

Article 17: INDUSTRIAL DISTRICTS

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Sec. 9-1.1700: Purposes

In addition to the objectives prescribed in Article 1 of this chapter, the M Industrial Districts are established:

- A. To reserve appropriate areas in the community consistent with the General Plan for a full range of industrial uses, grouped in such a manner to achieve maximum compatibility with respect to the characteristics of the various types of industrial activities and processes;
- B. To encourage the development of all types of industrial establishments in a manner that is consistent with sound standards of public health and safety;
- C. To allow certain types of light industrial uses that are relatively free of nuisance or hazardous features which may be located in areas nearest to residential, office, and commercial areas while providing space for industrial uses with more severe impacts in more remote locations;
- D. To protect areas appropriate for industrial development from intrusion by residences and other inharmonious uses while providing opportunities for various types of industrial establishments and similar uses to concentrate in mutually beneficial relationships to each other;
- E. To ensure the provision of adequate space to meet the needs of industrial development, including landscaped setbacks, off-street parking and truck loading areas;
- F. To strengthen the City's economic base and to increase employment opportunities close to home for residents of the City and surrounding areas;
- G. To ensure that the appearance of industrial buildings and uses is harmonious with the visual character of the area in which they are located;
- H. To provide a sufficient number of appropriately located sites for adult businesses in the M2 (General Industrial) District.

Sec. 9-1.1705: Industrial Districts and Purposes

The following Industrial districts are established with the intent and purpose for each District listed below:

- A. **M1: Limited Industrial District** accommodates lighter assembly, business park, storage, warehouse and similar uses in terms of industrial activity, all of which may be located near residential areas without causing adverse impacts;

- B. M2: Industrial Park District** provides suitable sites for a wide range of industrial, manufacturing, business park and other similar uses which desire to locate on larger sites in an attractive landscaped setting;
- C. M3: General Industrial District** accommodates a full range of manufacturing, assembly, industrial and related uses which may have associated characteristics relating to these uses which may have impacts when located near residential or other sensitive uses;

Note that the City has adopted the Vintage Industrial Overlay District (Article 25) to provide standards for new industrial developments that promote upscale industrial uses and appearances in the Southeast portion of the City.

**Sec. 9-1.1710:
Development Standards**

Development standards for Industrial districts are found on Tables 17-1 through 17-3

Table 17-1: Site Requirements

REQUIREMENT	ZONE		
	M1	M2	M3
SITE REQUIREMENTS			
Minimum Site Area: (square feet) ⁽¹⁾	10,000	18,000	10,000
Floor Area Ratio	0.45 ⁽²⁾	0.45 ⁽²⁾	0.45 ⁽²⁾
Within Airport Approach Safety Zone ⁽³⁾	0.25	0.25	0.25
Minimum Landscape Coverage:			
Interior lots or parcels:	10%	10%	10%
Corner lots or parcels:	15%	15%	15%

NOTES:

- (1) All industrially zoned lots are to be sufficiently large to accommodate required setbacks, landscaping, parking and loading, screening and all other requirements in addition to main and accessory structures.
- (2) Planning Commission approval is required for FARs exceeding 0.45. Reference Sec. 9-1.1715 to determine maximum allowed Floor Area Ratio.
- (3) See Figure AE-7 in the 1992 Ontario General Plan for a map of the Ontario Airport Approach Safety Zones and Article 29 (Airport Approach Zoning) for additional requirements.

Table 17-2: Building Requirements

REQUIREMENT	ZONE		
	M1	M2	M3
MINIMUM SETBACKS (in feet)			
Front Yard Setbacks:			
Building:	10 ⁽¹⁾⁽²⁾	35	10 ⁽¹⁾⁽²⁾
Parking:	10	20	10
Side Yard Setbacks:			
Street Side:			
Building:	10	20	10
Parking:	10	10	10
Interior Side:			
Building:	0 ⁽³⁾	0	0 ⁽³⁾

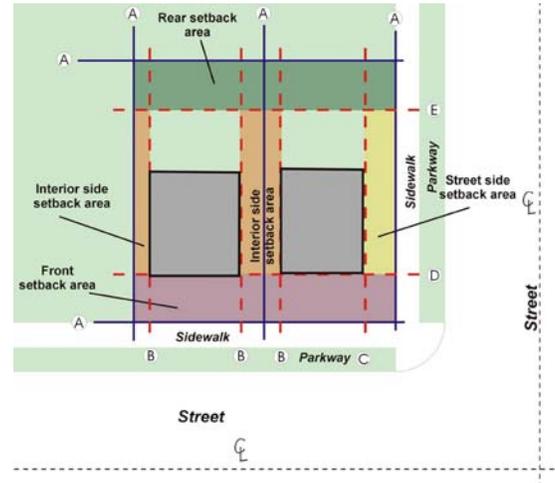
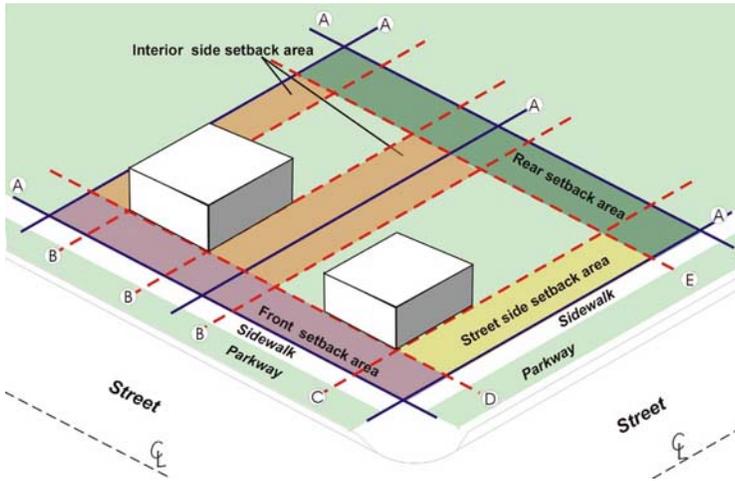
REQUIREMENT	ZONE		
	M1	M2	M3
Adjacent to R District: ⁽⁴⁾	30	30	30
Parking:	0	0	0
Adjacent to R District: ⁽⁴⁾	10	10	10
Rear Yard Setbacks:^{(5) (6)}			
Building:	0 ⁽¹⁾	0	0 ⁽¹⁾
Adjacent to R District: ⁽⁴⁾	25	35	35
Parking:	0	0	0
Through Lot:	10	10	10
Adjacent to R District: ⁽⁴⁾	10	10	10
Maximum Height:			
Feet:	55	35	55
Within Airport Approach Safety Zone: ⁽⁸⁾	25	25	25
Within 100 feet of R District:	35	35	35
Stories:	4	2½	4
Within Airport Approach Safety Zone: ⁽⁸⁾	1	1	1
Within 100 feet of R District:	2½	2½	2½
Minimum Parking Space and Drive Aisle Setbacks (in feet):			
Parking stall or drive aisle to front property line:	10	20	10
Parking stall or drive aisle to interior side property line:			
General parking:	5	5	5
Within screened/enclosed yards:	0	0	0
Adjacent to R District:	10	10	10
Parking stall or drive aisle to street side property line:			
General parking:	10	10	10
Within screened/enclosed yards:	10	10	10
Parking stall or drive aisle to rear property line:			
General parking:	5	5	5
Within screened/enclosed yards:	0	0	0
Through lot:	10	10	10
Adjacent to R District:	10	10	10
Parking stall or drive aisle to building:			
General parking:			
Adjacent to building office element:	10	10	10
Adjacent to solid building wall:	5	5	5
Within screened/enclosed yards:	0	0	0
Parking stall or drive aisle to screen wall:	5	5	5
Major Pipeline Setback (from Habitable Structures):⁽⁷⁾	50	50	50
Other Requirements:	Interior setbacks may be used for parking, loading or storage of materials. Outdoor storage must be fully screened from public view.		

NOTES:

- (1) Where an M1 or M3 zoned site adjoins or faces another district and the regulations for the other district require a front yard greater than 10 feet, the most restrictive front yard setback shall apply.
- (2) Plus one (1) foot per additional foot in building height over thirty-five (35) feet.

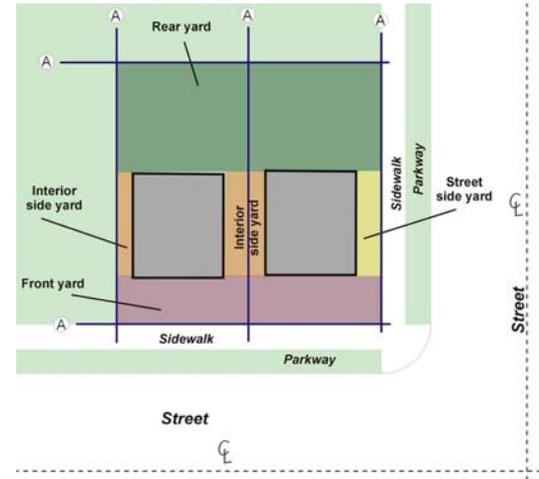
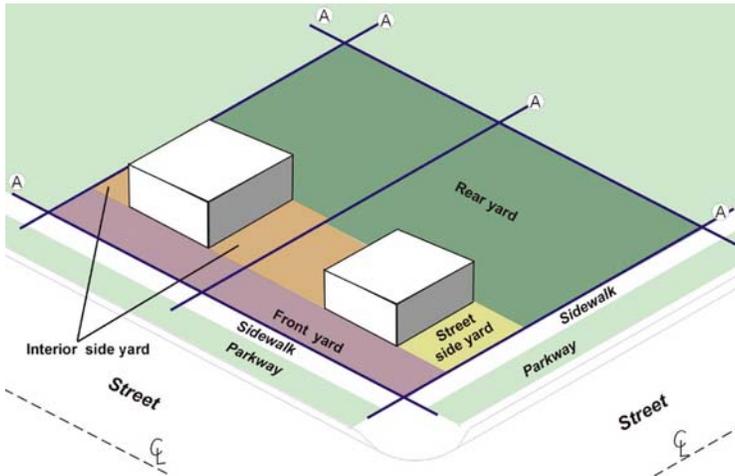
- (3) Where side property line of an M1 or M3 zoned site adjoins another district, the most restrictive side yard requirement shall apply to the M- zoned site.
- (4) A 6-foot solid masonry wall shall be constructed on the property line where the side or rear lot line of an M-zoned site adjoins an R District. The wall shall be reduced to a height of three (3) feet within front setback areas.
- (5) Where the rear property line adjoins any other non-residential district, the most restrictive rear yard requirement shall apply.
- (6) Where the rear property line of a through lot adjoins or faces any other district, the largest rear yard requirement shall apply to the M-zoned site. Otherwise, the minimum rear yard for through lots shall be the same as the front yard requirement.
- (7) See Ontario General Plan Hazards Element Goal 6.0 for further information.
- (8) See Figure AE-7 in the 1992 Ontario General Plan for a map of the Ontario Airport Approach Safety Zones and Article 29 (Airport Approach Zoning) for additional requirements.

Setbacks



- Legend**
 A – PROPERTY LINES
 B – interior side yard setback
 C – street side yard setback
 D – front yard setback
 E – rear yard setback

Yards



Building Height

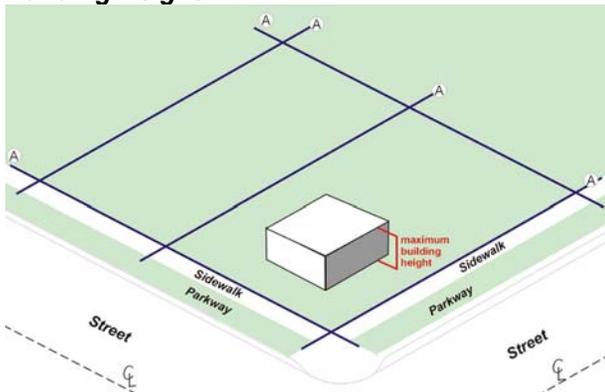


Table 17-3: Projections into Yards

REQUIREMENT	ZONE		
	M1	M2	M3
TOWERS AND OTHER VERTICAL PROJECTIONS ABOVE MAXIMUM HEIGHT: (IN FEET)			
Height: ⁽¹⁾	25% of building height		
Maximum Size:	10% of building		
POPOUTS AND OTHER HORIZONTAL PROJECTIONS (NONHABITABLE SPACE): (IN FEET)			
Setback:	30 inches		
Maximum Size:	15%		

NOTES:

- (1) Height limitations shall not apply to public utility distribution and transmission lines, satellite dishes and wireless communication facilities constructed in accord with Section 9-1.3289. Where any height limit prescribed in this chapter permits a height greater than prescribed in the Ontario International Airport Height Map provisions for the same location, the Airport Height Map requirements shall prevail.

**Sec. 9-1.1715:
Floor Area Ratios**

Table 17-4 sets forth allowed floor area ratios (FAR's) within all Industrial Districts.

Table 17-4. Floor Area Ratios within Industrial Districts

Average allowed Floor Area Ratio (up to 0.45)
Development project must comply with minimum development standards and substantially comply with design guidelines ⁽¹⁾
Maximum allowed Floor Area Ratio (up to 0.55)
Development project must exceed standards and guidelines, including compliance with at least one of the following:
1. superior open space and related amenities ⁽²⁾
2. exceed minimum trip reduction requirements ⁽³⁾
3. exceed quality of design and building materials ⁽⁴⁾

NOTES:

- (1) A determination of substantial compliance with design guidelines shall be made by the City Planner.
- (2) Superior open space amenities shall be based on the size of the development project and may include some or all of the following: outdoor plazas, employee recreation areas, and on-site day care facilities
- (3) Additional trip reduction measures include provision of a transit stop within or immediately adjacent to the development project.
- (4) Determination to be made by City Planner.

Sec. 9-1.1716

Common Interest Subdivisions

The following regulations shall apply to the establishment of a common interest subdivision within any industrial zoning district:

- A. Definition.** For the purposes of this section, the term “common interest subdivision” shall mean a condominium, planned development or stock cooperative, defined as follows:
- 1. Condominium:** A development consisting of an undivided common interest in a portion of real property, coupled with a separate interest in space, called a unit, the boundaries of which are described on a recorded final map, parcel map, or condominium plan, in sufficient detail to locate the boundaries thereof. The area of these boundaries may be filled with air, earth, water or any combination thereof, and need not physically be attached to land, except by easements for access and, if necessary, support.
 - 2. Planned Development:** A development (other than a condominium, or stock cooperative) having a common area owned by a property owner’s association, or in common by the owners of the separate interests who possess appurtenant rights to the beneficial use and enjoyment of the common area.
 - 3. Stock Cooperative:** A development in which a corporation is formed to hold title to improved real property, and in which all of the share holders of the corporation receive a right of exclusive occupancy in a portion of the real property, title to which is held by the corporation.
- B. Minimum Lot Area and Building Setback Standards.** Common interest subdivisions shall be exempt from the minimum lot area and building setback standards established by the zoning district for each individual lot or parcel. All minimum lot area and setback requirements shall be applied to the exterior boundary of the common interest subdivision.
- C. Parcel Map Required.** The establishment of a common interest subdivision shall require the preparation and recordation of a parcel map in accordance with the provisions of the State Subdivision Map Act (California Government Code § 66410 et seq.) and the Subdivision Ordinance of the City of Ontario.
- D. CC&R’s (Covenants, Conditions and Restrictions) Required.** CC&R’s shall be recorded with the County of San Bernardino Office of the County Recorder, which guarantees compatibility and coordination of all parcels/units within a common interest subdivision in terms of access, parking, landscaping, recreation facilities, open space, property and landscape maintenance, and architecture. Furthermore, the CC&R’s shall establish a property owners association for the purpose of maintaining common areas and facilities, enforcement of the CC&R’s, regulation of operations and uses within the development, and ensuring continued architectural and landscaping compatibility within the development.

The CC&R’s shall be subject to review and approval by the City prior to recordation. Additionally, the City may, at its discretion, require that it be a non-voting member of the association and maintain the right of enforcement of the CC&R’s.

Sec. 9-1.1718:

Fence and Wall Requirements

The following are requirements for wall and fencing in the front setback area:

A. Placement. Maximum height and setbacks for fences and walls are calculated in Table 14-6.

Table 17-5: Fence and Wall Requirements

REQUIREMENT	ZONE		
	M1	M2	M3
FENCE AND WALL REQUIREMENTS ⁽¹⁾			
Type II: Street Walls			
Height:	8 feet minimum		
Setback:	Landscape setback		
Type III: Interior Fences and Walls			
Height:			
Setback:	0	0	0
Type IV: Front Yard Walls			
Type IVa:			
Height:	3	3	3
Setback:	0	0	0
Type IVb: ⁽²⁾			
Height:	6	6	6
Setback:	5	5	5

NOTES:

- (1) See Section 9-1.1745 for fences and wall design guidelines.
- (2) Front yard fences taller than 36 inches may be constructed provided that such fences are constructed with at least ninety (90) percent of the top three (3) feet of their vertical surface open and non-view obstructing.

B. Materials. All walls shall incorporate decorative treatment, including cap treatment, pilasters and finished with materials complimentary to the exterior materials on the building. For more information on design treatment, please refer to the design guidelines for fences and walls for Industrial Districts. Wall design, gates, and materials shall be subject to review and approval by the Planning Director.

1. Type II – Street Walls:

A solid masonry wall shall be required for all industrial developments at a height sufficient to screen loading and outdoor storage areas.

2. Type III – Interior Fences and Walls:

A solid masonry wall shall be required for all industrial developments at a height sufficient to screen loading and outdoor storage areas. For those areas between buildings, that are not visible for a public right-of-way, Chainlink fencing may be used provided it is installed to industry standards.

3. Type IV – Front Yard Walls:

- a. Type IVa – walls three feet or less in height: Solid masonry walls or fencing materials may be permitted up to the property line in the front yard. Fences, walls, hedges, or similar view obstructing structures or plant growth that reduce the safe ingress and egress of vehicles or pedestrians shall not exceed a height of three (3) feet in any required front yard
- b. Type IVb – walls exceeding three feet in height: A combination of solid and open fence materials not exceeding six (6) feet in height may be located in a required front yard, or corner side yard area, provided that such fences are constructed with at least ninety (90) percent of the top three (3) feet of their vertical surface open and non-view obstructing.

- 4. **Prohibited Materials.** The use of barbed wire shall be discouraged and shall require approval of the Planning Director. The use of electrified, razor wire or any other materials or applications considered unsafe shall be prohibited.

Sec. 9-1.1720:

Other Development Requirements

The following regulations apply to all uses and structures in all Industrial Districts:

- A. Except as otherwise provided, required setback areas adjoining streets may only be used for landscaping, access drives, walkways and lighting standards (poles);
- B. The outdoor storage of materials and equipment is permitted only within an area surrounded by a security fence or wall at least eight (8) feet in height with gates capable of being locked. Within such area, except for trucks or other vehicles necessary for the operation or use, no such materials are to be stored to a height greater than eight (8) feet. In all Industrial Districts, where the storage area is visible from a public street or from adjoining properties in residential, mobile home park, office, public or institutional use, the storage area is to be screened by an eight (8) foot sight-obscuring wall or fence along the side of the storage area facing the street or use;
- C. For any use employing toxic or hazardous substances as a part of processes or uses, a security fence or wall at least eight (8) feet in height with gates capable of being locked shall be provided at the perimeter of the area within which the process or activity is conducted, and the gate(s) shall be kept closed or locked when not in use or under direct supervision;
- D. All processes and activities related to a permitted or conditional use are to be conducted within a completely enclosed building or structure, with the following exceptions: outdoor storage of materials and finished products subject to required screening and location requirements, and outdoor dining areas. Outdoor display of building materials and similar large equipment is not allowed;
- E. Exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices are to be totally screened and treated with a neutral color when visible from a public street or from adjoining properties in residential, office, public or institutional uses;
- F. Any building located within the M1 District and the Airport Noise Contours which is intended for human occupancy is to be acoustically designed by a qualified acoustical engineer to mitigate internal noise below the 55 Community Noise Equivalent Level (CNEL). This requirement shall be a condition of Development Advisory Board review;
- G. All sites located within the boundaries of the Airport Approach Safety Zones, as described in the Airport Environs Element of the General Plan, shall be subject to the Airport Approach Zoning standards identified in Article 29.

- H. Off-street parking and loading facilities are to be provided as set forth in Article 30;
- I. Signs may be permitted as set forth in Article 31;
- J. All uses in Industrial districts shall be consistent with the General Development Requirements and Exceptions requirements established in Article 32.
- K. All uses in Industrial districts shall be operated consistent with the environmental performance standards established in Article 33;
- L. **Parking of Vehicles.** The parking of vehicles or equipment on any undeveloped or unpaved lot is prohibited. Commercial vehicles exceeding a one (1) ton rating (2,000 pounds) shall not be parked or stored on any property located within a residential district or zone. This includes, but is not limited to, commercial tractor and/or trailer and commercial equipment, regardless of weight.
- M. **Landscaping.** Any new development must meet the Landscape Design standards in Article 32.

**Sec. 9-1.1725:
Development Plan Review**

Development Plan Review is required by Article 8 for all new, altered or expanded industrial uses, including all new structures in excess of one thousand (1000) square feet adjacent to a Residential District and ten thousand (10,000) square feet otherwise.

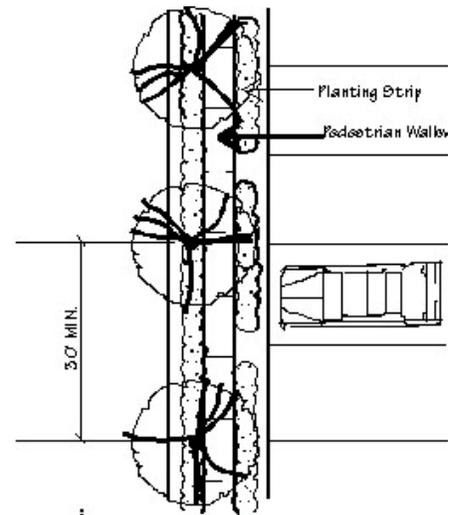
**Sec. 9-1.1730
Industrial Design Guidelines**

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 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.

OPEN SPACE AND LANDSCAPING

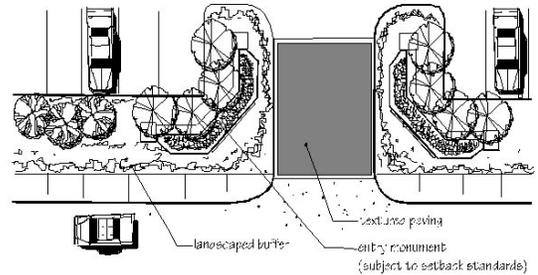
- A. **SITE ACCESSORIES** – Site features, such as recycling bins, bike racks, litter cans, planters, benches and transit shelters, should be designed as an integral part of the project. Architectural character and use of materials should be consistent with the overall project. Design these features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



Pedestrian Walkways through parking lots shall be planted with trees

B. 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.



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

C. 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.

Site Entry Design Treatment



Outdoor Plaza Example

D. 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.

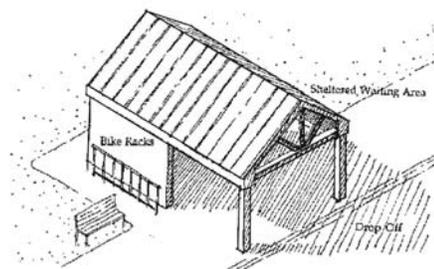
Building entries and windows should look onto plazas to enhance activity and security. Locate outdoor employee break areas preferably away from loading areas or other high-traffic areas.

STREETS

A. TRANSIT

1. Transit Stops – Industrial Developments should be designed to take advantage of mass transit opportunities.

Development edges along arterial and collector streets should provide transit stops, including turnouts for bus stops. Developments without transit connections should be avoided



Transit Shelter

2. Transit shelters – Transit shelters should be provided near major concentrations of employees.

Where a transit stop is planned adjacent to a project of 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. Transit shelters should also contain trash receptacles and utilize solar power to provide lighting

B. LIGHTING – Exterior lighting standards should be located and designed to minimize direct glare beyond the parking lot or service area.

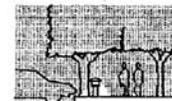
Light standards under 25 feet in height (including lighting bollards) are encouraged throughout a project and should illuminate all sidewalks and connecting walkways. Taller standards may be used only if:

1. reflectors direct light only toward the center of parking areas and at least 60 feet from a residential property; and
2. trees are planted along streets and property lines at a spacing of not more than 30 feet on-center.

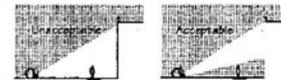
Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties. Use of lighting is especially encouraged at entries, plazas and other areas where evening activity is expected. Lighting should utilize Metal Halide luminaires.



Exterior lighting shall be located to reduce 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.

LOTS

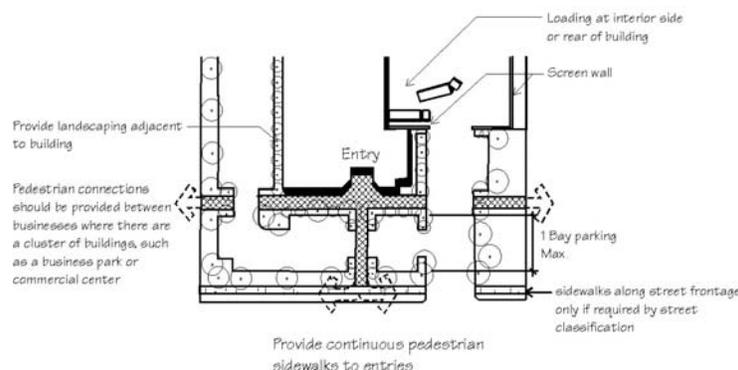
Examples of Appropriate Lighting

A. 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:

1. Parking lots may front onto streets but must conform with guidelines contained within “street frontage and parking lots”,

Recommended Site Orientation

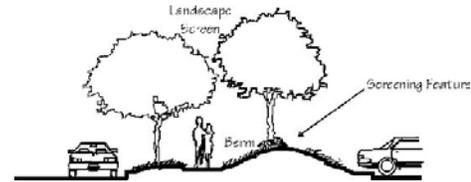
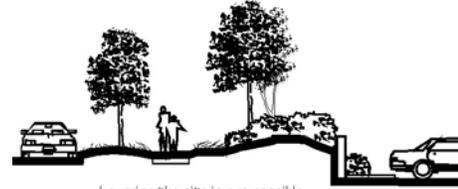


2. Where rear or side loading areas are not practical because of rail service or northerly winds, loading and service areas may front onto streets but must conform with guidelines contained within “loading and storage areas”;
3. For buildings fronting on freeways or Mission Boulevard, loading areas should not face freeways or Mission Boulevard (per Planning Commission Resolution 2392).

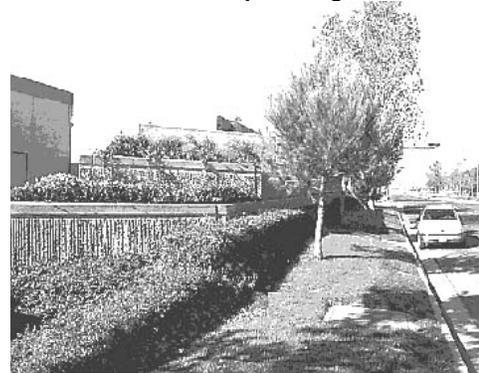
B. STREET FRONTAGE AND PARKING LOTS– *Visitor and short-term parking lots may be sited between the street and building entrances.*

1. 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. Earth berms should not exceed a 3:1 slope and be rounded and densely landscaped to have a natural appearance.

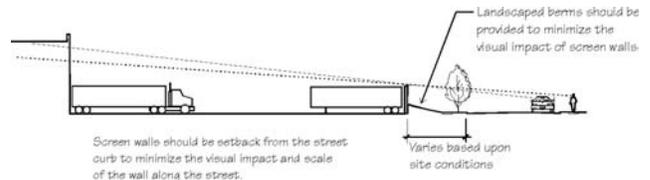
Landscape Screening



Streetscape Design

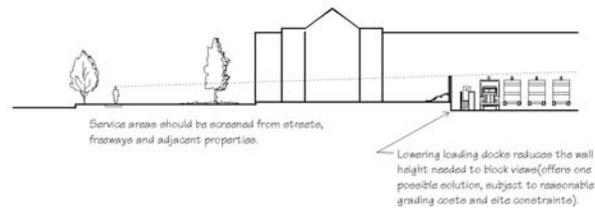


2. *Parking areas should be arranged to minimize conflicts with loading activities.* Parking areas should be accessed from the street so that circulation to parking areas does not interfere with other site activities. Visitor parking should be located at the front and sides of buildings to be near primary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



C. LOADING AND STORAGE AREA ORIENTATION/DESIGN – *Loading and storage areas should generally not face streets.*

1. 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. 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



Preferred Loading and Service Area Screening

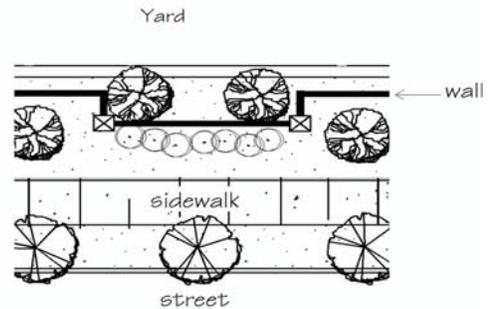
height is sufficient to screen the loading area, vehicles and trailers from view of adjacent properties and streets.

2. 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. In addition, loading and storage areas should not conflict with connecting walkways or required parking areas.
3. Loading areas should be designed to include attractive and durable materials. Design considerations for loading and storage areas include:
4. Locate fixed hardware for rolling doors on the inside of buildings to minimize visual “clutter”.
5. 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.
6. 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.
7. 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.

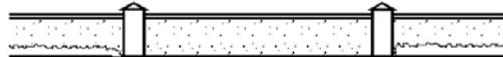
D. FENCES, WALLS AND HEDGES - Fences and walls should be designed as an integral part of the whole project.

1. **Materials** – Fences and walls should use materials and design elements that make it consistent with the design of the whole project. 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. 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.

2. **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



One option is to incorporate a 2’ stagger to wall at appropriate intervals.
Acceptable Walls/Fences

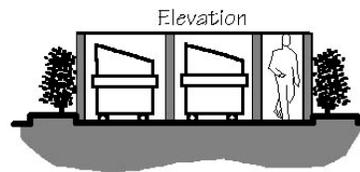
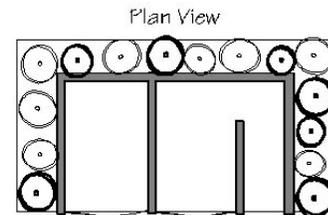


Fences and walls should be built with attractive, durable materials. Pilasters should include a distinctive cap.

Fence and Wall Styles

the highest finished grade. The area in front of walls and fences should be landscaped with shrubs and trees reaching a mature height that exceeds the height of the wall or fence.

3. **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 change, staggered sections, and pilasters or posts. Provide openings to fences and walls to connect walkways directly to the street and avoid circuitous routes for pedestrians. These pedestrian “gateways” should be announced by pilasters, trellises, special landscaping, or other special features. Landscape berms should be provided to minimize the height impact of screen walls.
4. **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.
5. **Fence and Wall Styles** – While site plans should avoid placing rear property lines along local streets and minor collectors, tall walls and fences are sometimes unavoidable along a street. Pilasters, planter boxes, trellises, material changes, planar changes, or other treatments should be used to avoid long and monotonous street fronts. Appropriate designs include:
 - a. A solid wall with pilasters,
 - b. A short wall with fencing and pilasters,
 - c. Fencing with pilasters, staggered walls (i.e. change-in-plane),
 - d. Gated openings and planters integrated with walls. Pilasters, openings, or a 3-foot minimum change-in-plane should occur at least every 40 feet.
 - e. Exterior security fencing should be considered in the initial design stage to avoid the need for future modifications to the plan.



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

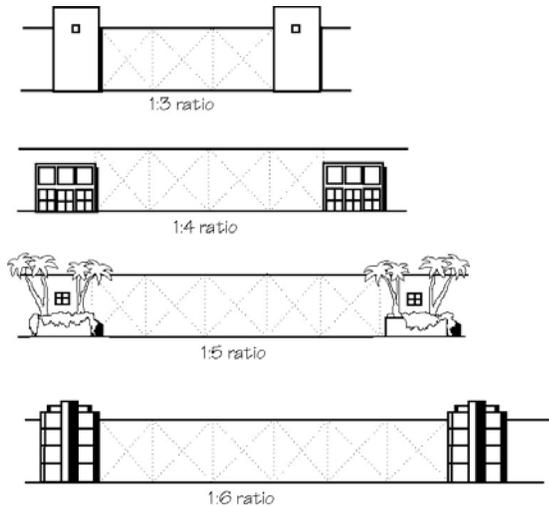
Refuse Container Enclosure

- E. **Refuse Enclosures and Equipment** – *Refuse containers and equipment shall 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

- A. **GENERAL MASSING AND ROOF FORM**– *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.



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.

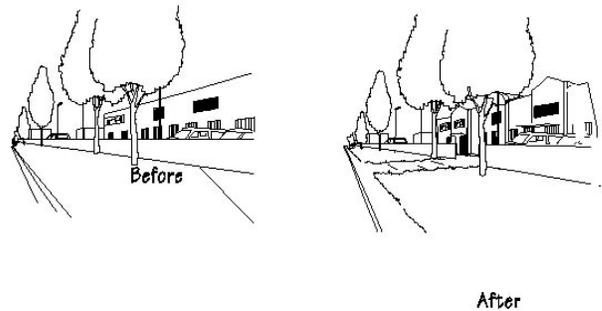
Massing Ratios

- The extent of massing breaks and building projections should relate visually to the overall scale of the building.
- Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.
- Building projections should project four (4) feet and must project a minimum of two (2) feet. Building projections must also contain returns that are a minimum length of four (4) feet.

B. 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

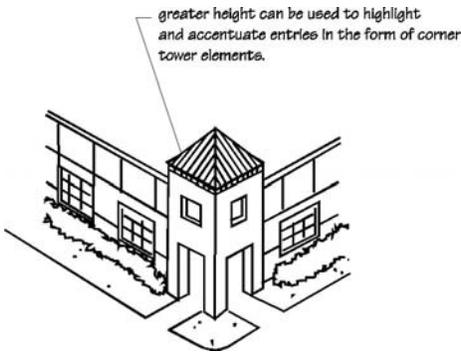


Use massing and building elements that relate to a persons experience at the street. Pedestrian connection to the street is important.



Vertical variations to the roof line should incorporate roof projections, to avoid false front/unfinished appearance.

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.



Entry Design



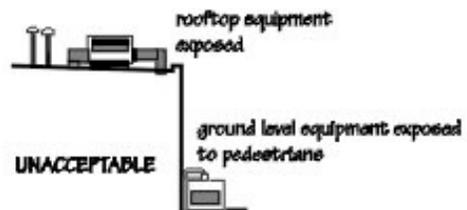
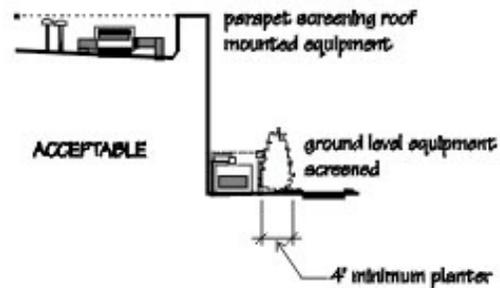
C. GATEWAY FACADES – Facades visible from freeways, major street corridors, and passenger rail connections should be especially attractive.

These facades should include a major entry feature and fenestration over at least 25% of the facade’s surface. In addition, a monolithic appearance should be avoided.

D. MECHANICAL EQUIPMENT SCREENING – Mechanical equipment screening should be integrated as part of a project’s site and building design.

The following guidelines apply to mechanical equipment:

1. Rooftop and ground-mounted equipment should be screened from view of elevated highways, streets, parking lots, connecting walkways and freeways.
2. Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, screen roof mounted equipment through the use of parapets, screen 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 mass. 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.
3. 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.
4. Typical ground-mounted equipment (such as transformers and heating units) should be 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.



Appropriate Equipment Screening

ARCHITECTURAL DETAILS

A. ARCHITECTURAL STYLE – Construction should reflect a chosen style through appropriate detailing, properly applied materials, and quality workmanship.

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.

B. BASE AND TOP TREATMENTS – Facades having a recognizable “base” and “top” are encouraged.

1. Base

The “base” should visually relate to the proportion and scale of the building. Techniques for establishing a base 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

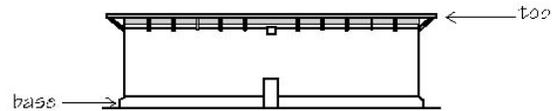
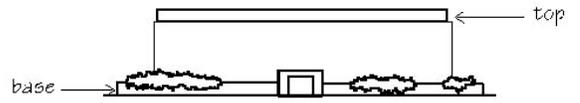
2. TOPS

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

- 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.
- e. 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 on large distribution buildings.

C. BUILDING WALL TREATMENT

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



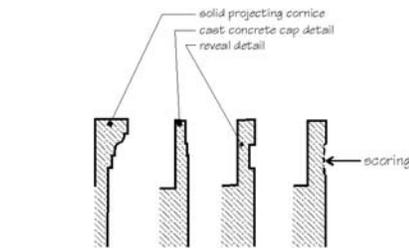
A “top” and “base” should be established within the top-most and bottom-most one-eighth of a building.



Base treatment



Top treatment



Parapets finished with cap element, profiled cornice or reveal.

Acceptable Top Treatment

1. change in texture,
2. revealed pilaster;
3. change in plane (2ft. min., 4ft. recommended)
4. vertical variation of roof line,
5. window,
6. lattice, accent tree or equivalent.

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



Acceptable massing breaks

D. ROOF MATERIALS

Roofing materials should be durable. Where visible from the street, acceptable roofing materials include metal standing seam, and concrete tile.

E. 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.

F. PAINT PALETTES

For larger building surfaces (excluding trim), colors should be muted 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.

G. QUALITY OF CONSTRUCTION

An attractive appearance to all facades should be provided through careful 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.

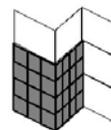
H. DOWNSPOUTS

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

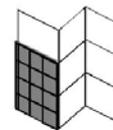
- I. **WINDOWS** – *Window frames should appear substantial and should not be flush with the exterior finish. Glazing should be inset at least two inches from the front face of the exterior finish.*



External treatment for long elevations



Preferred



Discouraged

Materials should turn corners.

Material Changes

J. LIGHTING

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 “cobrahead” standards are not permitted. Buildings and landscaping can be illuminated indirectly to create a strong positive image.