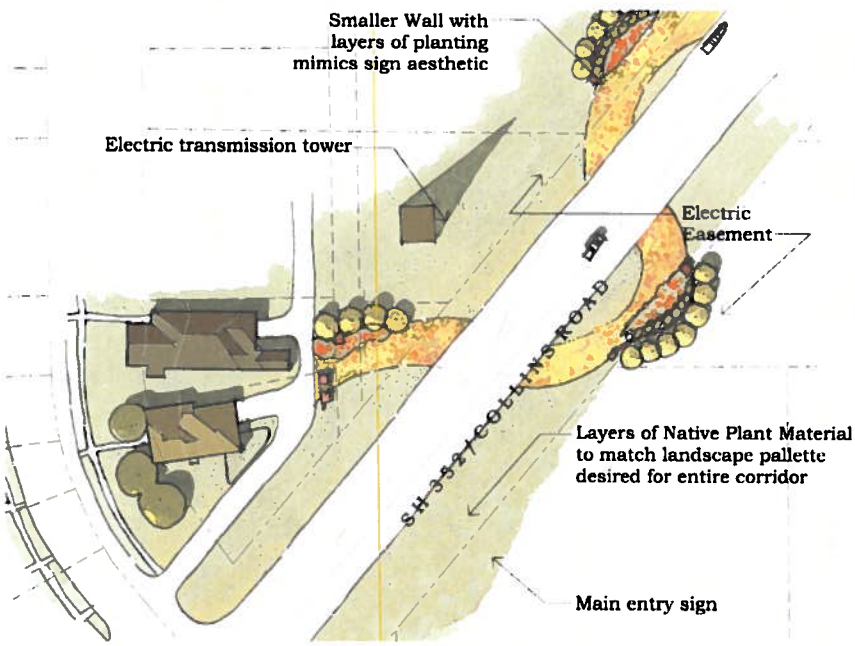
- The Town Council shall adopt and oversee a Design Committee specifically and limited to the establishment, design review, location and implementation of Gateway Monuments throughout Sunnyvale.



PROCESS SKETCHES



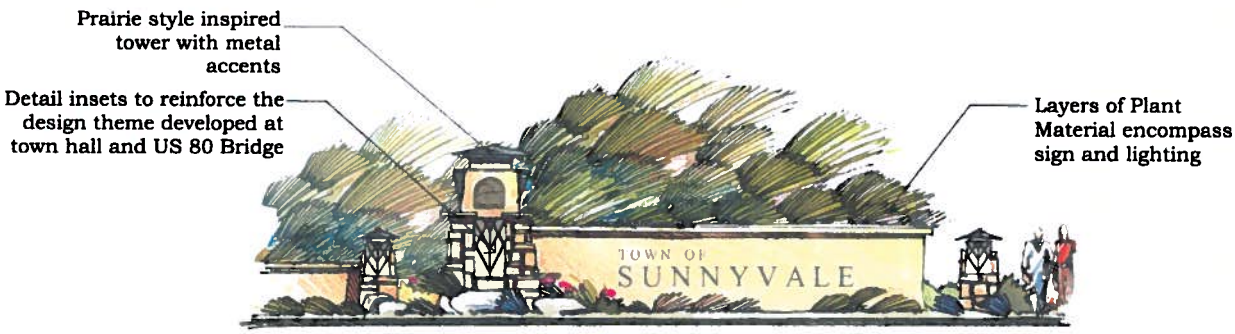
South Collins Road Gateway



COLLINS ROAD PLAN

Scale: 1" = 30'

North



SIGN ELEVATION

Scale: 1/4" = 1'

T.C. LUPTON/CLAY ROAD OVERLAY DISTRICT

Intent: The primary objectives in this overlay district are: to improve the visual quality of the roadway, screen unwanted views of industrial uses and equipment and improve the aesthetics for future industrial uses.

ARCHITECURAL CRITERIA

- Building Façades shall meet the requirements outlined in the Community Design Standards, Zoning Ordinance and the Overlay District Guidelines. In the event of a conflict, the more restrictive requirements shall apply.

- Façade offsets and calculations verifying that building elevations meet the above specifications are required to be listed on a building façade elevation plan submitted to the Town in conjunction with the Site Plan.

- Exterior Appearance of Buildings and Structures

  - All buildings shall be architecturally finished on the front and side façades with masonry, whichever is visible from T.C. Lupton/Clay Road and with a higher level of articulation on the front façades. Front façades shall be those façades directly visible from T.C. Lupton/Clay Road and the façade used as the primary entrance.

  - Building entrances shall be articulated and defined to present a strong entry presence. All retail or office buildings facing, or that side onto T.C. Lupton/Clay Road, shall be designed to incorporate no less than seven (7) of the following architectural elements. Industrial buildings shall incorporate no less than five (5) of the following architectural elements.

    1. Canopies, awnings
    2. Overhangs
    3. Recesses or projections
    4. Arcades or colonnade
    5. Outdoor patios or plazas
    6. Display windows
    7. Architectural details, such as tile work or moldings, integrated into building façade
    8. Integrated planters or wing walls that incorporate landscape and sitting areas
    9. Variety of stone coursing
    10. Gable end roof and/or hip roofs
    11. Pitched roofs with multiple pitch angles and/or peaked roof forms
    12. Metal, tile, slate roofing material
    13. Courtyards between parts of buildings
    14. Small add-on structures
    15. Exposed rafters at eaves
    16. Arbors

Ground floor façades facing T.C. Lupton/Clay Road must incorporate the aforementioned architectural elements along no less than sixty percent (60%) of the total façade. The remaining forty percent (40%) shall not be a continuous wall plane. The architectural elements should be distributed along the entire façade to create architectural interest over the length of the elevation.

- Building Material and Color requirements:
  - Conceptual façade elevations and material samples shall be submitted with the site plan application for all non-residential uses.
  - No single building material shall cover more than eighty percent (80%) of the front of any building (excluding windows and glass), with the exception of on-site utility or service structures.
  - Masonry requirements shall be ninety percent (90%) of the building's front and side that face T.C. Lupton/Clay Road. A maximum of ten percent (10%) of a building's elevation, excluding windows, may be cementitious stucco.
- All commercial and utility vehicles stored or parked on a property overnight shall be located inside an enclosed building or screened from the view of T.C. Lupton/Clay Road and adjacent properties. Vehicles shall not be stored between the building and T.C. Lupton/Clay Road. Additionally, there shall be no outdoor storage within the front yard of the property or within the property adjacent to T.C. Lupton/Clay Road.

  Screening of storage and service areas from view along T.C. Lupton/Clay Road shall be provided by a solid masonry wall to match the building, earthen berms or landscaping. Screening shall be solid and a minimum height of six feet (6') within one (1) year of the issue date of the Certificate of Occupancy for the building.
- Any service areas that back onto T.C. Lupton/Clay Road must have a seven foot (7') masonry wall with columns every one hundred fifty feet (150').

LANDSCAPE DESIGN GUIDELINES

The requirements for landscaping can be found primarily in the Community Design Standards and the Zoning Ordinance. The following supplemental requirements within this section shall apply to all development along T.C. Lupton/Clay Road and shall be in addition to the requirements outlined in the Community Design Standards.

- A minimum twenty-five feet (25') landscape buffer, exclusive of R.O.W. shall be provided along T.C. Lupton/Clay Road. Pedestrian walks with a "meandering" design shall be provided between the edge of the landscape buffer and the curb of T.C. Lupton/Clay Road.
  - Provide a minimum of two (2) three inch (3") caliper trees and five (5) 5-gallon shrubs for every one thousand (1,000) square feet of buffer. Planting beds shall be curvilinear.
  - Pedestrian walks shall be six feet (6') in width.
  - Landscape beds are required to have steel edging, concrete, stone or equivalent edging and at least three inches (3") of mulch.

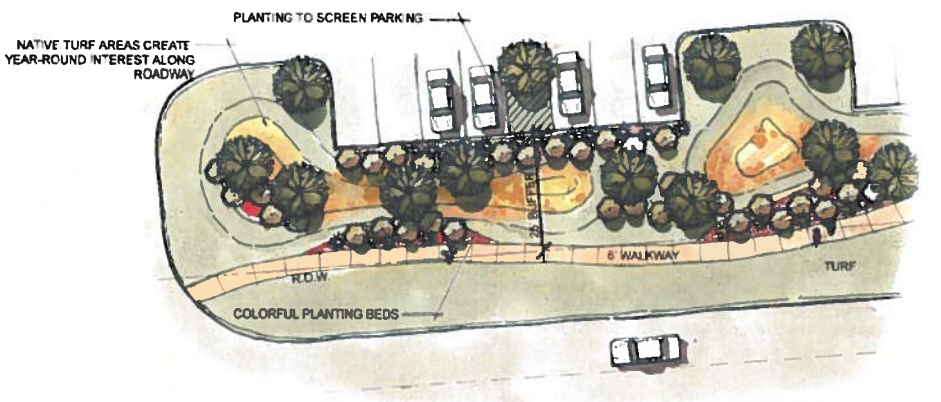
Landscape beds provide color and texture

  - Width of beds must be a minimum of five feet (5') and no less than one hundred (100) square feet.

- Landscape material shall be grouped in informal tree clusters and plant bed masses to create a more naturalistic appearance.
- Refer to Community Design Standards for parking lot landscape requirements.

➢ Utilize two foot to six foot (2' – 6') low meandering berms to screen parking areas for a more natural feel.

➢ Incorporate median tree plantings in groves or in a naturalistic planting design approximately every three hundred feet (300') to four hundred feet (400') as to not block any views of open space.



SITE FURNISHINGS

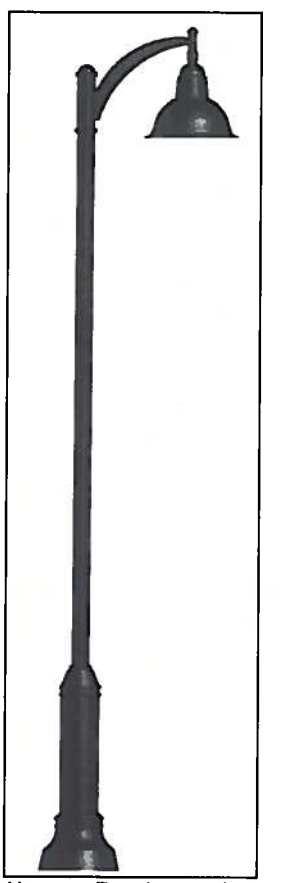
➢ Enhanced Light Standards

- Street lights within the public R.O.W. shall be the Oncor approved Hanover Eurotique series style street light fixture.
- The light pole in the street median and parkways are nominally thirty feet (30') in height and shall support seasonal banners.

➢ Street Furniture requirements:

- All furniture shall be made of long lasting/durable materials (as defined in Community Design Standards) such as concrete, stone or metal and shall be approved by the Town. Development sites shall provide at least three (3) of the following elements:

  1. Benches
  2. Bollards
  3. Ornamental pedestrian scaled lights
  4. Waste receptacles
  5. Planters
  6. Bicycle racks
  7. Public art



Hanover Eurotique series

TOWN CENTER OVERLAY DISTRICT

Intent: To provide streetscapes in which buildings orient toward the street, incorporate mixed use development, provide street trees and pedestrian oriented development, incorporate parking in rear of buildings and establish a design theme that utilizes Prairie Style/Texas Hill Country architectural characteristics.

ARCHITECURAL CRITERIA

- Building façades shall meet the requirements outlined in the Community Design Standards, Zoning Ordinance and the Overlay District Guidelines. In the event of a conflict, the more restrictive requirements shall apply.

- Required Massing for Nonresidential Structures

  - In order to ensure the aesthetic quality of the nonresidential buildings in the Town Center, the façades shall be offset, varied and articulated at least five feet (5') in depth for every fifty feet (50') in horizontal surface length.

- Façade offsets and calculations verifying that building elevations meet the above specifications are required to be listed on a building façade elevation plan submitted to the Town in conjunction with the Site Plan.

- The architectural standards must achieve the following objectives:

  - Buildings that relate to, and are oriented toward the pedestrian areas surrounding the buildings.

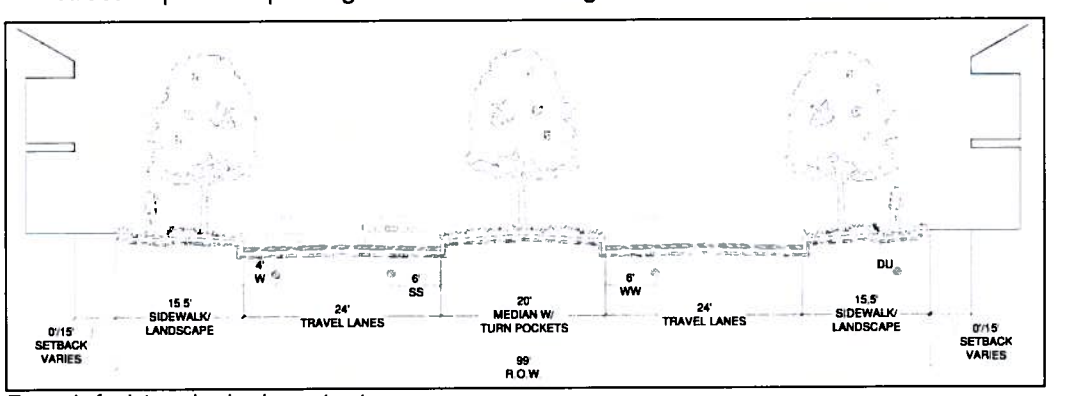
Utilize Prairie Style/Texas Hill Country architectural characteristics

  - Buildings must be oriented so that the front of a building is not facing the loading or service area of another building.

  - Buildings shall focus activity on Town Squares or public plazas.

  - Orient at least fifty percent (50%) of building façades to street with parking on sides and rear.

  - Buildings within the Town Center shall be oriented toward pedestrian focused streetscapes with parking areas located along the sides and rear.



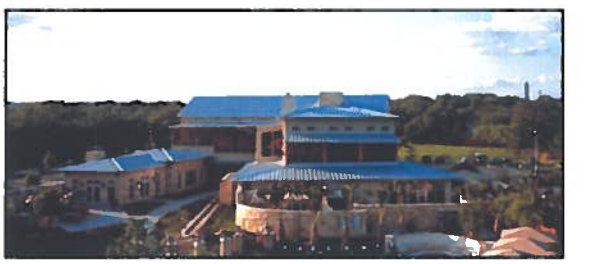
Example for internal, mixed use streetscape

- Exterior Appearance of Buildings and Structures:

  - All buildings shall be architecturally finished on all four sides with a higher level of articulation on the front façades. Front façades shall be those façades directly visible from a Town Center street and the façade used as the primary entrance.

  - No rear façades shall face Collins Road.

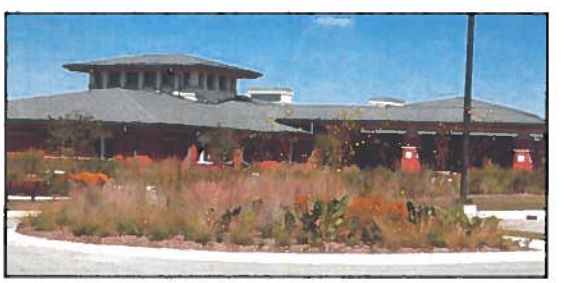
  - Building entrances shall be articulated and defined to present a strong entry presence. All buildings shall be designed to incorporate no less than seven (7) of the following architectural elements. Buildings within the Town Center District shall employ design elements that reflect characteristics of the Prairie Style/Texas Hill Country architecture and are compatible with the theme established at Town Hall.



    1. Low-pitched, hipped rooflines
    2. Wide roof eaves/deep overhanging eaves
    3. Decorative multi-colored/geometric windows
    4. Horizontal banding
    5. Banks of vertical windows
    6. Use of wood trim
    7. Deep porches with support columns
    8. Metal, tile, slate roofing material
    9. Variety of stone coursing
    10. Courtyards between buildings
    11. Outdoor patios or plazas
    12. Exposed rafters at eaves
    13. Arbors
    14. Awnings/canopies
    15. Integrated planters or wing walls that incorporate landscape or sitting areas

    Ground floor façades facing Collins Road must incorporate; arcades or other architectural elements along no less than sixty percent (60%) of the façade. The remaining forty percent (40%) shall not be a continuous wall plane. The architectural elements should be distributed along the entire façade to create architectural interest over the length of the elevation.

- All buildings with a height of twenty-four feet (24') or greater shall be designed to express a base, mid-section and top. The base and tops shall vary in material and texture. All façades shall include:



  - Articulated ground floor levels

  - Minimum three foot (3') overhangs at eaves

- Building Material and Color requirements:
  - Conceptual façade elevations and material samples shall be submitted with the site plan application for all non-residential uses.
  - No single building material shall cover more than eighty percent (80%) of the front of any building (excluding windows and glass), with the exception of on-site utility or service structures.
  - Masonry requirements shall be ninety percent (90%) of the total building. A maximum of ten percent (10%) of a building's elevation, excluding windows, may be cementitious stucco.
- Parking requirements:
  - All driveways aligned with a median opening and serving parking fields over two hundred (200) parking spaces must provide:
    1. A median-divided driveway at the entry
    2. Internal stacking areas a minimum of one hundred fifty feet (150') at entries/exits

LANDSCAPE DESIGN GUIDELINES

The requirements for landscaping can be found primarily in the Community Design Standards and the Zoning Ordinance. The following supplemental requirements within this section shall apply to all development in the Town Center and shall be in addition to the requirements outlined in the Community Design Standards.

- A minimum of one quarter (¼) acre of useable, pedestrian oriented open space/"town green" shall be provided for every five (5) acres of gross site of each development. Buildings and parking areas shall be oriented to accentuate the use of the common "green". The open space shall include at least three (3) of the following elements:
  - Seating areas
  - Enhanced landscaping
  - Fountains
  - Public art
  - Plaza
  - Sidewalks
  - Pavilion
  - Arbors

- Create Linear Parks, Open Space and Greenbelts along existing drainage patterns with a minimum width of seventy-five feet (75').

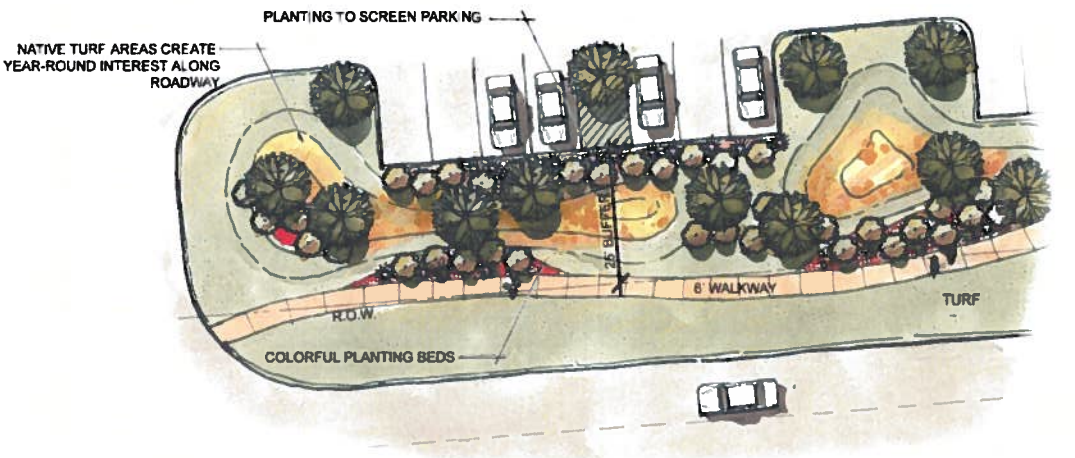
COLLINS ROAD LANDSCAPE DESIGN GUIDELINES

- Along Collins Road establish a minimum twenty-five feet (25') landscape buffer, exclusive of R.O.W., that incorporates a meandering pedestrian trail design.

- Provide a minimum of two (2) three inch (3") caliper trees and five (5) 5-gallon shrubs for every 1,000 square feet of buffer. Planting beds shall be curvilinear.
- Pedestrian walks shall be six feet (6') in width.

Pedestrian trail winds along roadways

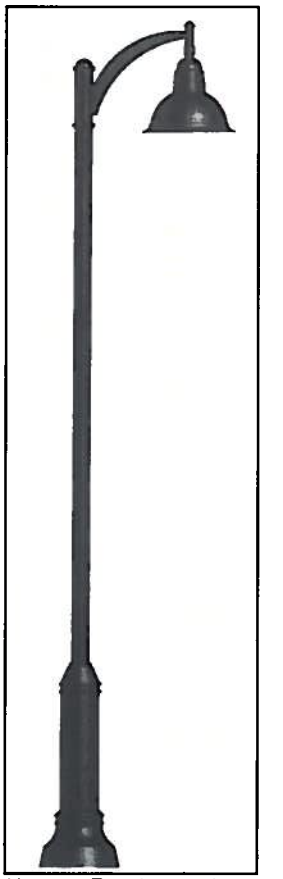
- Landscape beds are required to have steel edging, concrete, stone or equivalent edging and at least three inches (3") of mulch.
- Width of beds must be a minimum of five feet (5').
- Area of landscaped beds will be no less than one hundred (100) square feet.
- Landscape material shall be grouped in informal tree clusters and plant bed masses to create a more naturalistic appearance.
- Utilize two foot to six foot (2' – 6') low meandering berms with undulating earth forms to screen parking and establish a more natural appearance.
- Incorporate earthen berms in landscape beds with a minimum two foot (2') height with a minimum two percent (2%) slope and a maximum 4:1 slope.



SITE FURNISHINGS

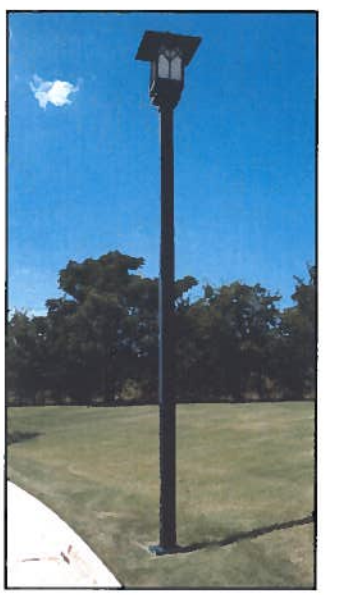
- Enhanced Light Standards
  - Street lights within the public R.O.W. shall be the Oncor approved Hanover Eurotique series style street light fixture.
  - The light poles along Collins Road are nominally thirty feet (30') in height and shall support seasonal banners.
  - Pedestrian areas and parking lots shall incorporate light fixtures compatible in style to those utilized at the Town Hall.
- Street Furniture requirements:
  - All furniture shall be made of long lasting/durable materials (as defined in Community Design Standards) such as concrete, stone or metal and shall be approved by the Town. All site developments shall provide at least three (3) of the following elements:

    1. Benches
    2. Waste receptacles
    3. Bollards
    4. Ornamental pedestrian scaled lights
    5. Planters
    6. Bicycle racks
    7. Public art



Hanover Eurotique series

Existing bollard at Town Hall



Existing parking lot light fixture at Town Hall

U.S. 80 OVERLAY DISTRICT

Intent: To provide design standards for developments that incorporate large anchors and commercial/retail centers, maintain a consistent landscape treatment throughout the corridor, incorporate natural tree groves and provide standards that encourage pad sites and specialty users to orient around main streets, pedestrian walks or town greens.

ARCHITECURAL CRITERIA

- Building façades shall meet the requirements outlined in the Community Design Standards, Zoning Ordinance and the Overlay District Guidelines. In the event of a conflict, the more restrictive requirements shall apply.

- For anchor stores over 50,000 square feet, façades greater than seventy-five feet (75') in length shall incorporate wall projections or recesses of five feet (5') or greater. Projections or recesses shall be at least twenty five percent (25%) of the length of the façade. No uninterrupted length of façade shall exceed seventy-five feet (75') in length. Projections and recesses shall not be required of the wall of the building containing a loading dock and/or service area.

- Façade offsets and calculations verifying that building elevations meet the above specifications are required to be listed on a building façade elevation plan submitted to the Town in conjunction with the Site Plan.

- Architectural standards must achieve:

  - Buildings that relate to, and are oriented toward the pedestrian areas surrounding buildings.

  - Buildings must be oriented so that the front of a building is not facing the loading or service area of another building.

  - Buildings that focus activity on neighborhood square or public plazas.

- Exterior Appearance of Buildings and Structures:

  - All buildings shall be architecturally finished on all four sides with a higher level of articulation on the front and side façades. Front façades shall be those façades directly visible from an adjacent street and the façade used as the primary entrance.

  - Orient buildings so that the front façade of a building is not facing the back of another façade.

  - Service or storage areas shall be located behind buildings and not visible from U.S. 80.

- Building entrances shall be articulated and defined to present a strong entry presence. All buildings shall be designed to incorporate no less than seven (7) of the following architectural elements:

  1. Canopies, awnings
  2. Overhangs
  3. Recesses or projections
  4. Arcades or colonnades
  5. Outdoor patios or plazas
  6. Display windows
  7. Architectural details, such as tile work or moldings, integrated into building façade
  8. Integrated planters or wing walls that incorporate landscape and sitting areas
  9. Variety of stone coursing
  10. Gable end roof and/or hip roofs
  11. Pitched roofs with multiple pitch angles and/or peaked roof forms
  12. Metal, tile, slate roofing material
  13. Courtyards between buildings
  14. Exposed rafters at eaves
  15. Arbors

Architectural elements create a sense of place

Ground floor façades facing U.S. 80 must incorporate the aforementioned architectural elements along no less than sixty percent (60%) of the total façade. The remaining forty percent (40%) shall not be a continuous wall plane. The architectural elements should be distributed along the entire façade to create architectural interest over the length of the elevation.

- All buildings with a height of twenty-four feet (24') or greater shall be designed to express a base, mid-section and top. The base and tops shall vary in material and texture. All façades shall include:

  - Articulated ground floor levels

  - Minimum three foot (3') overhangs at eaves or articulated cornice lines

- Building Material and Color requirements:

  - Conceptual façade elevations and material samples shall be submitted with the site plan application for all non-residential uses.

  - No single building material shall cover more than eighty percent (80%) of the front of any building (excluding windows and glass), with the exception of on-site utility or service structures.

  - Masonry requirements shall be ninety percent (90%) of the total building. A maximum of ten percent (10%) of a building's elevation, excluding windows, may be cementitious stucco.

- Parking requirements:
  - All driveways aligned with a median opening and serving parking fields over two hundred (200) parking spaces must provide:
    1. A median-divided driveway at the entry
    2. Internal stacking areas a minimum of one hundred fifty feet (150') at entries/exits

LANDSCAPE DESIGN GUIDELINES

The requirements for landscaping can be found primarily in the Community Design Standards and the Zoning Ordinance. The following supplemental requirements within this section shall apply to all development along U.S. 80 and shall be in addition to the requirements outlined in the Community Design Standards.

- A minimum of one quarter (¼) acre of useable, pedestrian oriented open space/"town green" shall be provided for every five (5) acres of gross site of each development. Buildings and parking areas shall be oriented to accentuate the use of the common "green". The open space shall include at least three (3) of the following elements:
  - Seating areas
  - Enhanced landscaping
  - Fountains
  - Public art
  - Plaza
  - Sidewalks
  - Pavilion
  - Arbors

- Create linear parks, open space and greenbelts along existing drainage patterns with a minimum width of seventy-five feet (75').

- Twenty-five percent (25%) of the U.S. 80 highway buffer shall be composed of native grasses and TXDOT approved wildflower mix for a naturalistic appearance.

The U.S. 80 Highway Corridor intersects the Town's limits. Bridge and overpass treatments must be designed to reflect the unique character desired for the Town of Sunnyvale.

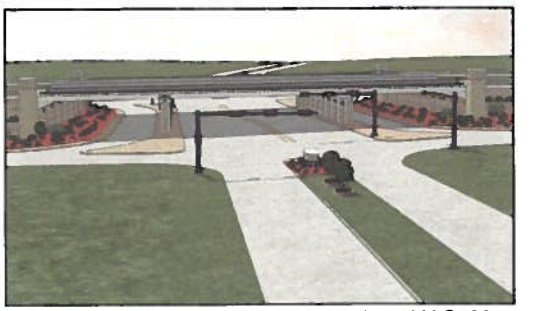
Future overpass and/or bridge designs should incorporate similar design elements currently planned for the Collins Road overpass.

Approved bridge design at Collins Road and U.S. 80

- U.S. 80 Landscape Buffer Requirements:
  - Provide a minimum fifty foot (50') landscape buffer along the highway, exclusive of R.O.W. to increase enhanced landscapes and provide areas for naturalistic landscape berming and forms.

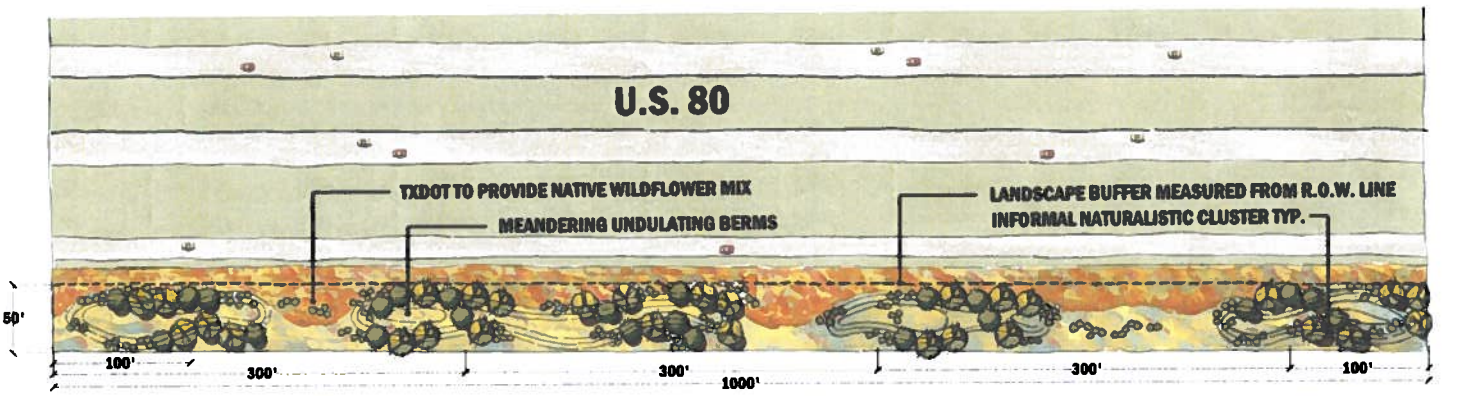
- Provide a minimum of one (1) tree no less than three inch (3") caliper and five (5) 5-gallon shrubs for every one thousand (1,000) square feet of landscape buffer along U.S. 80.

- The use of tree clusters and informal plant groupings, designed as a tree grove or tree drift, shall be used to provide a naturalistic appearance along the highway frontage.



Approved bridge design at Collins Rd. and U.S. 80

- Incorporate undulating berms, six to eight feet (6' – 8') feet in height, to create a naturalistic buffer.



SITE FURNISHINGS

➢ Enhanced Light Standards

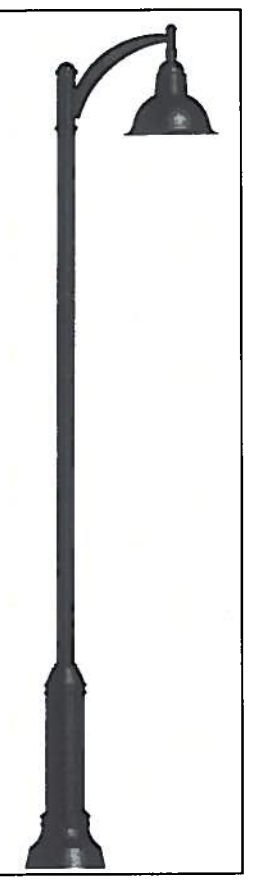
- Primary circulation routes within development sites shall utilize decorative light fixtures such as the Oncor approved Hanover Eurotique series style light or an approved equivalent.

- The lights within parking lots and pedestrian areas should be from a consistent family of fixtures for a uniform appearance within each development.

➢ Street Furniture requirements:

- All furniture shall be made of long lasting/durable materials (as defined in Community Design Standards) such as concrete, stone or metal and shall be approved by the Town. All development sites shall provide at least three (3) of the following elements:

  1. Benches
  2. Bollards
  3. Ornamental pedestrian scaled lights
  4. Waste receptacles
  5. Planters
  6. Bicycle racks
  7. Public art



Hanover Eurotique series

SIGNAGE DESIGN GUIDELINES

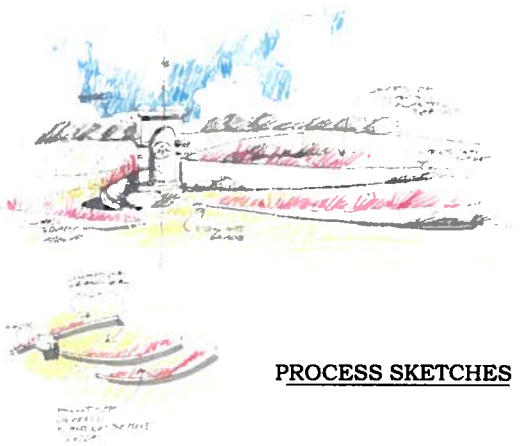
- Gateway Monument Signs

The Town of Sunnyvale currently does not have any major gateway or prominent signage that welcomes visitors to Town. Opportunities exist in key locations at the eastern and western Town limits along U.S. 80.

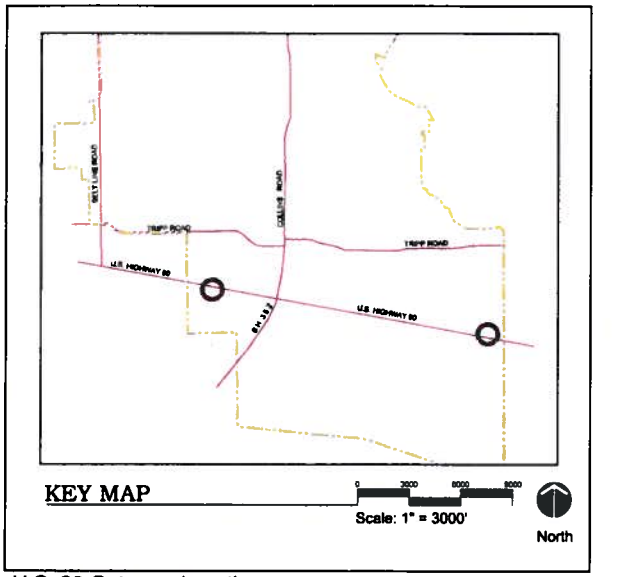
The purpose of the Gateway Sign is to allow visitors a sense of location, more specifically, a welcoming to the Town of Sunnyvale. Such signage is necessary to reflect positively on the community and establish the Town's desired look and feel.

- The Town Council shall assign and oversee a Design Committee specifically and limited to the establishment, design review, location and implementation of Gateway Monuments throughout Sunnyvale.

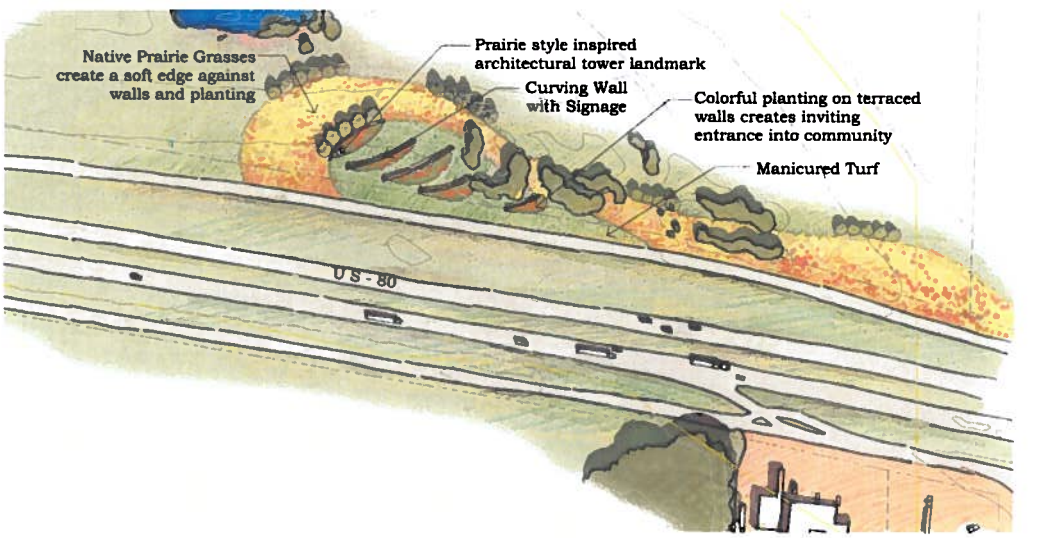
- The Town of Sunnyvale shall coordinate the implementation of gateways with property owners through the provision of landscape easements prior to or during the development process.



PROCESS SKETCHES



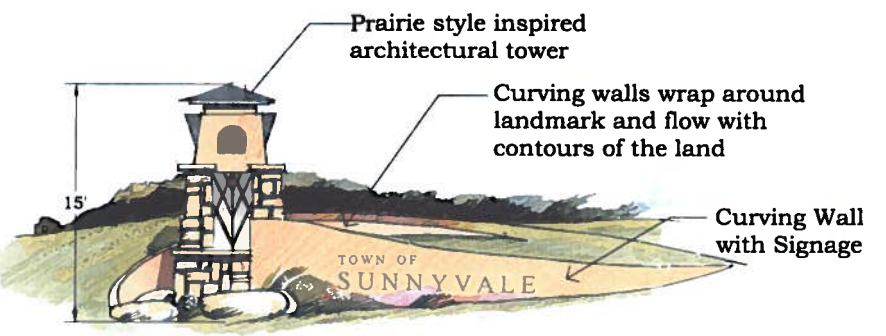
U.S. 80 Gateway Locations



I-80 LANDSCAPE PLAN

Scale: 1" = 80'

North



LANDMARK SIGNAGE

Scale: 1/4" = 1'