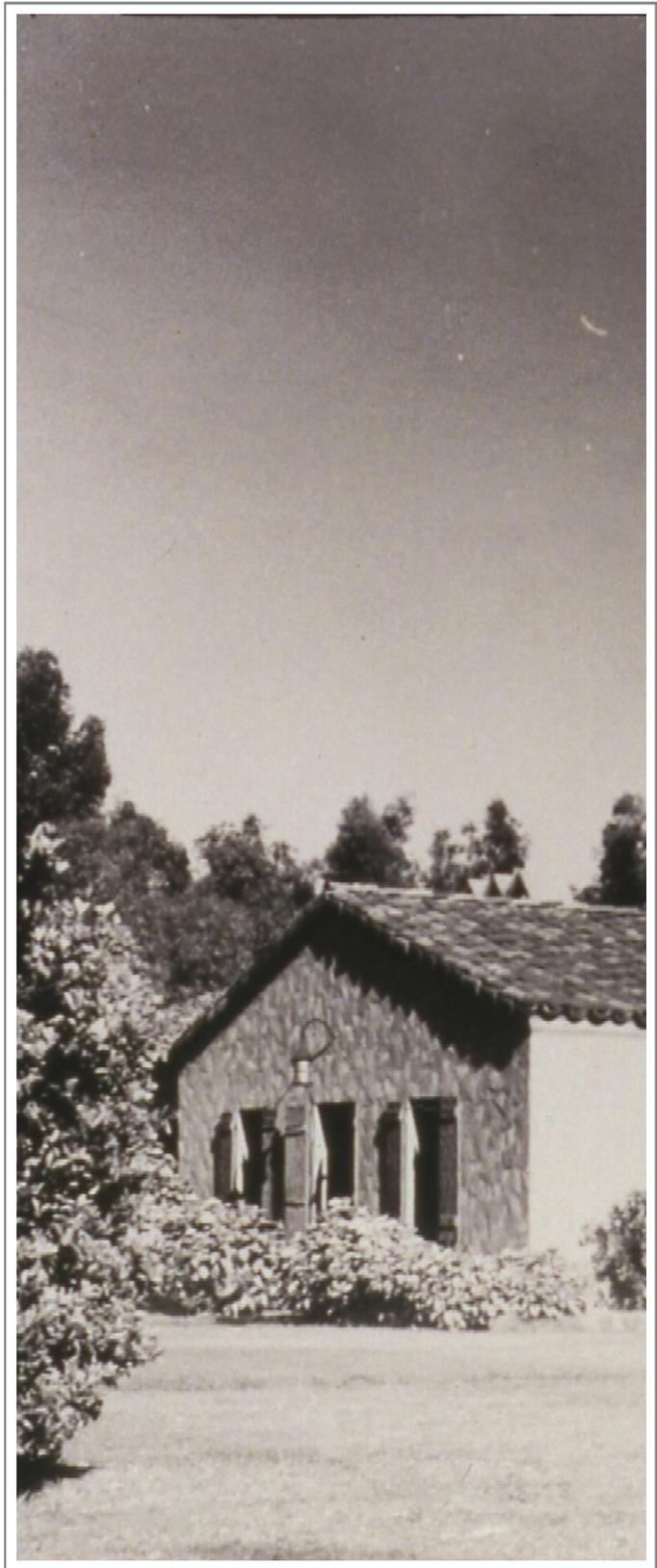


V. DEVELOPMENT  
GUIDELINES



The Guasti Mansion

photo ca 1926



## A. INTRODUCTION

This section of the Specific Plan includes project-wide development guidelines and regulations for all future construction to occur within all Planning Areas in Guasti Plaza, except for the alternative residential use that is permitted within the Residential Overlay Zone. Development guidelines and standards for residential uses, where they differ from those indicated in this document, are included in Appendix G, GMA-1, page 5.

## B. PERMITTED USES

The purpose of this section is to identify the types of uses permitted within the four general land use designations included in the Guasti Specific Plan. The intent of this section is to foster a broad range of economically viable uses which help energize the historic Core by creating an on-site synergism between uses in new construction and in rehabilitated structures.

The Guasti Plaza Specific Plan permits four types of land uses: Office uses, Commercial uses, Office park and Residential uses, as an alternative to Office and Office park uses allowed within the Residential Overlay Zone. For development guidelines and regulations for Residential Uses, please see Appendix G, GMA-1, pages 5 -11.

Specific uses permitted in each of the land use categories are detailed below:

### 1. Office

- Administrative, professional corporate and business offices
- Institutional, financial and governmental facilities
- Museum/Visitors Center
- Private adult educational facilities, including group seminars, training programs, university offices, and similar uses
- Retreat/Mini Conference Center/Exhibit Hall
- Fraternal organization offices and club facilities
- Medical offices and clinics
- Service retail, including such uses as photocopying uses, stationary stores and similar uses catering to primary office uses
- Restaurants, delicatessens, coffee shops and specialty food sales, indoor and outdoor
- Cocktail lounges (C.U.P. required)

- Parking lots, structures and related facilities providing parking for permitted uses.
- Accessory structures and uses necessary and customarily incidental to principal permitted uses.
- Infrastructure facilities, including but not limited to public and private roadways, pedestrian walks, utilities and related uses subject the approval of the City Engineer.
- All other uses are prohibited, unless a finding is made by the Planning Commission that the use is similar to and no more objectionable than a permitted use.
- Interim Uses.

### 2. Commercial

- Retail, specialty retail and service-oriented businesses
- Hotels, motels, inns and motor inns (C.U.P. required)
- Bed and Breakfast hotels
- Restaurants, delicatessens, coffee shops and specialty food sales, indoors and outdoors
- Banquet Hall/Reception Hall
- Conference and convention facilities
- Professional and service offices
- Theaters and entertainment complexes
- Health Club/Sports Club
- Cocktail lounges (C.U.P. required)
- Outdoor vendors
- Community facilities such as libraries, police and fire substations
- Civic and cultural uses, commercial recreation and recreational uses (C.U.P. required)
- Museum/Visitors Center
- Recreation, i.e., Bowling, Racquetball (C.U.P. required)
- Accessory structures and uses necessary and customarily incidental to permitted uses
- Infrastructure facilities, including but not limited to public and private roadways, transportation facilities, pedestrian walks, utilities and related uses subject to the approval of the City Engineer
- All other uses are prohibited, unless a finding is made by the Planning Commission that the

use is similar to and no more objectionable than a permitted use.

- Interim Uses

### 3. Office Park

- Retail and service-oriented businesses
- Professional and service offices
- Restaurants, delicatessens, coffee shops and specialty food sales (indoor and outdoor)
- Parking lots, structures and related facilities providing parking for permitted uses
- Repair services (not including automotive)
- Accessory structures and uses necessary and customarily incidental to permitted uses
- Infrastructure facilities, including but not limited to public and private roadways, transportation facilities, pedestrian walks, utilities and related uses subject to the approval of the City Engineer
- All other uses are prohibited, unless a finding is made by the Planning Commission that the use is similar to and no more objectionable than a permitted use.
- Interim Uses

### 4. Residential\*

- Attached multi-family housing for sale *or* for rent.
- Ancillary uses such as swimming pools, cabanas, clubhouses and recreation areas.
- Interim uses: Models and sales office.
- Mixed-use

\*only allowed in the Residential Overlay Zone. See Exhibit 9, page 27 for location. Please see Appendix G, GMA-1 for more information.

## C. CONDITIONALLY PERMITTED USES

The following uses are subject to a Conditional Use Permit (CUP) per City Council direction:

- Alcohol sales
- Short term festivals
- Commercial recreation and recreational uses
- Hotels, motels, apartment hotels and residence inns
- Child care facilities
- Drive-up and drive through facilities
- Live entertainment
- Banquet facilities

- Other uses that require a CUP per the City of Ontario Development Code

The following conditions listed in City of Ontario Ordinance No. 2502 apply to all hotels, motels, apartment hotels and residence inns within the city:

(1) Kitchens, kitchenettes or other cooking facilities shall not be permitted within hotel or motel rooms or units except within a manager's unit. Kitchens, kitchenettes or other cooking facilities may be permitted in apartment hotels or residence inns.

(2) An application for a Conditional Use Permit for a hotel, motel, apartment hotel or residence inn shall be accompanied by an economic viability report prepared by a professional economist and shall include but shall not be limited to the following information:

- (i) Number of hotel and motel rooms available in the city.
- (ii) Vacancy factor for the past year.
- (iii) Current rate structure of existing hotels and motels.
- (iv) Proposed rate structure, including term of rate (daily, weekly, monthly).
- (v) Nexus to airport or traveling public.

(3) Any decision of the Planning Commission granting a Conditional Use Permit for a hotel, motel, apartment hotel or residence inn shall be deemed automatically appealed to the City Council.

## D. PERMITTED USES FOR HISTORIC BUILDINGS

In addition to the generally permitted uses, the Guasti site has a unique resource in its historic buildings which require special attention to determine compatible uses. The following uses incorporate both office, residential and commercial uses and are appropriate for the historic buildings, as listed below.

- Mansion – The Guasti Mansion and its grounds are a unique resource in Guasti Plaza. The

- Mansion’s architecture and historical significance make it eligible for individual listing on the National Register. This status and the Mansion’s value to the Specific Plan area as a focal point, indicate that new uses for the Mansion should be carefully selected to minimize intrusions on its architecture and to maximize its potential to attract people to the site. Possible uses include.
  - Restaurant/Banquet Hall/Reception Hall
  - Hotel
  - Retreat/Mini Conference Center/Meeting Spaces.
  - Museum/Visitors Center.
  - Retail
- Stone Warehouses – The stone warehouses are historically significant but are of unreinforced masonry construction. As a result, they are a potential seismic hazard, and any reuse alternatives must take into account seismic mitigation measures. Because of their unusually large size and lack of openings, the stone warehouses are a significant challenge to adaptive reuse. However, the buildings have a potential for a variety of uses, including:
  - Specialty Retail
  - Restaurant/Bars
  - Conference Center/ Exhibit Hall
  - Hotel
  - Office
  - Health Club/Sports Club
  - Entertainment and Recreation
  - Mixed-use development.
- Residences and Village Buildings – The smaller buildings such as the worker cottages, Guasti Market, and the Foremen’s residence have more limited potential for reuse due to their smaller size. Their potential for rehabilitation and adaptive reuse is greatest if they are relocated in order to complete the reconstruction of Pepper Tree Lane. The possible primary uses for these buildings include.
  - Specialty Retail.
  - Service Retail.
  - Restaurant/Coffee Shops/Food Shops.
  - Museum.
  - Offices.

## E. DEFINITIONS OF PERMITTED USES

Unless otherwise noted in the Specific Plan, definitions contained in the Ontario Development Code shall be used.

**Accessory structure:** A structure which is incidental or subordinate to the principal structure on the same site, or the use of which is incidental or subordinate to the use of the site or the use of the principal structure on the site. An accessory structure that is attached or joined to a principal structure and shares a common wall therewith shall be deemed a part of the principal structure.

**Bed and Breakfast Hotel:** A place offering lodging and breakfast on a transient basis.

**Cocktail lounge:** A public room (as in a hotel, club, or restaurant) or freestanding building where cocktails and other drinks are served.

**Day care facility:** A facility in which day care only is provided for seven (7) or more children at a location other than the normal place of residence, excluding any children who normally reside on the premises.

**Hotel:** A facility containing six (6) or more guest rooms offering transient lodging accommodations on a daily rate to the general public, and which may provide additional services, such as restaurants, meeting rooms and recreational facilities.

**Institutional use:** A privately operated use of a semi-public type, such as a church, day-care center or hospital, nursing home, non commercial club or lodge, philanthropic or charitable foundation, nonprofit library, art gallery or museum, or similar type of establishment.

**Motel:** A building or group of detached or more connected buildings containing six (6) or more rooms or units designed or used primarily for providing sleeping accommodations on a daily rate for automobile travelers and housing a parking space adjacent to a sleeping room.

**Museum:** An institution devoted to the procurement, care, study and display of objects of lasting interest or value; also: a place where objects are exhibited.

**Office:** A place where a particular kind of business is transacted or a service is supplied as a) a place in which the functions (as consulting, record keeping, clerical work) of a public officer are performed; b) the directing headquarters of an enterprise or organization; c) the place in which a professional person (as a physician or lawyer) conducts his or her professional business; a business office.

**Parking area:** A site, or a portion of a site, devoted to the off-street parking of motor vehicles, including parking spaces, aisles, access drives, and related landscape areas.

**Personal Services:** Services of a household or personal nature, such as dry cleaning, apparel repair, beauty and barber shops, but not including adult businesses.

**Restaurant:** A public eating place.

**Retail:** The sale of commodities or goods in small quantities to ultimate consumers.

**Theater:** A building for dramatic performances; a building or area for showing motion pictures.

Residential Uses:

a. **Multiple family dwellings:** Two or more dwelling units, whether attached or detached, on one residential lot of record, with each dwelling unit designed for occupancy by independent households. Multiple family dwellings include condominiums, rental apartments, duplexes, townhouses and community or cooperative apartments. Multiple family dwellings shall not include second or senior dwelling units.

b. **Mixed-use development:** The development of a tract of land, building, or structure, which includes multiple family dwellings in conjunction with a variety of complementary uses, such as, but not limited to, office, retail, public, or entertainment, in an integrated development project with significant functional interrelationships and coherent/cohesive physical design.

## F. BUILDING AND PARKING SETBACKS

General setbacks for all buildings and other structures are shown on Table 7, pages 93, 94, and setbacks between buildings are further detailed in Section VI, page 108, Section i, Setbacks. Unless otherwise noted in the Specific Plan, definitions contained in the Ontario Development Code shall be used. For public streets setbacks refer to the minimum distance between a property line and the beginning of a building parking lot. For private streets setbacks refer to the minimum distance between the back of a curb and the beginning of a building or parking lot.

The Ontario Plan states that it is a policy “for new development of habitable structures to establish a minimum building setback of 50 feet from existing [petroleum] pipelines or new, established pipeline routes. The City will encourage new development projects to locate parking, parking structures and storage, etc. adjacent to the setback area. Whenever development is proposed within 150 feet of petroleum pipelines, site plans must clearly show pipeline location and all measures proposed to mitigate all potential safety hazards.

<b>Public Streets</b>	<b>Minimum Setbacks for On-Grade Parking</b>	<b>Minimum Setbacks for Buildings</b>
I-10 Freeway	20'	50'
Archibald Avenue	25'	40'
Turner Avenue	15'	30'
Guasti Road	20'	30'

<b>Private Streets</b>	<b>Minimum Setbacks for On-Grade Parking</b>	<b>Minimum Setbacks for Buildings</b>
Private Street	10'	20'

Notes:

- 1a. For public streets, all setbacks are measured from the property line.
- 1b. For private streets, all setbacks are measured from the back of the curb.
2. Setbacks include front, rear and side.
3. Setbacks shall be permanently landscaped and maintained, with the exception of pedestrian walkways and vehicular drives.
4. Public transit facilities (bus benches and shelters) may encroach into required setback areas.
5. Existing structures are exempt from these minimum setback requirements.
6. Refer to Chapter VI, Architectural Guidelines, for additional building setbacks. page 108.

**TABLE 7**  
**BUILDING AND PARKING SETBACKS**

<u>Setbacks between Buildings</u>	<u>Core &amp; Sphere Setback to New Construction</u>	<u>Domain Setback to New Construction</u>
Historical Building	25'*	25'
New Construction	25'*	20'

\*See additional building setbacks and height limits for more information. Exhibits 53 and 54, pages 124 and 125.

<u>Pepper Tree Lane</u>	<u>Setback between Historical Building</u>	<u>Setback to New Construction to the North</u>
Pepper Tree Lane	10' preferred 6' minimum	50'

<u>Setbacks to High Pressure Pipeline</u>		<u>Domain</u>
New Construction	NA	50'

**TABLE 7 (cont'd)**  
**BUILDING AND PARKING SETBACKS**

## **G. PARKING GUIDELINES**

A combination of structured, surface or subterranean parking configurations may be planned for Guasti Plaza. Surface parking lots may predominate in the early stages of project development. As the community grows, a combination of structured or surface or subterranean parking may be constructed.

All building sites within Guasti Plaza should provide an adequate amount of off-street parking commensurate with the level of development proposed. The basis for calculating off-street parking requirements within Guasti Plaza shall be the standards contained within the City of Ontario's Development Code.

### **1. Urban Parking Overlay Standards for Planning Area 1.**

Parking stalls within Planning Area 1 shall be permitted to be 8'x6" x 18'-0" (midsize stall) with 24 foot wide drive aisles for up to 75 percent of the parking stalls if all the following standards are met: All visitor parking stalls for the office buildings and all stalls for retail uses shall be standard size (9'-0" x 19'-0"). All perimeter drive aisles with 90 degree parking stalls shall be 26 feet wide. All parking spaces shall be double-striped.

### **2. Parking Standards for Planning Areas 2 and 3.**

Parking lot and circulation standards for surface parking in Planning Areas 2 and 3 and structured parking shall be:

Parking stall dimensions (unistall) shall be a minimum of 8'x9" x 18'-0" with 1'-0" added to stall width adjacent to walls, columns, curbs, islands or other obstructions.

All parking stalls shall be double-striped.

Drive aisle dimensions shall be a minimum of 26' wide where Fire lanes are required and may be reduced to 24' wide where fire lanes are not required.

See Guasti Major Amendment No. 1, for additional residential parking standards, page 8.

## **H. BUILDING CRITERIA FOR CORE, SPHERE AND DOMAIN**

### **1. Building Height and Setbacks Between Buildings**

#### **A. All zones**

- The Specific Plan site lies adjacent to Ontario International Airport and is subject to building height restrictions imposed by the Federal Aviation Administration. No building or structure within Guasti Plaza will exceed the maximum height shown on the Airport Land Use Compatability Plan (ALUCP) for Ontario International Airport or any succeeding height requirement which may be adopted in the future by the City of Ontario based on FAA criteria.
- Exceptions to these standards may be permitted if approved by both the FAA and the City of Ontario.
- Additional height restrictions are indicated in the following section for each zone. In addition to the setbacks and height limits listed below per zone, see Table 7, pages 93, 94 for general setback standards.

#### **B. Historic Core, Zone 1**

Within the Historic Core, new construction, additions to existing historic structures and relocation of existing historic structures are all permitted.

New construction shall be limited to a maximum height of 50 feet and shall be designed according to the architectural standards that follow in Section VI, starting on page 102. New construction shall be located a minimum of 25 feet from existing historic structures or relocated historic structures in such a way as to avoid overshadowing adjacent historic structures, to permit vistas into the Historic Core from outside the Core, and to preserve views of primary facades of historic structures. Exceptions to this requirement should be considered on a case-by-case basis and shall be evaluated on the

mitigating features which minimize the impact on historic structures.

Additions to historic buildings are permitted provided that these do not exceed the height of the eave of the adjacent historic building for the first 25 feet, and are less than the total height of the adjacent historic structure for the next 25 feet. The height of the additions more than 50 feet from existing historic structures is limited to 50 feet. Where new additions serve to link buildings of different heights, the addition shall not exceed the lower of those heights. It may be desirable to treat these additions as transparent structures with glass walls and roofs so that the historic fabric of the existing building "reads through" the addition.

Exceptions to this requirement should be considered on a case by case basis and shall be evaluated on the mitigating features which minimize the impact to historic structure.

No new additions shall be permitted along the primary facade of the Mansion, the residences, or the stone gable ends of the warehouses, with the exception of the east end of Warehouse number 50. Additions to the sides of the stone warehouses No. 50 and 54 shall be set back a minimum of twenty five feet from the gabled ends to avoid conflicting with the form and design of these ends (see Exhibit 54, page 125). Additions shall also be set back where needed to maintain sight lines, as described in Zone 3 below.

Additions to the other, shorter stone buildings shall also be setback an adequate distance from the gable ends to ensure that the addition does not overpower or compete with the historic gabled ends.

To foster a realistic marketing plan for Warehouse No. 50, an addition will likely be constructed on the east side of the structure resulting in the demolition or removal of the existing deteriorated brick hollow clay tile addition. Based on previous preliminary inspections, the historic stone east gable end of the original warehouse appears unstable and beyond repair at this time. Therefore, the remains of this easterly stone gable end may be demolished upon approval of Certificate of Appropriateness and compliance with Mitigation Measure 4.10.2e of the final EIR.

Exceptions to these height limits and setback standards for additions to Warehouse number

50 shall be allowed on a specific case-by-case basis providing that:

- The proposed addition is sensitive to the historic architecture of the existing warehouse.
- The east elevation of the proposed addition may reflect or be reminiscent of the original double gable end of the stone warehouse.
- The addition is constructed in such a way that it meets the criteria for "reversibility" in The Secretary of the Interior's Standards (for definition, see Section VI, page 119, Item 10).

When these requirements are satisfied, there shall be no setback required for any addition at the gabled east end of Warehouse number 50.

Existing historic structures to be relocated to the Historic Core shall be set back at least 25 feet from new construction. Relocated historic structures shall be set back from each other approximately the same dimension that exists in their current setting or the minimum required by local building codes. The relocation of historic buildings in cluster groups, reflecting the same orientation, sequence and spacing as in their existing setting, is strongly encouraged. Standards for additions to relocated historic structures shall be the same as for existing historic structures which are to remain in place.

### C. Sphere, Zone 2

The purpose of these setbacks and height limits is to limit the potential for new construction to overshadow or overwhelm the historic buildings. These limits are intended as guidelines and are "approximate" because each case should be evaluated individually. Where offsetting benefits or mitigating measures are provided, these distances could be reduced.

At Pepper Tree Lane, relocated historic structures shall be set back from each other approximately the same dimension that existed between structures originally as shown on the Historic Site Plan, Exhibit 47, page 107. The relocation of historic buildings reflecting the same orientation and spacing as original buildings on Pepper Tree Lane is strongly encouraged. Standards for additions to relocated historic structures shall be the same as for existing historic structures to

remain in place. See Section-VI page 121 for more information.

The height of any building in Zone 2 is limited to the height of the nearest historic building located within the Core (up to a distance of 50 feet). See Exhibit 53 page 124. Beyond this distance, the height for any new construction or addition is limited only by those restrictions established by the Airport Hazard Map, but the division of taller structures into base, body and top is strongly encouraged.

#### **D. Domain, Zone 3**

Setbacks between buildings in the Domain shall be a minimum of 20 feet and shall be designed to preserve view corridors into the Historic Core. Height limits in the Domain shall be those indicated by the Airport Land Use Compatibility Plan.

## **2. Minimum Lot Size**

### **A. All zones**

- All lots must contain sufficient area to contain all principal and accessory structures, required parking as may be necessary, required setbacks and landscaping. No other minimum lot sizes are required.

## **3. Maximum Building Coverage**

### **A. All zones**

- Maximum building coverage calculations will include all main and accessory structures but exclude above grade parking structures.
- Maximum building coverage shall be 50 percent of the site area to allow for adequate open space and be consistent with the maximum allowable F.A.R. of 1.0. Actual coverage within the Historic Core, Sphere and Domain may vary due to market demands and physical site constraints.
- Maximum building coverage may be increased by a factor of up to 25% by the Planning Commission at Site Plan review when a finding can be made that increased

coverage results in a superior building or site design, enhancing the character of the overall urban environment and/or enhancing the character of the entire site.

- Maximum development intensity set forth in the Specific Plan cannot be exceeded. If the proposed non-residential construction exceeds 2,361,388 s.f. of development, then area in excess of this amount will be allowed up to 3,178,573 s.f. with an amendment to The Ontario Plan and/or additional environmental review for maximum area in excess of 2,361,388 s.f.
- For coverage requirements for residential uses see Guasti Major Amendment No. 1, Section V, page 7.

## **4. Development Adjacent to I-10 Freeway**

The purpose of this section is to meet the objectives of Resolution 2392 of the Ontario Planning Commission, passed on May 27, 1980 as a policy for regulating development along Mission Boulevard, San Bernardino Freeway (I-10), Pomona Freeway (State Highway 60), and Ontario Freeway (I-15), as follows:

### **A. Building Orientation**

All buildings shall face the highway, except where the highway is substantially elevated.

The size, height, number and type of on-premise signs shall be the minimum necessary for identification pursuant to the Sign Standards on page 98 of this Specific Plan.

Open storage of materials and equipment should be permitted only when incidental to the permitted use, provided that such storage area shall not face the highway, and shall be shown and approved on the site plan.

Overhead doors, garages or loading zones shall be placed facing away from view of the highway.

All mechanical equipment shall be screened from public view.

## B. Landscaping

Not less than 20 feet of landscaping, measured from the public right-of-way, shall be provided and permanently maintained.

Proposed development should be designed to preserve existing stands of trees whenever practicable.

# I. SIGNAGE GUIDELINES

## A. Sign Program

A Sign Program shall be prepared, subject to review and approval pursuant to Development Code, Chapter 1, Article 31 (Signs).

A comprehensive Sign Program design package shall be developed for the entire project that includes, but is not limited to the following signage types:

- Temporary construction signage and fencing.
- Leasing and marketing signage.
- Freeway Identify signs.
- Major and secondary site entries.
- Vehicular way finding signage.
- Parking lot and structure signage.
- Pedestrian way finding signage.
- Festival and seasonal banners.
- Individual building signage.
- Individual business signage.
- Interpretative signage.
- Restroom signage.

The general location of freeway identification, primary entry and secondary entry signs are shown on Exhibit 44, page 101.

The Sign Program shall identify the following design features for each signage type:

- Location.
- Size.
- Type style and height.
- Materials, colors and finish.
- Method of illumination.
- Mounting height.
- Mounting type.
- Method of change (tenant signage).

## B. Sign Design Guidelines

The following sign design guidelines are intended to promote creativity and innovation in the design of the Sign Design Program.

The size of all signage shall generally be consistent with the City's current sign standards for commercial districts, but exceptions to these standards may be granted by the Planning

Director to allow larger signs that are particularly important, unique, or innovative.

All signage shall be in proportion and in scale with its location, or the surface or feature to which it is mounted.

All signage shall be respectful of and shall compliment architecture.

All signage shall be designed to be effective and visible during the day or night hours.

All signage shall be designed to reflect a consistent theme or style that will help to energize the site and celebrate the historic setting. The overall signage theme shall reinforce the notion of a special, exciting, and unique place.

Although the various types of signage may be diverse, the overall impact of the signage program shall be to unify the site streetscape. This can be achieved by repeating various design elements or materials throughout the various sign types.

Signage that is attached to areas of existing historic fabric shall be designed to minimize the number of attachment holes or electrical connections via the use of an intervening background such as a slat wall element.

Individual tenant signage shall be designed so that it can be easily changed without requiring additional penetrations into the historic fabric. The use of blade signs or projecting 3-D models of products (ex. Tobacco shop with a pipe or cigar) is encouraged.

The hi-tech, innovative signage is encouraged to help promote the sense of excitement and drama.

The use of non-illuminated or can signage is prohibited.

All signage shall be illuminated and coordinated with site lighting.

The use of creative and innovative signage such as roof signs or the re-use of artifacts to support signage is encouraged.

All signage shall be designed to be durable, minimize maintenance, be energy efficient, and be vandal resistant.

All traffic regulatory signs (i.e. STOP, NO PARKING, etc.) shall conform to the California Manual on Uniform Traffic Control Devices and City of Ontario Standards so that the Police Department can enforce the California Vehicle Code Provisions.

For Residential Sign Design Guidelines, please see Appendix G, GMA-1, page 9 of this document.

## **J. LIGHTING GUIDELINES**

### **1. Goals**

The goals of the lighting standards for Guasti are:

- To provide sufficient lighting to enhance the safety of residents and visitors to Guasti and to provide security for the buildings;
- To establish and maintain lighting levels and fixtures to minimize the potential impacts of glare for motorists and building occupants;
- To coordinate the various developments within the community by the use of consistent street light and parking lot light fixture designs, as approved by the Ontario Planning and Public Service Departments and in compliance with the Street Furniture and Public Amenity Program;
- To enhance the nighttime visibility of existing historic buildings and proposed buildings within Guasti;
- To reduce light pollution where possible;
- To enhance the pedestrian experience and assist in wayfinding; and
- To complement design goals of the overall site and specific districts.

### **2. Public Lighting Guidelines**

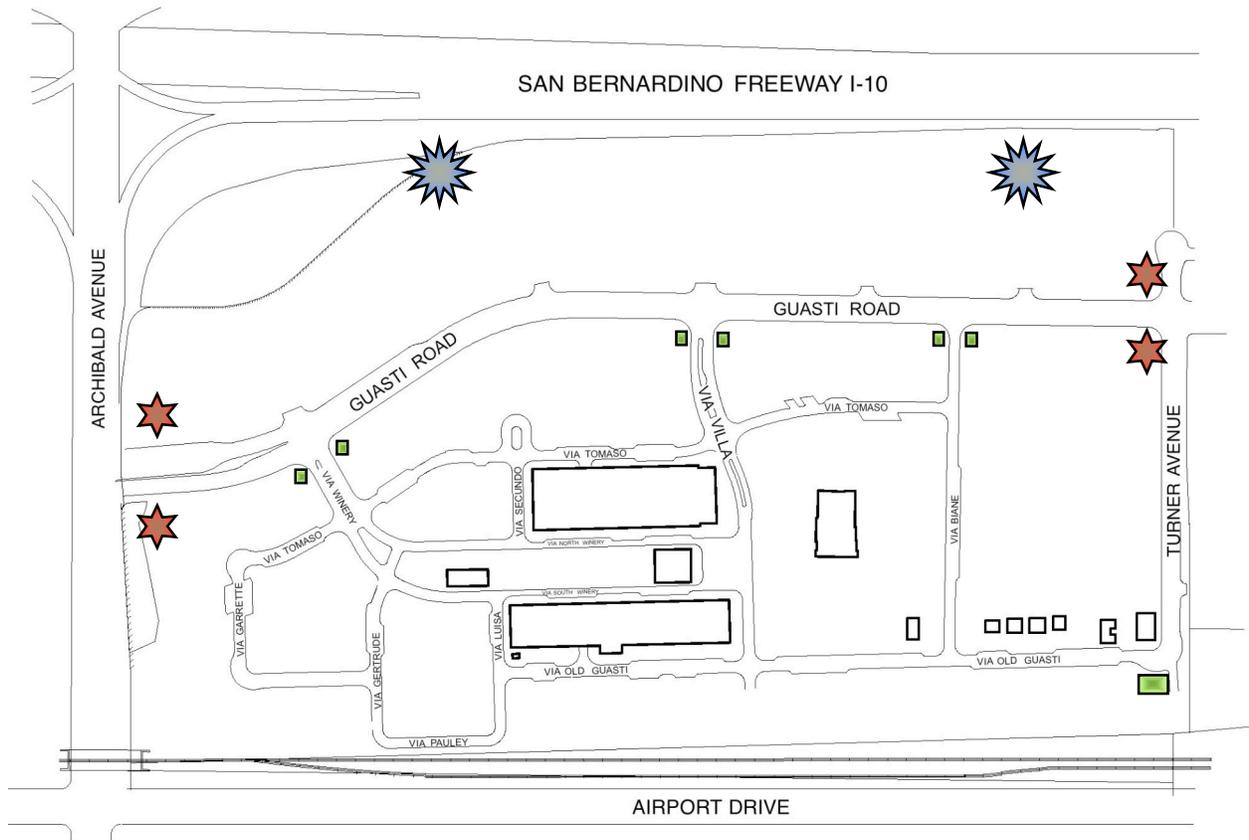
Public lighting refers primarily to street lights. Street lights shall conform, both in type and location, to the approval of the City of Ontario at the time of installation.

### **3. Site Lighting Design Guidelines**

- Lighting shall be used to illuminate buildings, drives, walkways, and parking areas to provide for the safety and security of the users of Guasti;
- The design of lighting fixtures should be compatible throughout the entire site and consistent within each development. Fixture design should be compatible with the architectural style of the building within each development, shall be sensitive to any historic structures within that development, and complement the landscape intent;
- The identification of specific fixtures will be handled in the appropriate permit set and shall take into consideration the fixtures for any previously approved developments within Guasti. Where appropriate, lighting fixtures must also comply with the Ontario Building Security Ordinance;
- Lighting should be used to emphasize key historic structures, key entries, significant landscape features, and other key elements with lighting methods such as a wash of warm lighting on building walls of historic buildings or uplighting of the landscape;
- Lighting should be placed and fixtures directed to minimize the potential impacts of glare for passing motorists or occupants of surrounding buildings and to reduce light pollution;
- All lighting used for illuminating drives, parking areas, and pedestrian walkways should be vandal resistant;
- All planned parking areas shall have a minimum maintained lighting level of 1 footcandle from sunset to sunrise as operated by a photocell;

- All on-site lighting plans shall be reviewed and approved by the Ontario Planning and Police Department;
- All lighting shall conform to limitations and possibilities of restrictions from institutions that are sensitive to nighttime lighting: The Federal Aviation Administration for aircraft and the Ontario Airport.
- At Pepper Tree Lane, the original low, single globe head street lights shall be reused and
- replicated. See Salvage of Site Features in Section IV, pages 78-82 of this document.

For Residential Site Lighting Design Guidelines please see Appendix G, GMA-1, page 9 of this document.



**LEGEND**

-  Entry Identification, Primary
-  Entry Identification, Secondary
-  Freeway Identification

**EXHIBIT 44**  
PROJECT IDENTIFICATION  
SIGN LOCATION

