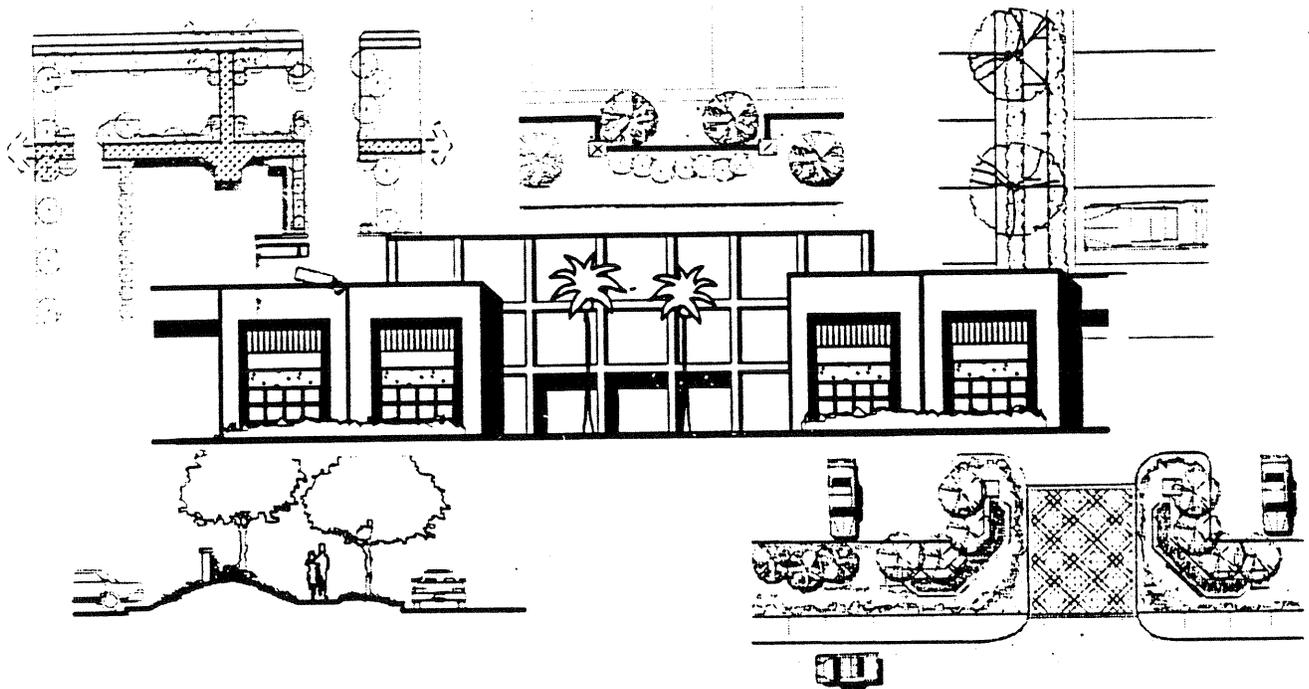


APPENDIX 'C'

City of Ontario
Planning Department

**Industrial Development Design
Guidelines**



*Approved by Planning Commission
on November 26, 1996*

INDUSTRIAL DESIGN GUIDELINES

The following Industrial Design Guidelines promote high quality landscaping, architecture and over-all construction in industrial districts. Because of the size and scale of industrial buildings, it is appropriate to develop reasonable controls to ensure compatibility with other parts of the community. The guidelines are further intended to enhance the street environment for motorists and pedestrians, and to encourage the provision of convenient pedestrian connections between employment locations and services.

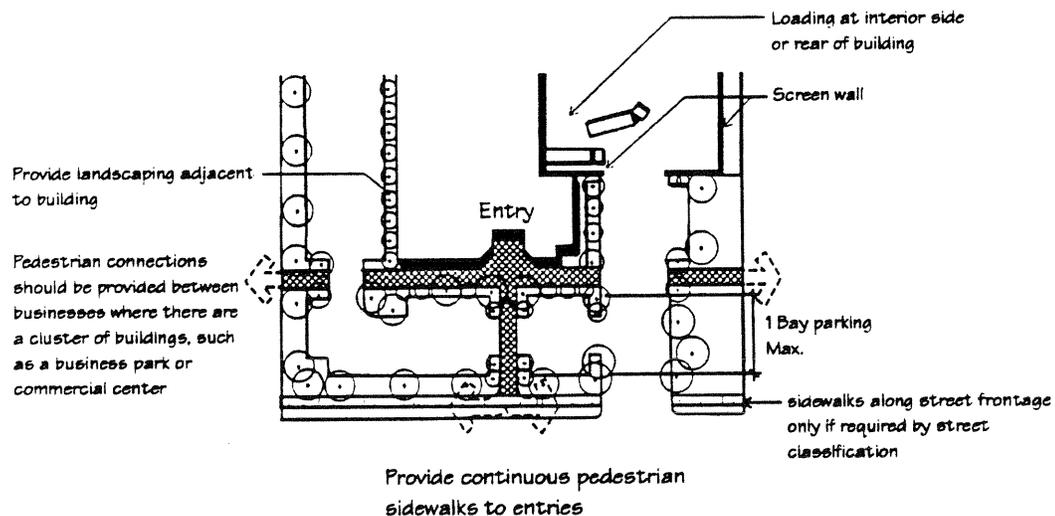
The design guidelines are general and may be interpreted with some flexibility in their application to specific projects. Variations may be considered for projects with special design characteristics that still meet the general design objectives of these guidelines. The guidelines will be utilized during the City's development review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

The Industrial Design Guidelines shall apply to all industrial development within the City, unless otherwise specified herein. Any addition, remodeling, relocation, or construction requiring a building permit within any industrial district subject to review by the Development Advisory Board shall adhere to these guidelines where applicable.

SITE DESIGN FEATURES:

Basic Orientation.

Entries, buildings, administrative (office) areas, and windows should front onto the street. Attention should be provided to the "public perimeter" (i.e. areas visible from public streets and freeways and public access on-site and adjacent properties). Loading and parking should generally be located to the side and rear of buildings with the following exceptions:



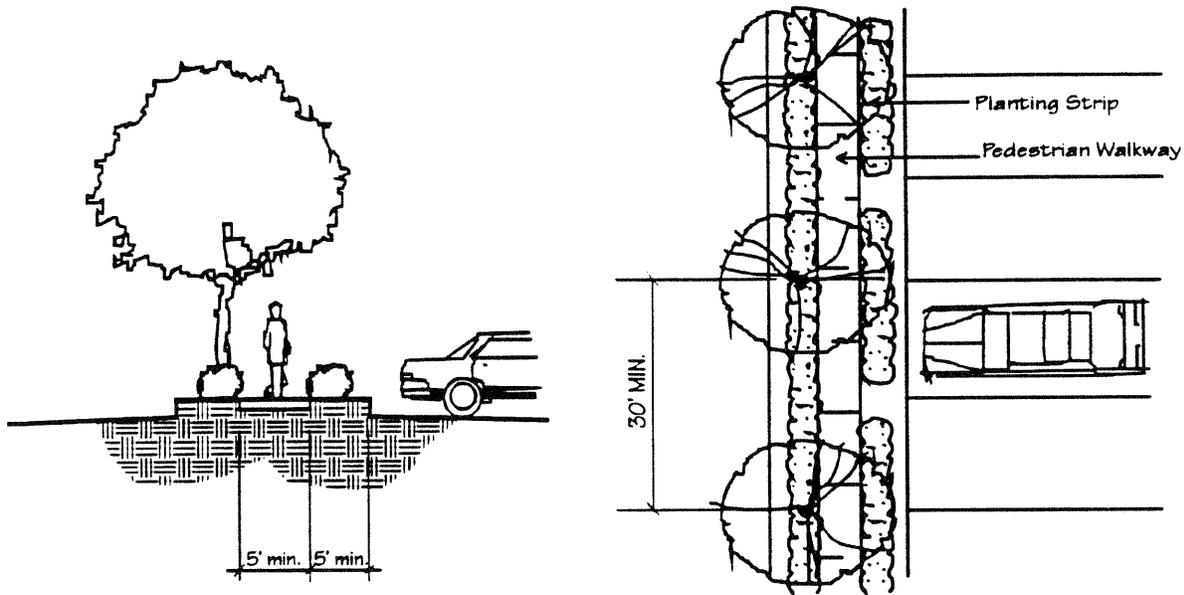
(a) parking lots may front onto streets but must conform with guidelines contained within "street frontage and parking lots", and

(b) where rear or side loading areas are not practical because of rail service or northerly winds, loading and service areas may front onto streets but must conform with guidelines contained within "loading and storage areas".

(c) buildings fronting on freeways or Mission Boulevard; loading areas should not face freeways or Mission Boulevard (per Planning Commission Resolution 2392).

Connecting Walkways.

Walkways should connect major building entries with the public sidewalk along the street. Ideally, pedestrian walkways should be adjacent to buildings and be overlooked by frequent entries or windows. Connecting walkways should be at least five feet (5') wide (excluding car overhangs) and should be accompanied by a 5 foot minimum landscape buffer with trees planted at least every thirty feet (30') on-center. Walkways with decorative pavers or other special design treatment are preferred. Walkways should provide a direct route without conflicting with parking and loading areas, and vehicular access, and egress points to the parking areas.

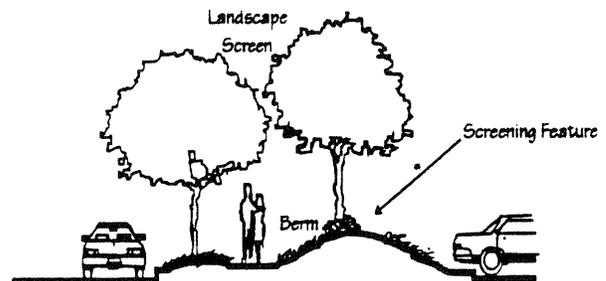
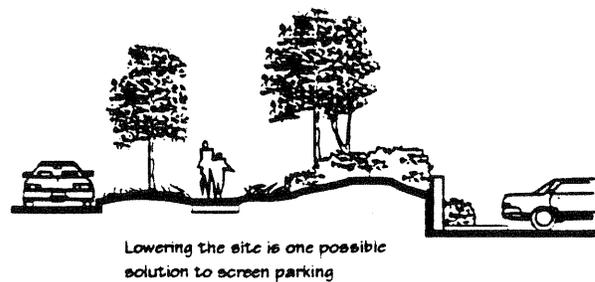


Pedestrian Walkways through parking lots shall be planted with trees

Street Frontage and Parking lots.

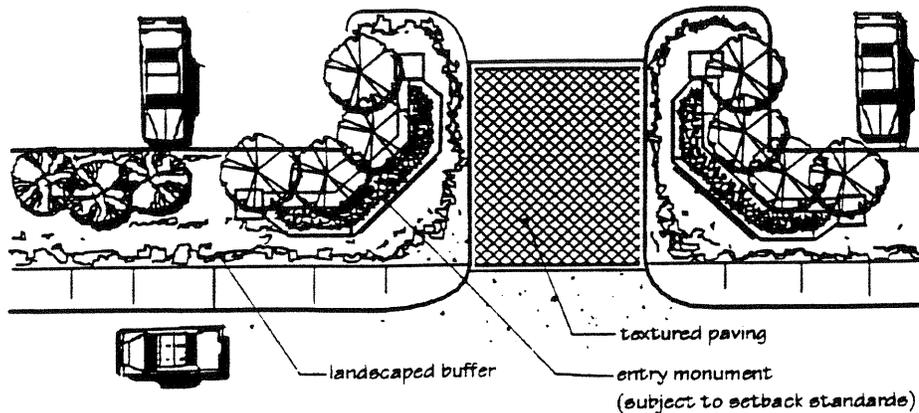
Visitor and short-term parking lots may be sited between the street and building entrances. The parking lot should not be the dominant visual element of the site. Large expansive paved areas between the street and the building(s) are to be avoided in favor of smaller lots separated by landscaping and buildings. Where parking lots occur along streets, a landscaped buffer should be provided to minimize views of parked cars from the street and be permanently maintained. The landscaped buffer at the street should be at least 15 feet wide, excluding parkway landscaping. Within the landscaped buffer, trees should be planted at least 30 feet on-center and within 5 feet of the front property line. In addition, the landscape buffer should include a screening feature that is 36 to 42 inches in height and consist of a wall, fence, hedge, berm or equivalent screening feature. Earth berms should not exceed a 1:3 slope and be rounded and densely landscaped to have a natural appearance.

Parking areas should be organized to minimize conflicts with loading activities. Parking areas should be accessed from the street so that circulation to parking areas does not interfere with other site activities. Visitor parking should be located at the front and sides of buildings to be near primary building entrances.



Site Entries.

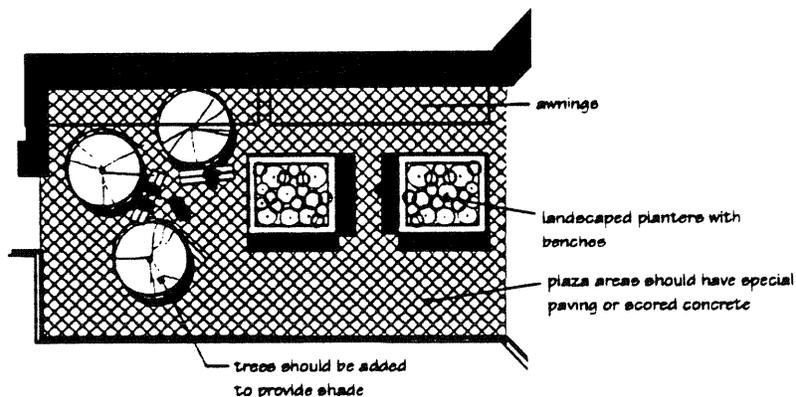
Create visible "gateways" at major vehicular and pedestrian entries. Major entries to a project should be marked by textured pavement with accent trees and other landscape features. Where site entries are adjacent to a building entry, pedestrian plazas are strongly encouraged.



Entries to be enhanced with textured paving and special landscape treatment.

Plazas.

Plazas are encouraged as a site amenity and design detail. Arrange buildings to include opportunities for plazas, courts or gardens, and lunch areas for employees with such amenities as outdoor seating, landscaping, water elements, pergolas, special lighting and other "place-making" features. Plazas are encouraged where high levels of pedestrian activity are expected, such as adjacent to major entrances and food services such as delis, restaurants, and bakeries or between building clusters in a business park development. Building entries and windows should look onto plazas to enhance activity and security. Locate outdoor employee break areas preferably away from loading areas or other high-traffic areas.



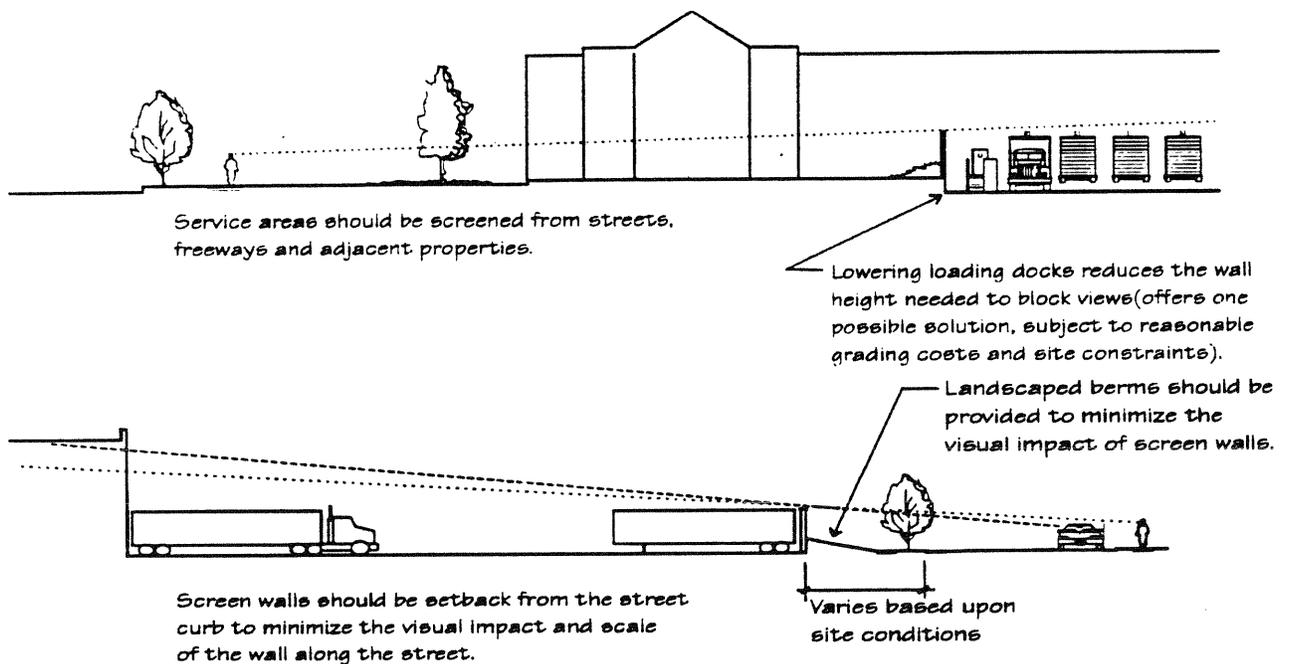
Outdoor Plaza Areas

Loading and Storage Area Orientation/Design. Loading docks and outdoor storage areas should generally not face streets. When these features must face a street due to railway lines or northerly winds, they must be screened with a solid decorative wall or berm. Loading areas should be offset from drive openings where reasonably possible. Where oblique views of these features are possible from streets, freeways, connecting walkways or residences, the features should be screened through the use of walls, trellises, tall landscaping, or equivalent features. Section plans should be prepared to show that the wall height is sufficient to screen the loading area, vehicles and trailers from view of adjacent properties and streets.

Adequate room should be provided for trucks maneuvering or waiting to unload; the area within 120 feet in front of loading docks should be paved and kept free of obstacles for trucks staging and maneuvering. In addition, loading and storage areas should not conflict with connecting walkways or required parking areas.

Loading areas should be designed to include attractive and durable materials. Design considerations for loading and storage areas include:

- a. Locate fixed hardware for rolling doors on the inside of buildings to minimize visual "clutter".
- b. In the loading and storage areas, building segments above loading doors visible from the street and surrounding properties should conform with other guidelines pertaining to building features, materials and finishes.
- c. If located adjacent to residential areas, the design of overhead doors should minimize noise through devices such as rubber seals and/or other dampening features.
- d. Avoid outdoor storage exceeding a height of 8 feet and lower the grade of loading docks, where practical, to minimize views from the street and the need for tall walls or fencing.



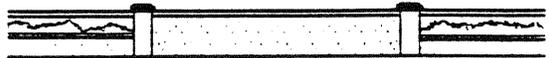
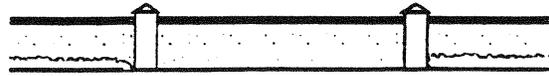
Fence & Wall Design.

a. Materials:

Fences and walls in public view should be built with attractive, durable materials, including (but not limited to) wrought iron, textured concrete block, or formed concrete with reveals. Chain-link fencing may be allowed in areas not visible from public view.

"Tennis windscreens" and wood slats are not permitted. Fences or walls should be consistent with materials and designs used throughout the project. Sliding gates to loading areas visible from a street should be constructed with wrought iron and high density perforated metal screening, painted to match or complement adjacent walls. Site entries requiring gates should be offset from direct view to loading areas where possible to minimize extent of screening, and avoid direct view to loading areas when gates are open.

Acceptable Walls/Fences



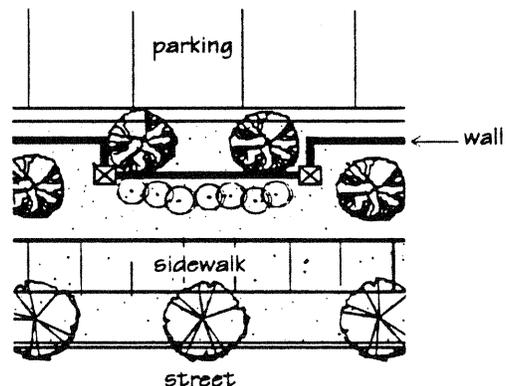
Fences and walls should be built with attractive, durable materials. Pilasters should include a distinctive cap.

b. Height

Street side fences or walls should adequately screen views to the top of loading bays and parked vehicles and/or trailers. The height of screen walls should not exceed 12' from the highest finished grade. The area in front of walls and fences should be landscaped with shrubs and trees reaching a mature height that exceed the height of the wall or fence.

c. Special Design Considerations:

Along street frontages, avoid long expanses of uninterrupted fences and walls. Long expanses of wall surfaces should be offset and architecturally treated to prevent monotony. Techniques to accomplish this treatment may include but are not limited to the following: raised planters, openings, material changes, staggered sections, and pilasters or posts. Provide openings to fences and walls to connect connecting walkways directly to the street and avoid circuitous routes for pedestrians. These pedestrian "gateways" should be announced by pilasters, trellis, special landscaping, or other special features. Landscape berms should be provided to minimize the height impact of screen walls.



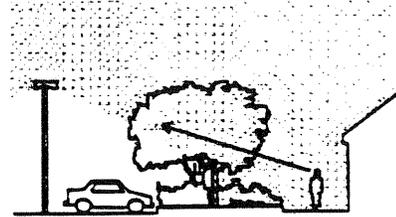
One option is to incorporate a 2' stagger to wall at appropriate intervals.

d. Fences and Walls adjacent to non-industrial uses:

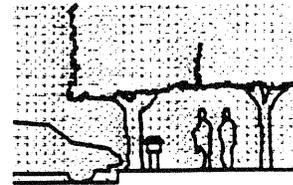
Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening and landscaping need to be provided to mitigate any negative effects of industrial uses.

Lighting.

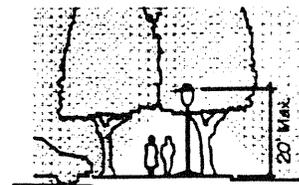
Exterior lighting standards should be located and designed to minimize direct glare beyond the parking lot or service area. Light standards under 25 feet in height (including lighting bollards) are encouraged throughout a project and should illuminate all sidewalks and connecting walkways. Taller standards may be used only if: (a) reflectors direct light only toward the center of parking areas and at least 60 feet from a residential property; and (b) trees are planted along streets and property lines at a spacing of not more than 30 feet on-center. All light standards should be consistent with respect to design, materials, color and color of light and with the overall architectural style of the project. At a minimum, all light standards should have an attractive base and top; overhead "cobra head" standards are not permitted.



Exterior lighting shall be located to minimize glare.



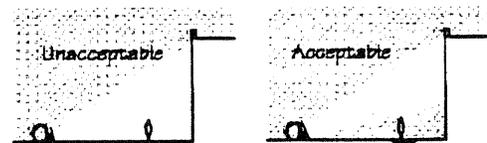
Illuminate pedestrian paths with bollards or lighting standards that are of an appropriate scale



Avoid unnecessary glare when using architectural lighting to enhance a building's identity.

Buildings and landscaping can be illuminated indirectly to create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and to avoid intrusion into neighboring properties.

Use of lighting is especially encouraged at entries, plazas and other areas where evening activity is expected.



Site Accessories:

Site features, such as recycling bins, bike racks, litter cans, planters, benches and transit shelters should be designed as an integral part of the project. Architectural character and use of materials should be consistent with the overall project. Design features to be graffiti- and vandal-resistant by using materials that are easily cleaned or painted. Avoid interrupting connecting walkways with these features.

Transit Shelters:

Transit shelters should be provided near major concentrations of employees. Where a transit stop is planned adjacent to a project at least 5 acres, the developer should coordinate with the transit district to determine a suitable location for a transit shelter on-site. Freestanding shelters should be integrated architecturally with the project with respect to color, materials and architectural style.

Refuse Containers and Equipment.

Refuse containers and equipment should be easily accessed by service vehicles but screened from public view. Locate refuse containers and equipment within a building's facade or within a screened enclosure. Reflect the architectural style of adjacent buildings in the design of enclosures, and use similar, high-quality materials. Landscaping or trellis work should be provided on each side of screened enclosures within parking areas and when visible from a street or connecting walkway.

BUILDING DESIGN FEATURES:

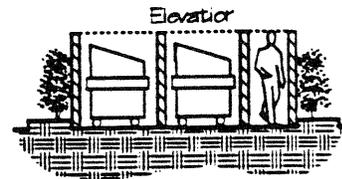
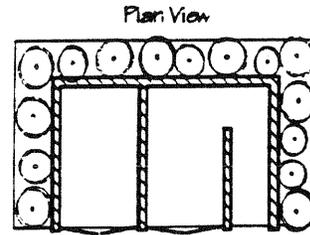
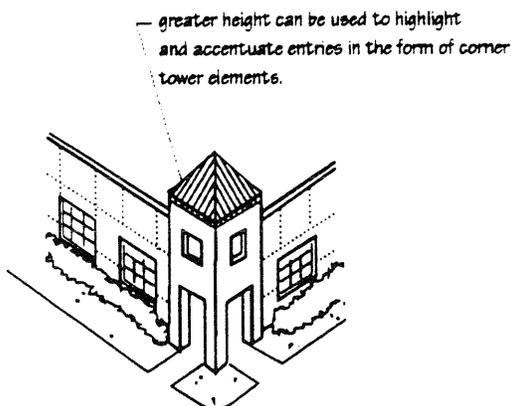
Architectural Style.

A consistent architectural style should be used for a building and the elements that relate to it, such as trellises, planters, light-standards, etc. Multi-building projects should also use a consistent architectural style.

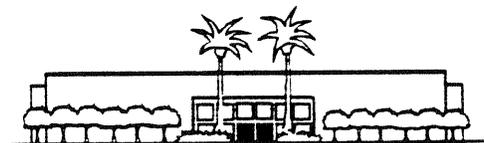
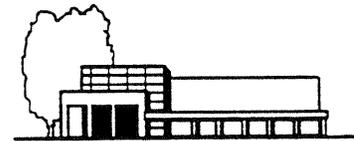
Entry design.

Entries and windows are encouraged to face streets and pedestrian walkways. Projects with few employees should attempt to place entries and the most active areas near the street to avoid long, "unguarded" walkways. Incorporate special materials, color, detailing, or equivalent architectural treatment at major entries.

Highlight primary building entries through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central mass meeting an entry plaza. Conversely, smaller building masses can also communicate the location of entries.



Refuse container enclosures should be screened through the use of landscaping and/or trellis work

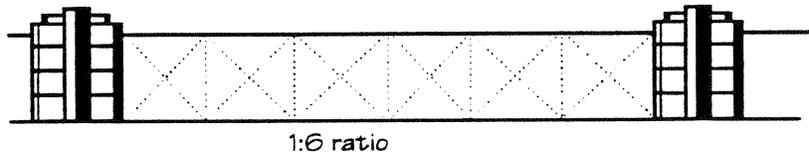
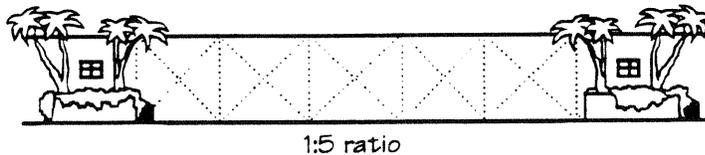
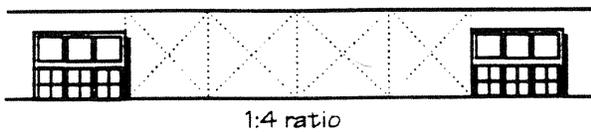
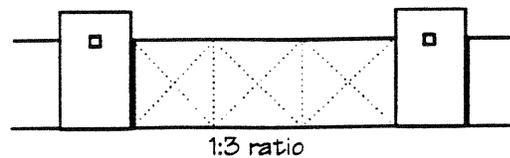


Highlight the primary entries through the massing of the building and through landscape treatments.

General Massing.

A single, dominant building mass should be avoided. Substantial variations in massing should include changes in height and horizontal plane.

Typically, horizontal masses for building elevations less than 700 lineal feet should not exceed a height:width ratio of 1:5 without a substantial architectural element that projects up or away from the building, such as towers, bays, lattices, or other architectural features. Buildings greater than 700 lineal feet should not exceed a height:width ratio of 1:6 without massing variations. A ratio of 1:10 may be considered for facades greater than 700 lineal feet with external treatment detached from the building to help break the mass of the structure between massing breaks, including columns, colonnades, trellises, or enhanced landscape treatment. The extent of massing breaks and building projections should relate visually to the overall scale of the building.



Horizontal masses should not exceed a height:width ratio of 1:5 without a tower, bay, lattice, planter box, or equivalent architectural element. Buildings greater than 700 lineal feet should not exceed a height:width ratio of 1:6 without massing variations.



*Use massing and building elements that relate to a person's experience at the street.
Pedestrian connection to the street is important.*

Building Wall Treatment

Avoid blank walls between massing breaks and especially along facades immediately visible from adjacent streets or walkways by using one or more of the following techniques:

- a. change in texture
- b. revealed pilaster
- c. change in plane (2-foot minimum)
- d. vertical variation of the roof line
- e. window
- f. lattice, accent tree or equivalent element.

Vertical variations to the roof line should incorporate roof projections, to avoid a false front/unfinished appearance. Rear elevations screened from public view may be excluded.

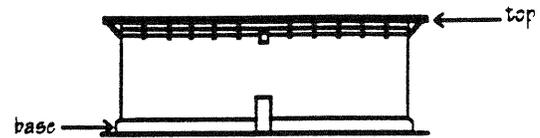
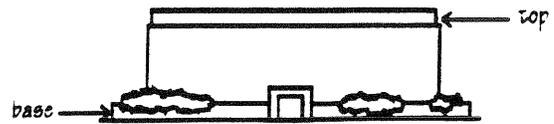
Gateway Facades.

Facades visible from freeways, major street corridors, and passenger rail connections should be especially attractive. These facades should include a major entry feature and penetration over at least 25% of the facade's surface. The entry feature treatment should be an integral part of the building design. In addition, a monolithic appearance should be avoided.

Base and Top Treatments.

Facades having a recognizable "base" and "top" are encouraged. The "base" should visually relate to the proportion and scale of the building. Techniques for establishing a base may include (but are not limited to);

- (a) richly textured materials (e.g. tile or masonry treatments),
- (b) darker colored materials, mullion, panels, reveals and/or
- (c) enriched landscaping.

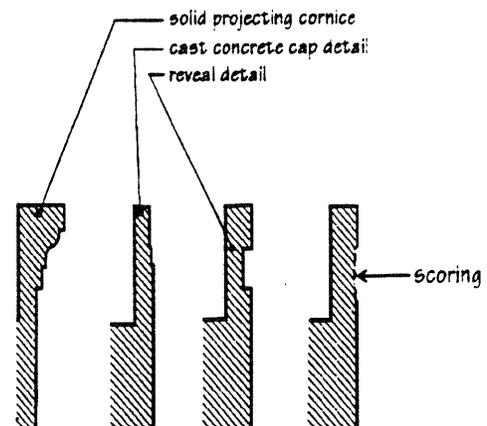


A "top" and "base" should be established within the top-most and bottom-most one-eighth of a building.

"Tops" take advantage of the visual prominence of a building's silhouette. Techniques for clearly expressing a top may include (but are not limited):

- (a) cornice treatments,
- (b) roof overhangs with brackets,
- (c) richly textured materials (e.g. tile, masonry or fluted concrete), and/or
- (d) differently colored materials.

Colored "stripes" are not acceptable as the only treatment. Texture, reveals and color may be appropriate in some applications. Vertical expressions that comply with the General Massing section may be considered as an alternative for "top" treatment for large distribution buildings.



Parapets finished with cap element, profiled cornice or reveal.

Roof Forms/Materials.

Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings. Roofing materials should be durable. Where visible from the street, acceptable roofing materials include metal standing seam, and concrete tile.

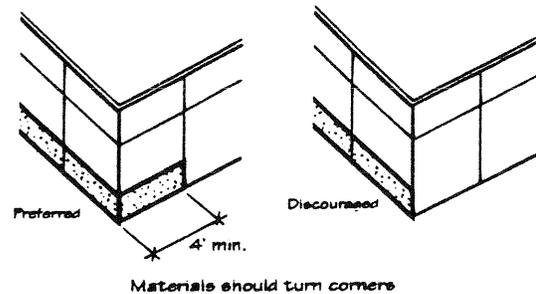
Exterior Materials.

Use of high quality building materials are encouraged. Recommended materials include masonry, concrete, sandblasted concrete, textured block, brick, granite, marble, glass, painted metal elements and similar materials. Materials and detailing should have a substantial and long-lasting

appearance. Metal siding should be avoided as the primary material, but may be used as an accent material if it is high quality and properly applied. Concrete blocks should also be avoided unless mitigated through careful and decorative design, texture and reveals.

Material Changes.

Avoid the false appearance of lightweight veneers by hiding material changes through careful detailing. Material changes should not occur at external corners. Material changes may occur at "reverse" or interior corners or as a "return" at least four feet from external corners, with extended returns provided for large buildings.



Colors.

For larger building surfaces (excluding trim), colors should be muted and lighter in value. Muted colors contain a mix of complementary colors that result in off-whites, tans, and other "softer colors". Lighter colors have a value equivalent to 30% or less on a grey scale. Accent colors may include brighter and darker colors.

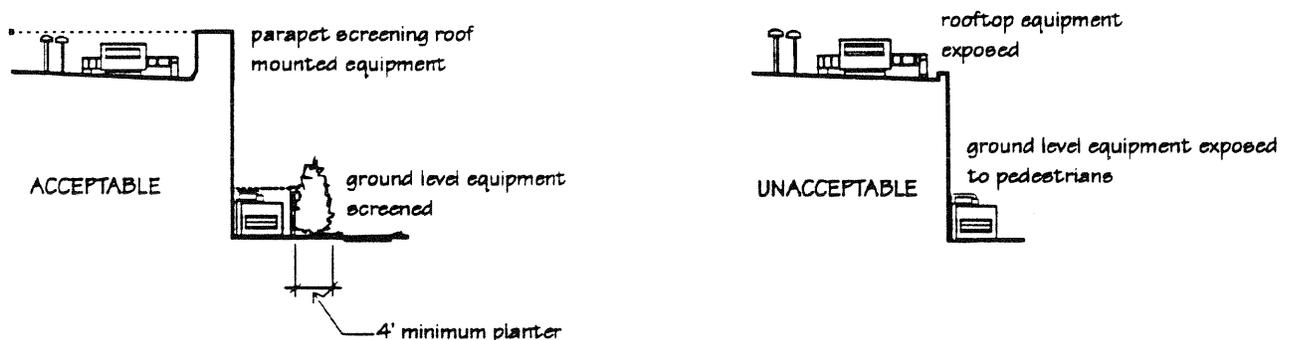
Quality of Construction.

An attractive appearance to all facades should be provided through careful and correct detailing, especially at the base of buildings, along cornices, eaves, parapets or ridgetops, and around entries and windows. (Details for these conditions may be requested as part of development review.) Appearance may also be enhanced through the correct use of materials, expansion joints, and reveals.

Screening Equipment.

Mechanical equipment screening should be integrated as part of a project's site and building design. Roof-top and ground-mounted equipment should be screened from view of elevated highways, streets, parking lots, connecting walkways and freeways.

Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, screen roof mounted equipment through the use of parapets, screening walls, equipment wells,



mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing. Picket fencing, chain-link fencing and metal boxes shall be avoided. The top of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future. Cross-section drawings should be prepared to illustrate the method in which the equipment will be screened from view of adjacent streets, freeways and properties.

Typical ground-mounted equipment (such as transformers and heating units) should be adequately screened with walls and/or landscaping. Large structures and/or equipment such as water tanks, silos and large bins should be screened by the building from view of adjacent streets, freeway(s) and properties.

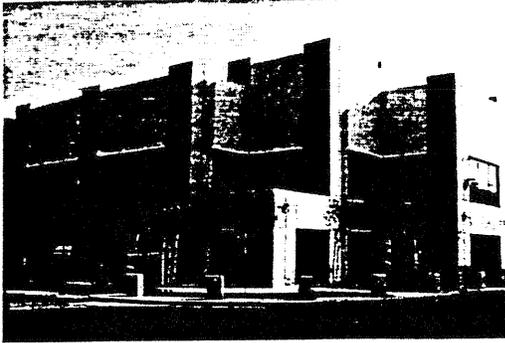
Downspouts.

Downspouts should be concealed on facades that face a street or freeway.

Windows.

Window frames should appear substantial and should not be flush with the exterior finish. Windows should be designed to enhance building interest and articulation. Recessed windows or inset glazing are possible design considerations

Examples of Design Elements



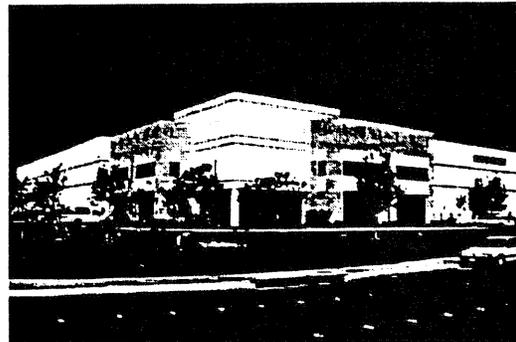
Entry Design
1220 E. Mission Blvd.



Entry design
2021 S. Archibald Ave.



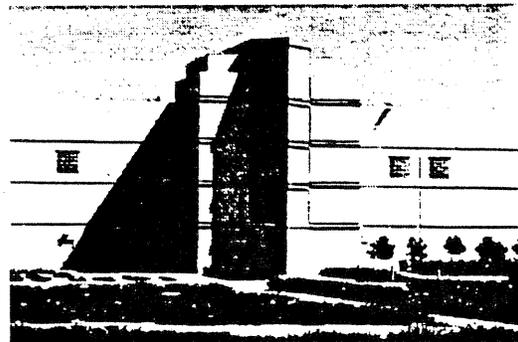
Entry Design
2029 S. Etiwanda Ave.



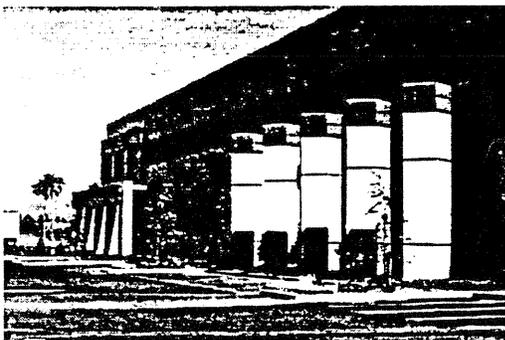
Entry design
3855 E. Jurupa St.



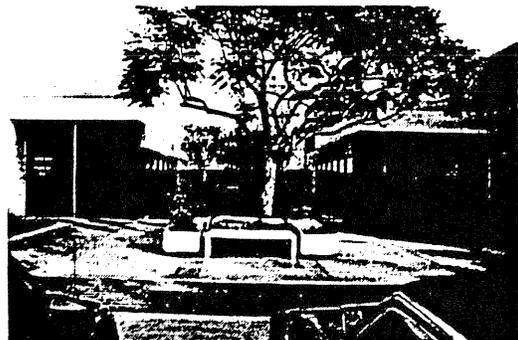
Massing breaks
2151 S. Turner Ave.



Massing break
1425 S. Rockefeller Ave.



Massing breaks
3625 E. Jurupa St.

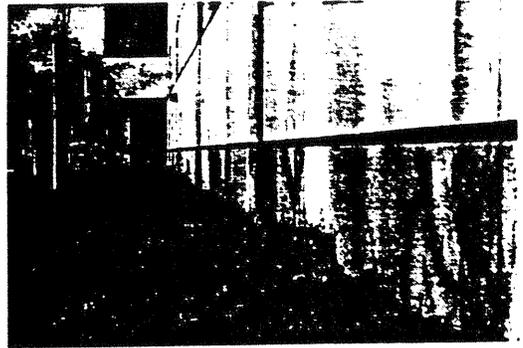


Plaza Area
1155 S. Milliken Ave.

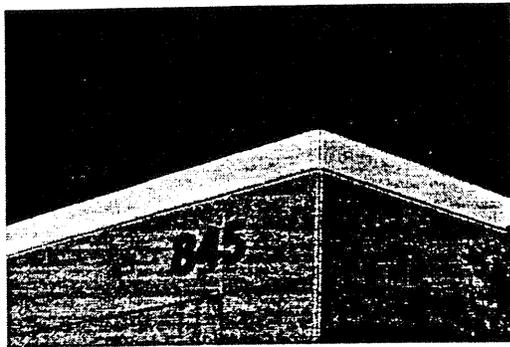
Examples of Design Elements



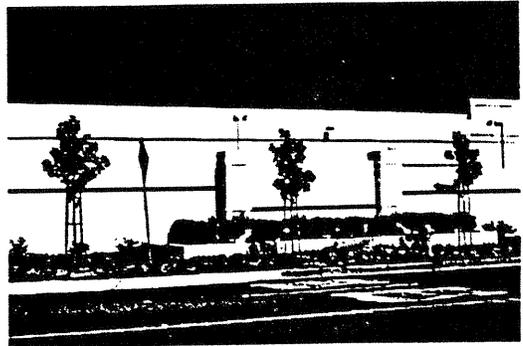
Top Treatment
3625 E. Jurupa St.



Base Treatment
4450 E. Lowell St.



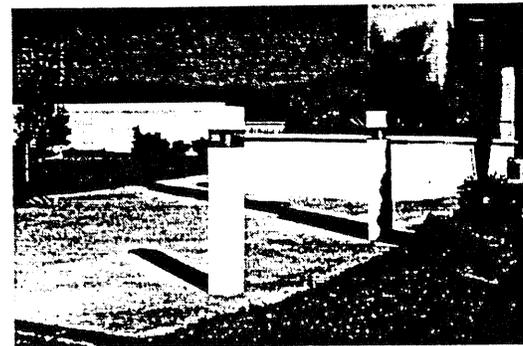
Top Treatment
845 S. Milliken Ave.



Wall planter/column detail
3855 E. Jurupa St.



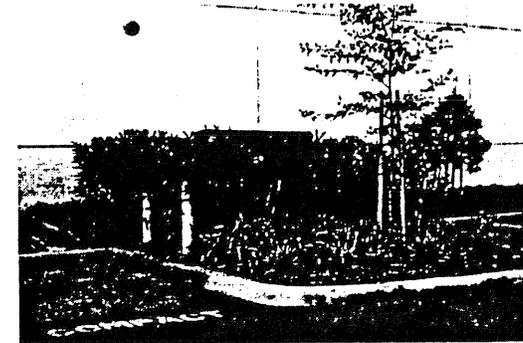
Streetscape design
900 S. Dupont Ave.



Light bollards at building entrance
3625 E. Jurupa St



Landscape treatment to minimize views to parking lot
5590 E. Jurupa St.



Equipment Screening
3625 E. Jurupa St.