

5 DESIGN GUIDELINES

5.1 Building Design Features

A. General Building Design.

The Building Design Features shall abide by the general guidelines

1. A consistent architectural style should be adhered to for each project, including building design and all other elements of the development, such as walls, planters, lighting, etc.
2. Highlight primary building entries through the texture, color, architectural treatments, and fenestration of the building.
3. Long undifferentiated expanses of building area should be avoided. Changes in vertical and horizontal planes are preferred.
4. Buildings should have a recognizable "base" and "top." This can be created by using texture, color, architectural treatments, and landscaping.
5. Colors for large building surfaces should be muted and lighter in value.

B. Building Orientation

The City of Ontario has established the following standards for regulating development adjacent to the freeway. These standards have been adopted by the Ontario Planning Commission in Resolution No. 2392, May 27, 1980.

1. All buildings shall face the highway, except where the highway is substantially elevated.
2. The size height, number and type of on-premise signs shall be the minimum necessary for identification pursuant to the adopted master sign program.
3. 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 on the site plan.
4. Overhead doors, garages or loading zones shall be placed facing away from view of the highway.
5. All mechanical equipment shall be screened from public view.

All proposed site plans, including architectural designs, shall be subject to the review and approval of the City of Ontario Development Advisory Board. Submittal shall include all the requirements listed on the Development Advisory Review application form.

5.2 Loading / Storage Area

Loading and Storage Areas shall abide by the following guidelines.

1. Loading areas shall be screened with a solid decorative wall or berm.
2. Loading areas should be offset from drive openings where reasonably possible.
3. 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. Outdoor storage exceeding a height of 8 feet shall be prohibited unless screened; lower the grade of loading docks, where practical, to minimize views from the street and the need for tall walls or fencing.

5.3 Fencing / Screening

Fencing and screening design shall comply with the following guidelines

1. Fences and walls in public view, should be built with attractive, durable materials.
2. Chain-link fencing is allowed in areas not within public view.
3. Fencing materials should be compatible with other elements of the project.
4. Fencing should not exceed 12' from the highest grade.
5. Avoid long expanses of uninterrupted fences and walls.
6. Vines or wooden slats shall be considered.

5.4 Lighting

A. Public Lighting:

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

B. Site Lighting:

Site lighting refers to illumination of on-site areas for purposes of safety, security, and nighttime ambience. This includes lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, shipping and loading areas, and any additional exterior areas.

The concept for on-site lighting is intended to be low-key. Overall high levels of illumination are not required; intensity should be no greater than required for automobile and pedestrian safety. Within these parameters, light sources should convey a sense of safety, direction, and movement.

All lighting fixtures shall be from the same family of fixtures with respect to design, materials, color of fixture, and color of light. Lighting sources shall be shielded, diffused, or indirect to avoid glare to pedestrians and motorists. Lighting fixtures shall be selected and located to confine the area of illumination to within the site boundaries. To minimize the number of light standards and overhead clutter, overflow light from inside the building should be wall-mounted.

Along pedestrian movement corridors, the use of low mounted fixtures (bollard

height) which reinforce the pedestrian scale and reduce visual glare are encouraged. Parking areas should be lit with shielded, lower intensity fixtures. Pedestrian walkway lighting shall not exceed an overall height of sixteen (16') feet. Steps, ramps, and seat walls should be illuminated, wherever possible, with built-in fixtures. The shields for security lighting are to be painted to match the surface to which the fixture is attached. These fixtures are not to project above the fascia or roof lines of the building. Exterior lights should be used to accent entrances and special features. All illumination elements shall have controls to allow their selective use as an energy conservation measure.