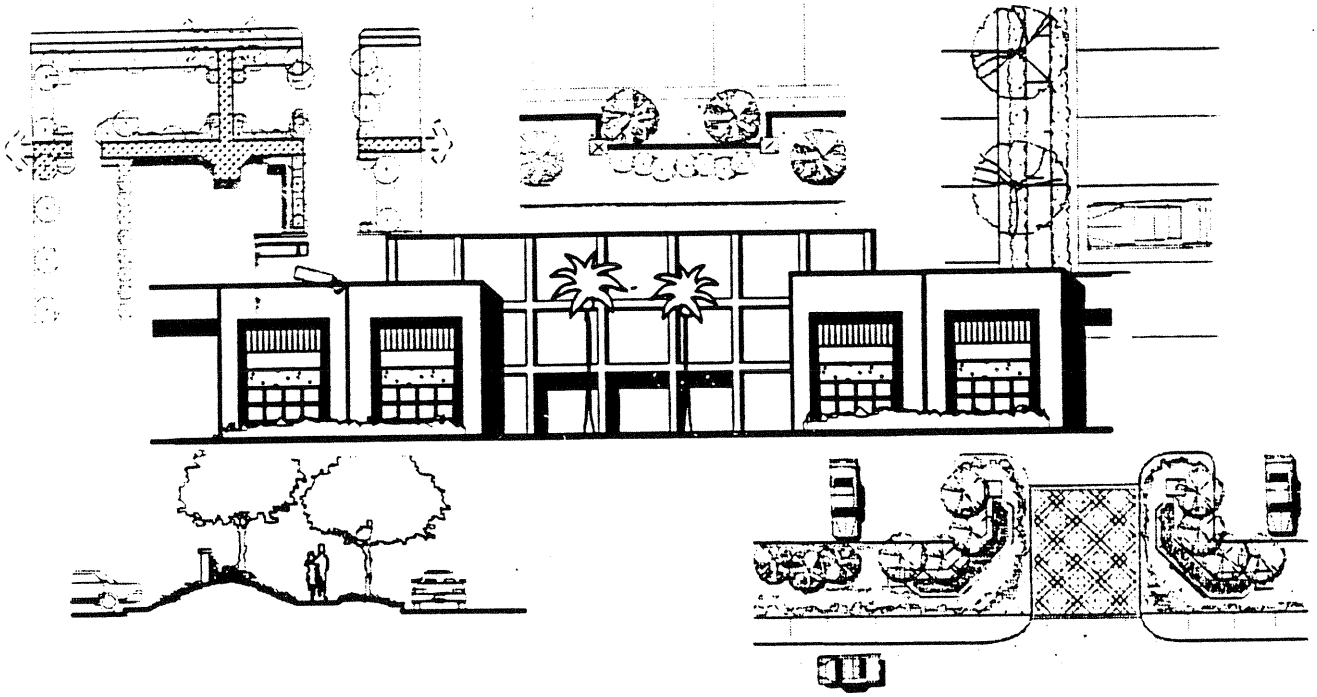
APPENDIX 'C'

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.

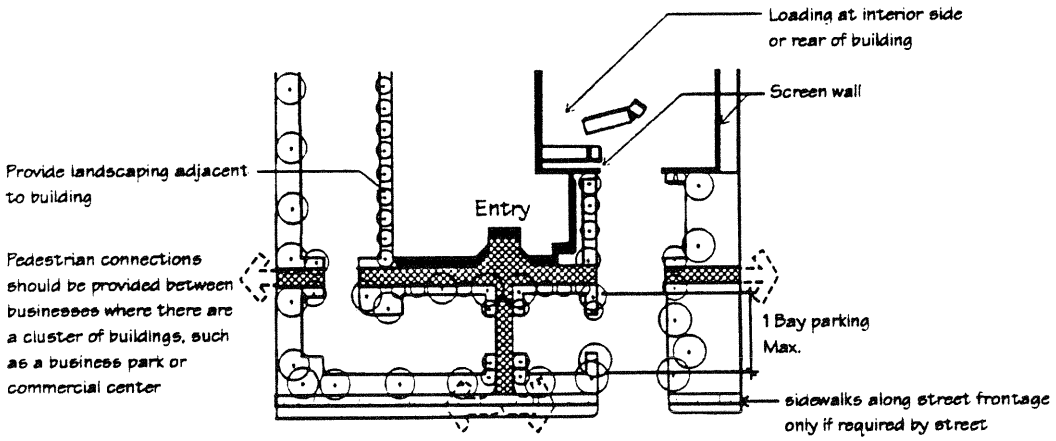
The design guidelines are general and may be interpreted with some flexibility in their application to specific projects. Variations may be considered for projects with special design characteristics that still meet the general design objectives of these guidelines. The guidelines will be utilized during 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:



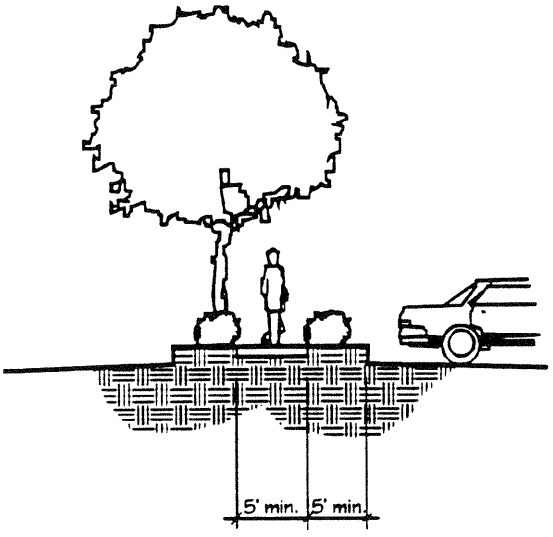
(a) parking lots may front onto streets but must conform with guidelines contained within "street frontage and parking lots", and

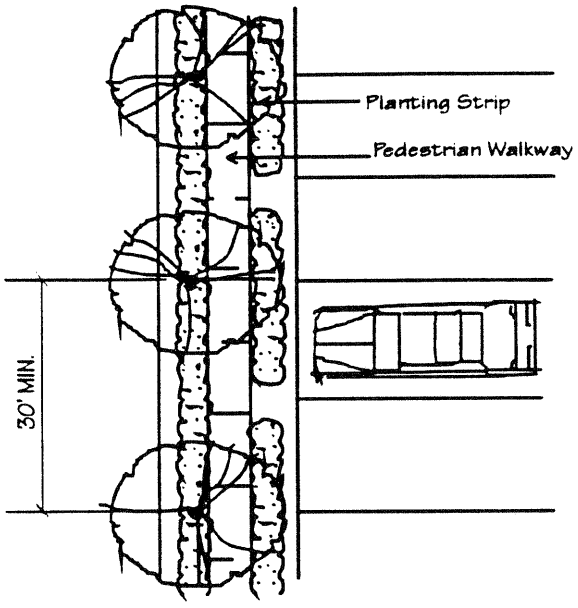
(b) where rear or side loading areas are not practical because of rail service or northerly winds, loading and service areas may front onto streets but must conform with guidelines contained within "loading and storage areas".

(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.

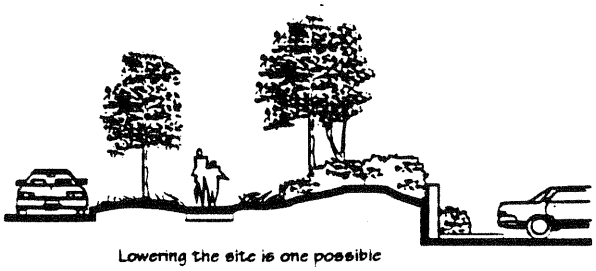




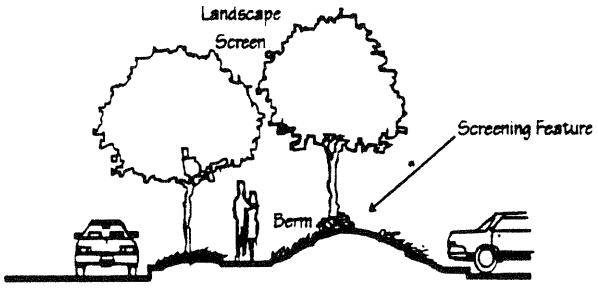
Pedestrian Walkways through parking lots shall be planted with trees

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.



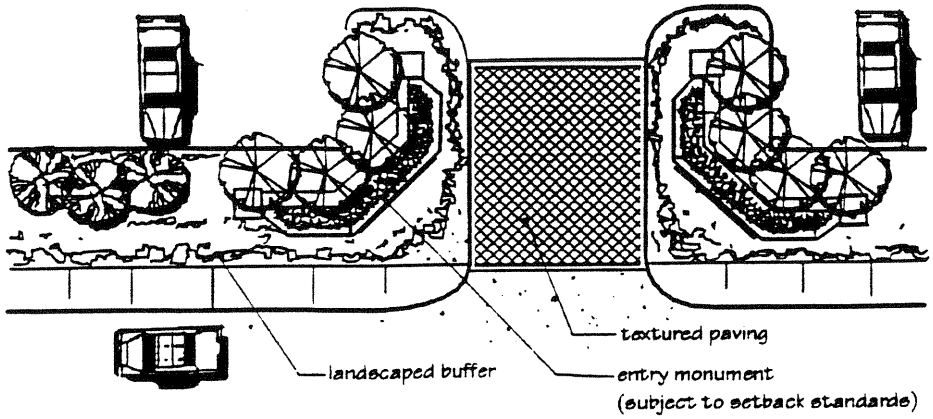
Lowering the site is one possible solution to screen parking



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.

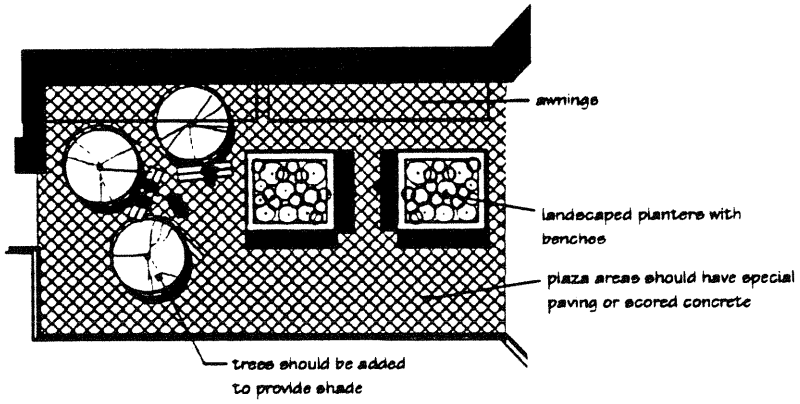
Create visible "gateways" at major vehicular and pedestrian entries. Major entries to a project should be marked by textured pavement with accent trees and other landscape features. Where site entries are adjacent to a building entry, pedestrian plazas are strongly encouraged.



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.

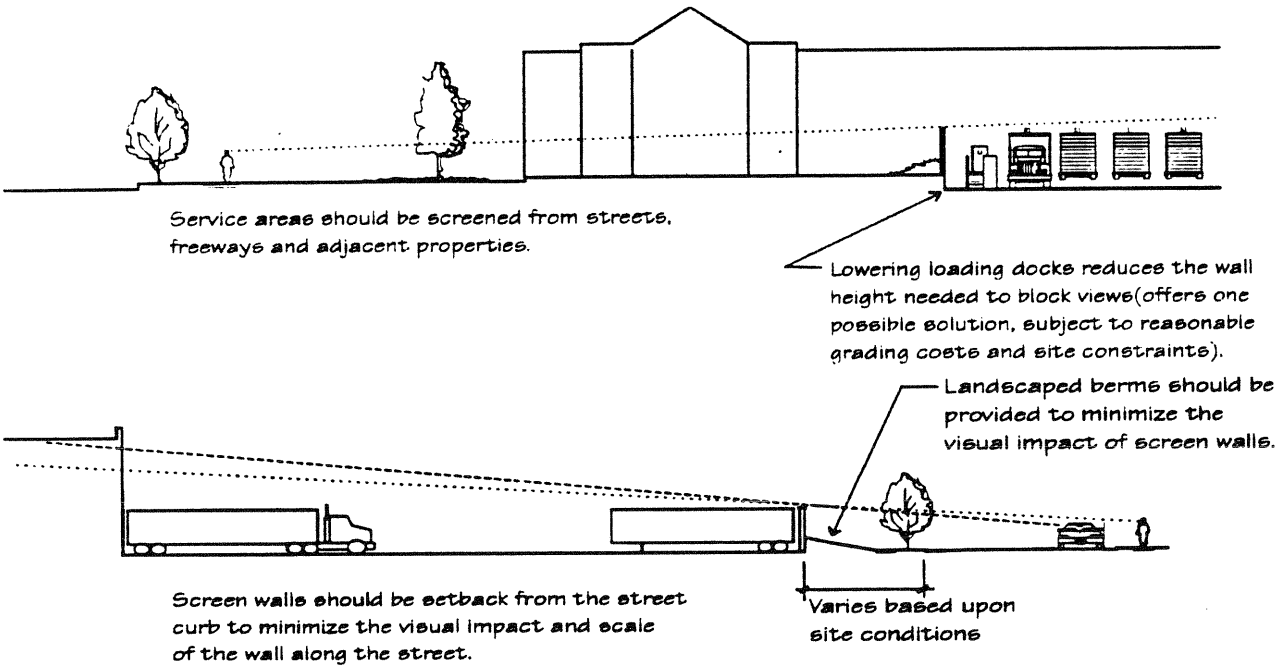
Loading areas should be designed to include attractive and durable materials. Design considerations for loading and storage areas include:

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.

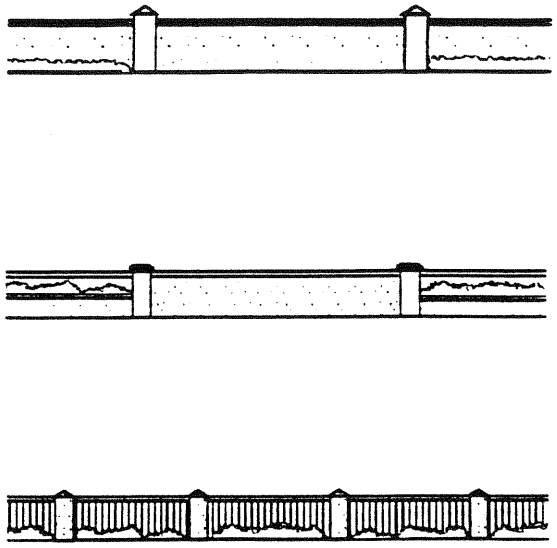


Fence & Wall Design.

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



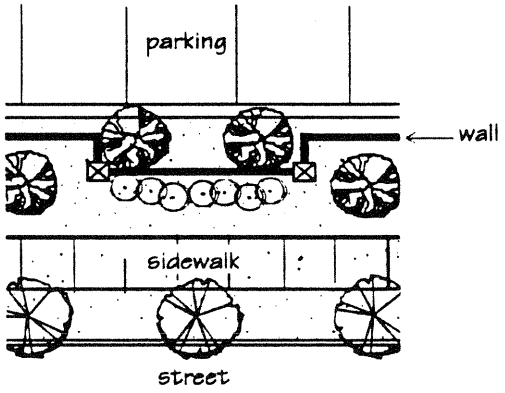
Fences and walls should be built with attractive, durable materials. Pilasters should include a distinctive cap.

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.