

Chapter 6.o – Freeway Industrial/Commercial District



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6.1 Purpose

The Freeway Industrial/Commercial District (FID) is intended to encourage a mixture of commercial and light industrial uses. Service commercial activities, such as restaurants, gas stations, and truck stops, will be allowed around the existing/proposed freeway interchanges at Cherry Avenue, Beech Avenue, and Citrus Avenue. The district will also encourage activities that combine industrial and commercial uses, such as businesses that require a mixture of warehouse, showroom, and office spaces. General features of this District include:

- Landscape/Streetscape Enhancement and edge treatments along the I-10 Corridor to create an appealing gateway for the City
- Promotion of lot consolidation
- Activity nodes around improved freeway interchanges
- Establishment of uses that capitalize on regional market potential as well as local demand, such as trucking uses to capitalize on the various truck routes in the area
- Light industrial and service commercial uses that are auto-oriented and pedestrian-sensitive
- Interesting, appropriately-massed facade development that serves as a gateway into Fontana and enhances the I-10 Corridor

6.2 Applicability

A. Projects Subject to Development Regulations

This Chapter contains the Development Regulations that govern all future private development actions in the FID, including new construction, additions or renovations to existing structures and/or new land uses proposed for existing facilities.

B. Right of Continued Use

This Chapter shall not require any change in any existing building or structure for which a building permit has been previously issued or for approved plans on file in the Community Development Department before the effective date of this Specific Plan. Changes in the property's ownership or tenants of legal existing uses shall likewise require no change in any existing building or structure. Nonconforming standards and provisions shall be governed by Section 6.11 Entitlement Procedures.

C. Other Requirements

This Chapter does not eliminate the need for obtaining any other permits required by the City, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State or Federal agency.

D. Types of Development Regulations

The Development Regulations are of two types – Standards and Guidelines – as follows:

1. Standards address those aspects of development that are essential to achieve the goals of the Specific Plan. They include specifications for allowable land uses and site development (e.g., building height, setbacks, etc.). Conformance with Standards is mandatory. Standards are indicated by use of the words "shall," "must," or "is / is not permitted."
2. Guidelines provide guidance for new development in terms of aesthetics and design details. They are intended to direct building and site design in a way that results in the desired character for the FID. Whereas conformance with the Standards is mandatory, conformance with the Guidelines is preferred and/or recommended. Provisions that fall into this category are indicated by the use of the words "should," "may" or "are encouraged to." In various cases, the Guidelines provide a choice of treatments that will achieve the desired effect. Developers are permitted to propose alternative design details if they are able to show that such details implement the Specific Plan objectives with respect to the desired character of the FID.

E. Minimum Requirements

The provisions in this Chapter shall be minimum requirements. When this Chapter provides for discretionary authority on the part of the Director of Community Development, Planning Commission, or City Council, that discretion may be exercised to impose more stringent requirements if deemed necessary to accomplish the objectives of the FID.

F. Overview of Development Regulations

1. Relationship of Land Use Districts. The Development Regulations in this Chapter are applied to those properties that are within the FID. Exhibit 6-1 – Land Use Plan indicates the location of the FID and its relationship to the other land use districts in the Specific Plan area.
2. Standards, Guidelines, and Procedures. The Development Regulations are divided into the following sections: 6.3 Allowable Land Uses and Permit Requirements; 6.4 Development Standards; 6.5 Landscape Standards; 6.6 Parking and Loading Standards; 6.7 Sign Standards; 6.8 Public Right-of-Way Streetscape; 6.9 Design Guidelines, 6.10 Development Incentives, and 6.11 Entitlement Procedures. Projects must meet all development standards in order to achieve approval in the development review process. Projects are encouraged to adhere to the guidelines contained in 6.9 Design Guidelines.
3. Steps for Using Chapter. Table 6-1 – Process Procedures illustrates the steps for using this Chapter.

Table 6-1 – Process Procedures		
<i>Instructions</i>	<i>Information Source</i>	<i>Where to Find in this Chapter</i>
Locate property and its street frontage	Land Use Plan	Exhibit 6-1
Identify the allowable uses and refer to the definitions of the uses	Allowable Land Uses & Permit Requirements	Table 6-2
	Definitions	Appendix A
Comply with the requirements for intensity, lot dimensions, height limits, and setbacks	Intensity and Dimensional Standards	Table 6-3
Comply with fence, wall, and screening standards	Fence, Wall, and Screening Standards	Table 6-4
Comply with landscaping requirements	Landscape Standards Public Right-of-Way Streetscape	Section 6.5 Section 6.8
Comply with parking requirements	Parking and Loading Standards	Section 6.6
Comply with sign requirements	Sign Standards	Section 6.7
Review the design guidelines for preferred site layout, building orientation and architectural detail, fencing, and parking	Design Guidelines	Section 6.9
Determine if development is eligible for incentives	Development Incentives	Section 6.10
Submit project application and proceed through project approval process	Entitlement Procedures	Section 6.11

Southwest Industrial Park Specific Plan

Freeway Industrial/Commercial District

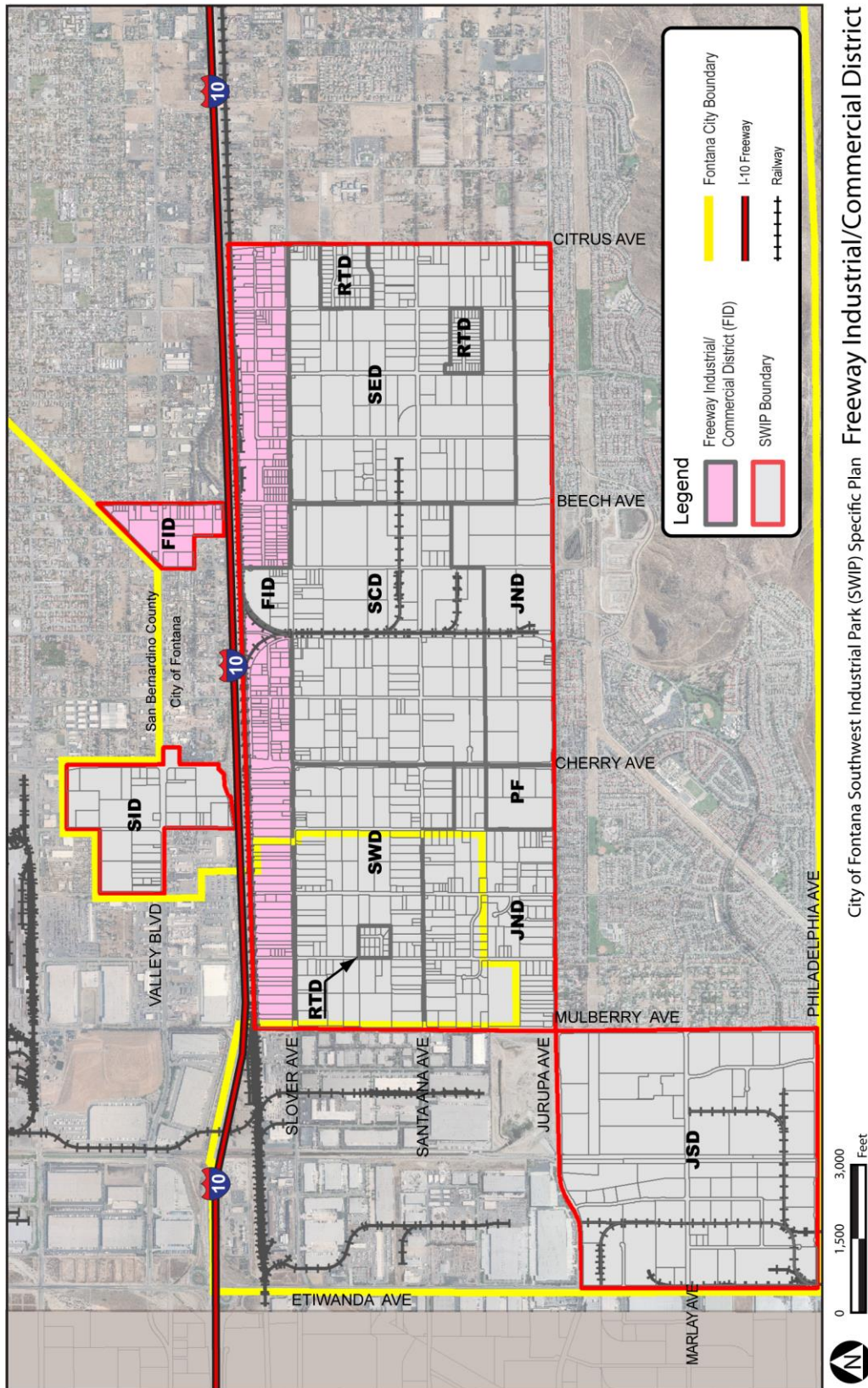


Exhibit 6-1 – Land Use Plan

6.3 Allowable Land Uses and Permit Requirements

This Section identifies allowable land uses and their permit requirements.

A. Allowed Uses

Table 6-2 – Allowable Land Uses and Permit Requirements identifies the types of land uses allowed in the FID and the use permit required to establish each use.

B. Uses Not Listed

Uses not listed in Table 6-2 are prohibited land uses, until and unless the Director of Community Development makes a similar use determination in compliance with Subsection 6.11.C Entitlement Procedures – Similar Use Determination.

C. Other Applicable Regulations

The provisions contained in this SWIP Specific Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are in addition to the provisions in the City of Fontana Municipal Code.

This Specific Plan provides all development standards and guidelines necessary to approve subsequent project applications, unless otherwise noted. Permit processing procedures (e.g., noticing, hearing, appeals, and expiration procedures) and enforcement procedures are provided in Municipal Code Chapter 30 (Zoning and Development Code) shall apply, unless otherwise noted. Where there is a conflict between the provisions in this Specific Plan and otherwise noted. Where there is a conflict between the provisions in this Specific Plan and those in the Zoning and Development Code, the Specific Plan provisions shall prevail to the extent allowable under Federal or State law. Where there is no conflict, both shall be applied concurrently.

D. Definitions

Definitions for land uses are provided in Appendix A Definitions. If a definition is not provided, the definitions in the Municipal Code shall apply. The Director of Community Development shall interpret the definitions; make a similar use determination in compliance with Subsection 6.11.C Entitlement Procedures – Similar Use Determination; and/or refer any questions to the Planning Commission for its determination. For the purposes of this Specific Plan, the following definitions shall apply:

1. Commercial Use: Activity involving the sale of goods or services carried out for profit.
2. Industrial Use: Those fields of economic activity including construction; manufacturing; transportation, communication, electric, gas, and sanitary services; and wholesale trade.

Southwest Industrial Park Specific Plan

Freeway Industrial/Commercial District

Table 6-2 – Allowable Land Uses and Permit Requirements

Land Use	Permit Requirement	
	"P"= Use Permitted by Right	
	"C"= Conditional Use Permit Required	
	"M" = Minor Use Permit Required	
Freeway Industrial/Commercial District		
Entertainment, Recreation and Public Assembly Uses		
Adult Businesses	Municipal Code §30-11 & Municipal Code Chapter 15, Article XVIII	
Open Space / Park	P	
Public Assembly Facilities	C	
Recreational Facilities	M	
Industry, Manufacturing, and Processing Uses		
Flex-Tech Multi-Use Facilities (2)	P	
Handcraft Industry/Small-Scale Manufacturing	P	
Manufacturing, Light (Process involving no raw materials)		
• Appliance Manufacturing	P	
• Electronics & Equipment	P	
• Glass Product Fabrication	P	
• Paper Product Manufacturing	P	
• Product Assembly and Distribution	P	
Research and Development	P	
Retail Uses		
Alcohol Sales, Off-Site/On-Site	C	
Factory/Warehouse Outlet Store	P	
Retail Sales, General (3)	P	
Service Uses		
Business Support Services	P	
Catering Services	P	
Financial Facilities	P	
Food Service		
• Outdoor Dining	P	
• Restaurants	P	
Hotel	P	
Motel (1)	C	
Industrial Repair	C	
Mini Storage Facility (not allowed adjacent to I-10 freeway)(3)	P	
Offices	P	
Personal Services	P	
School, Commercial	M	

Table 6-2 – Allowable Land Uses and Permit Requirements (continued)

Land Use	Permit Requirement	
	"P"= Use Permitted by Right	"C"= Conditional Use Permit Required
	"M" = Minor Use Permit Required	
Freeway Industrial/Commercial District		
Motor Vehicle		
Car Wash/ Detailing		M
Motor Vehicle Rental, Sales, and Leases		C
Service Stations (3)		C
Specialty or Antique Automotive Sales		C
Truck Sales		C
Truck Stops (3)		C
Vehicle Auctions		P
Distribution, Wholesaling and Warehousing Uses		
Warehousing Facilities		P
Transportation, Communications and Infrastructure Uses		
Antennas	Municipal Code Chapters 25 and 32	
Broadcasting Offices or Studios		P
Parking Structures (3)		P
Recycling Facility		
Consumer Recycling Facilities (not allowed on parcels fronting the I-10 freeway) (3)		C
Other Uses		
Drive-Through Uses (3)		P
Outdoor Display & Sales		M
Public Facilities		P
Temporary Uses	Municipal Code Chapter 30, Division 18 (Temporary Use)	

(1) Motels are only permitted at Truck Stop locations

(2) See Section 6.9E

(3) See Section 6.9F

(Ord 1672, 10-23-12) (Ord 1861, 1-26-21) (Ord 1896, 7-26-22)

6.4 Development Standards

New land uses and structures and alterations to existing land uses and structures in the FID shall be designed, constructed, and established in compliance with the requirements in this Section.

A. Intensity and Dimensional Standards

Table 6-3 Intensity and Dimensional Standards provides the required intensity and dimensional standards for proposed development. The Director of Community Development is authorized to approve modifications of 10 percent or less of any land use district setback, lot width, lot depth, building coverage, building height, or wall height standard in compliance with the administrative variance procedures in Municipal Code Section 30-51.6 (Findings necessary for granting a variance). See Exhibit 6-2 – Dimensional Standards.

Municipal Code Section 30-51.6 : Findings necessary for granting a variance

The Director of Community Development may grant an administrative variance from the requirements of this chapter where practical difficulties, unnecessary hardships, or results contrary to the intent of this chapter would occur from the strict and literal interpretation and enforcement of the Code. An administrative variance may be granted upon conditions which will ensure the protection of the public safety, health and welfare. To grant an administrative variance, the Director of Community Development must find from the facts presented that the following conditions exist.

- 1) That because of circumstances applicable to the property including size, shape, topography, location or surroundings, the strict application of this chapter will deprive the property of privileges enjoyed by other property in the vicinity and under identical zoning classification;
- 2) That the granting of such an administrative variance will be subject to conditions assuring that the variance shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zoning district in which the property is located;
- 3) That the administrative variance does not authorize a use or activity which is not a specifically allowed use in the zoning district in which the property is located; and
- 4) That the granting of one administrative variance will not be contrary to the general plan.

Table 6-3 – Intensity and Dimensional Standards

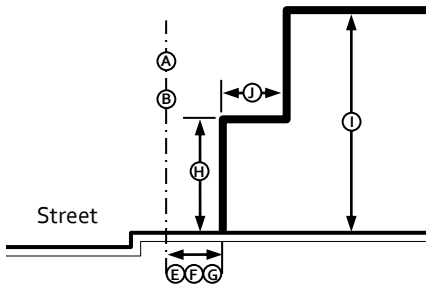
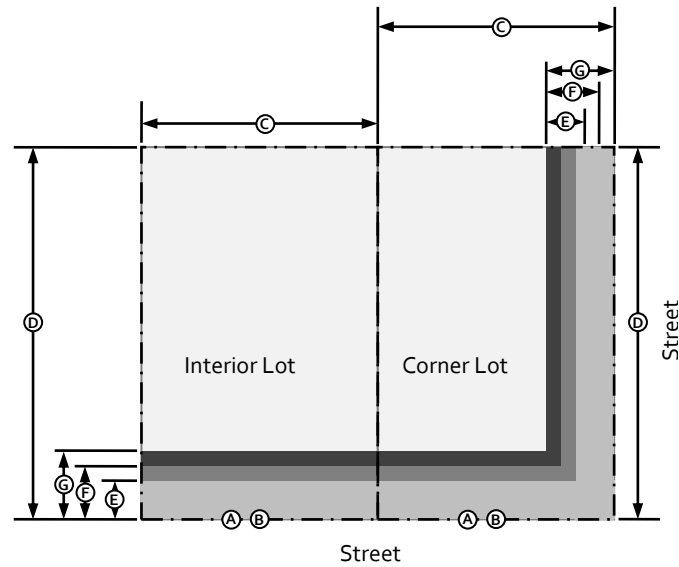
Lot Size and Building Placement		
	Industrial Use	Commercial Use
INTENSITY		
Floor Area Ratio (3)	0.55 max. FAR	1.0 max. FAR
LOT DIMENSIONS		
Lot Size	35,000 sq ft min.	20,000 sq ft min
Lot Width (C)		
Lots abutting railroad/freeway	200 ft min.	150 ft min.
Lots not abutting railroad/freeway	150 ft min.	100 ft min.
Lot Depth (D)	150 ft min.	150 ft min.
BUILDING SETBACKS		
Front Setback (1)		
Major Highway (Cherry, Citrus, and Valley) (G)		
without building setback	30 ft min. (4)	20 ft min. (4)
with 15 ft min. building setback	30 ft min. (4)	15 ft min. (4)
Primary Highway (Beech, Fontana, Mulberry, and Slover) (F)		
without building setback	25 ft min. (4)	20 ft min.(4)
with 15 ft min. building setback	25 ft min. (4)	25 ft min. (4)
Secondary Highway/Collector Street (Poplar) (E)		
without building setback	20 ft min. (4)	15 ft min. (4)
with 15 ft min. building setback	20 ft min. (4)	20 ft min. (4)
Side (Street) Setback (1)		
Major Highway (Cherry, Citrus, and Valley) (G)	20 ft min. (4)	20 ft min. (4)
Primary Highway (Beech, Fontana, Mulberry, and Slover) (F)	25 ft min. (4)	20 ft min. (4)
Secondary Highway/Collector Street (Poplar) (E)	20 ft min. (4)	15 ft. min. (4)
Side (Interior) Setback (2)	None	None
Rear Setback (2)	None	None
I-10 Freeway Setback (1)	20 ft min.	10 ft min.
Railroad Setback (1)	Comply with Public Utilities Commission Regulations	
Accessory Building Setback	Comply with setbacks applicable to primary structures	
(Continued)		
(See footnotes next page)		

Table 6-3 – Intensity and Dimensional Standards (continued)

Building Height and Mass		
	Industrial Use	Commercial Use
HEIGHT		
Primary Building (3)	60 ft max (I)	60 ft max (I)
Accessory Building	1-story or 14 ft max. to eave/parapet line	1-story or 14 ft max. to eave/parapet line
Interior (Floor-to-Floor, excluding parking levels)	Ground floor – 12 ft min.	Ground floor – 12 ft min.
UPPER STORY STEPBACKS		
All buildings regardless of street frontage	Allowed	Allowed
Adjacent to Major Highways (<i>Cherry, Citrus, and Valley</i>) and residential zones for buildings that have a front setback of between 15 and 30 feet from the public right-of-way line.	Allowed	Required: 15-foot upper story stepback for part of buildings above 30 feet from finished grade (H) (I) (J)

Notes:

- (1) *Setback is measured from public right-of-way line.*
- (2) *Setback is measured from property line.*
- (3) *See Section 6-10 Development Incentives.*
- (4) *Corner cut-off setbacks per Specific Plan.*



- Ⓐ = Public Right-of-Way Line
- Ⓑ = Property Line
- Ⓒ = Lot Width
- Ⓓ = Lot Depth
- Ⓔ = Front/Side Setbacks – Secondary Highway/Collector Street
- Ⓕ = Front/Side Setback – Primary Highway
- Ⓖ = Front/Side Setback – Major Highway
- Ⓗ = 30 foot Height
- Ⓘ = 60 foot Height
- ⓵ = 15 foot Stepback above 30 foot Building Height

Exhibit 6-2 – Dimensional Standards.

B. Fences, Walls, and Screening

1. Standards and Guidelines. Table 6-4 contains standards for fences, walls, and screening. Refer to Section 6.9 Design Guidelines for guidelines about the design, materials, and construction of fences, walls, and screening.

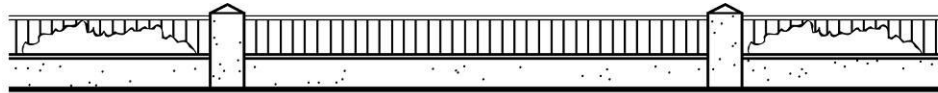
Table 6-4 – Fence, Wall, and Screening Standards		
Location	Materials <i>See Section 6.9 Design Guidelines</i>	Maximum Height (1)
Within front setback area	Solid fencing/wall	36 inches; or 42 inches if abutting residential front yard
	Open fencing/wall	6 ft
Within street side setback area	Tubular steel construction allowed in required setback area if set back at least 15 ft from lot line. Solid masonry wall not allowed in required setback area.	8 ft if necessary for security purposes, with 18-inch maximum width pilasters See 2e below
Within interior side setback area	Tubular steel or solid wall required, except that if abutting residential zone, solid masonry wall only	8 ft
Within rear setback area	Tubular steel or solid wall required, except that if abutting residential zone, solid masonry wall only	8 ft
Within freeway setback area	Tubular or wrought iron fencing with pilasters	8 ft tall pilasters at 30 ft on center with 8 ft tall tubular or wrought iron fencing between pilasters
Outside of a required setback area	Solid or open fencing/wall	No height limit
At intersections of alleys, streets, and driveways	Solid or open fencing/wall	30 inches
Within I-10 Freeway setback area	See Section 6.5.C. (Freeway Edge Design Criteria)	
Within Railroad setback area	Open fencing/wall	8 ft

Note: (1) All fences and walls shall meet the City's line of sight regulations, as determined by the City Engineer.

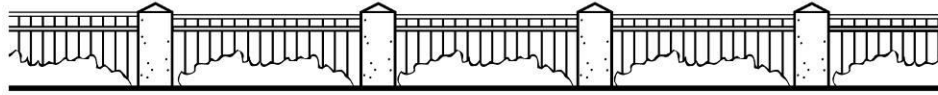
(Ord 1896, 7-26-22)

2. Materials

- a. Open fencing shall mean fencing with over 50 percent of the surface area open for free passage of light and air and through which the area behind the fence is visible to public view. See Exhibit 6-3 – Open and Solid Fencing.
- b. Solid fencing shall mean fencing with 50 percent or less of the surface area open for free passage of light and air and designed to conceal the area behind the fence from public view. See Exhibit 6-3 – Open and Solid Fencing.
- c. Barbed wire fences, electric fences, chain link or similar fencing material is prohibited.
- d. For fences up to 100 linear feet, one pilaster shall be provided for every 10 linear feet. For fences more than 100 linear feet and less than 300 linear feet, one pilaster shall be provided for every 30 feet. For fences 300 linear feet or longer, one pilaster shall be provided for every 60 feet.



Elevation of Wall / Wrought Iron Combination

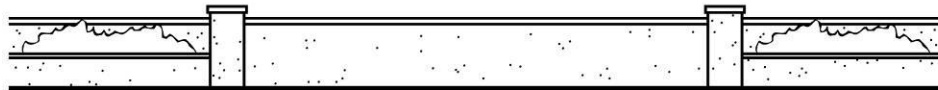


Elevation of Wrought Iron with Pilasters

Examples of Open Fencing



Elevation of Staggered Wall



Elevation of Planters / Wall



Elevation of Wall with Breaks

Examples of Solid Fencing

Exhibit 6-3 – Open and Solid Fencing.

3. Screening and Buffering

- a. Roof-mounted and ground-mounted mechanical equipment, utilities, storage, and solid waste storage areas shall be screened from adjoining properties and public right-of-ways by a visual barrier (e.g., wall, fence, landscape material, etc.) to the satisfaction of the Director of Community Development. Where only landscaping is used for screening, it shall be planted with five-gallon (minimum size) shrubs spaced to provide a continuous dense screen.
- b. Parking lot perimeters shall be screened and planted in compliance with Section 6.6 Parking and Loading Standards.

4. Electric Fence Development Standards

1. Location:

- a. Project site is located within the Speedway Industrial, Freeway Industrial, Slover West, Slover East, Slover Central, Jurupa North, or Jurupa South District, and; complies with all regulations and development standards within the Southwest Industrial Specific Plan.
- b. Project site is not located within the Public Facilities (PF) District of the Southwest Industrial Park Specific Plan.
- c. Adjacent to Residential. An electric fence may be installed on properties that touch, join at the edge or border, or share a common property line with an existing non-conforming residential land use as long as the electric fence is installed behind an approved solid block wall with a minimum height of six (6) feet.
- d. Electric fences shall be monitored subject to Chapter 22, Article IV (Burglary, Robbery, and Panic Alarms: Verified Burglary and Fraudulent Verified Burglary Alarms) of the Fontana Municipal Code.

2. Setback

- a. Electric fences shall be installed behind an approved perimeter wall fence with a minimum height of six (6) feet.
- b. No electric fence may be permitted within the front yard setback or street yard setback.
- c. The electrical security fence proposed adjacent to a sidewalk must be installed behind the side yard and front yard setback and a solid decorative masonry wall.
- d. Installed adjacent to Previously Approved Chain Link Fencing. Electric fences installed adjacent to previously approved chain link fence shall be located behind the chain link fence and the chain link fence must be covered with an approved durable, wind resistant mesh or other material that acts as a barrier and screen.
- e. Behind Front and Side Yard Setbacks. An electric fence proposed behind the front and/ or side yard setback shall be located behind an approved wall or fence. If the electric fence is placed adjacent to an approved chain link fence must be covered with an approved durable,

wind resistant mesh or other material that acts as a barrier and screen. On corner lots the electric fence shall be angled inward to the property.

3. Height. Electric fences shall have a maximum height of ten (10) feet.
4. Performance Standards. Electric fencing shall meet the performance wall. standards as determined by the most recently adopted International Building Code, and the International Electro Technical Commission (IEC).
5. Perimeter Fence or Wall. The electrical security fence is not permitted as a perimeter fence or wall.
6. Warning Signs.
 - a. Electric fences shall be clearly identified with warning signs of a maximum of nine (9) square feet, prepared in English and Spanish that read: "Warning -Electric Fence" at intervals of not less than 60 feet.
 - b. Warning signs shall be black typewritten text with a yellow or white background.
 - c. Warning signs shall not advertise or provide contact information of the electric fence manufacturer.
7. Separation. Horizontal separation between the perimeter fence and the electrical security fence shall comply with the IEC standards.
8. Emergency Access.
 - a. An emergency Knox Box or any other similarly approved device (e.g. Rapid Emergency Access Control Transmitter (REACT) System) must be installed at every gate providing access to a property secured by an electric fence to allow fire department, police department, and/or any other emergency responder access.
 - b. In the event that emergency access by emergency responders (i.e. Police Department, Fire Department, etc.) to a property where a permitted electric fence has been installed and is operating, is required due to an emergency or urgent circumstances, and the Knox Box or other similarly approved device is absent or non-functional, and an owner, manager, employee, custodian or any other person with control over the property is not present to disable the electric fence, emergency responding personnel shall be authorized to disable the electric fence in order to gain access to the property. As a condition of permit issuance, all applicants issued permits to install or use an electric fence as provided herein shall be deemed to have agreed to waive any and all claims for damages to the electric fence against emergency responding units and/or personnel under such circumstances.
9. Electrification: The energizer for electric fences must be driven by a commercial storage battery not to exceed 12 volts DC. The storage battery is charged primarily by a solar panel. However the solar panel may be augmented by a commercial trickle charger.
10. Indemnification. By accepting the permit, the applicant/property owner shall be deemed to have agreed to defend, indemnify, and hold harmless the City of Fontana or its agents, officers, and employees from any claim, action or proceeding against the City of Fontana, or its agents, officers, or employees resulting from or connected with the approval of the permit, including any

subsequent installation or operation of an electrical security fence. The City of Fontana shall promptly notify the applicant/property owner of any claim, action, or proceeding and the City of Fontana shall cooperate fully in the defense. If the City of Fontana fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City of Fontana.

11. Insurance. Prior to the approval of any request to install an electrical security fence within the City of Fontana, the applicant/property owner shall provide to the City a certificate of commercial general liability insurance covering third party liability risks in a minimum amount of \$1 million combined single limit per occurrence for bodily injury, personal injury, and property damage insurance with the City named as an additional insured party. The applicant/property owner shall thereafter maintain such policy in effect at all times that the electrical fence is installed.
12. Landscaping. Addition of the electrical security fence shall in no way preclude the installation and maintenance of required landscaping.
 - a. All electric fence areas shall be kept free of weeds and other debris that may constitute a fire hazard.
 - b. Any contractor/installer of an electric fence found in violation of this section of SWIP may be subject to a misdemeanor as described in Section 12 below.
13. Violation; Misdemeanor. It shall be unlawful, and a misdemeanor for any person to install, maintain or operate an electric fence in violation of these development standards.
(Ord 1684, 2-11-2014)
14. Plan Check Approval. The following request for an electric security fence shall be approved through the plan check process under the following circumstances:
 - a. Adjacent to Residential. An electric fence may be installed on properties that touch, join at the edge or border, or share a common property line with an existing non-conforming residential land use as long as the electric fence is installed behind an approved solid block wall with a minimum height of six (6) feet.
 - b. Installed on Previously Approved Chain Link Fencing. Electric fences installed adjacent previously approved chain link fence and the chain link fence must be covered with an approved durable, wind resistant mesh or other material that acts as a barrier and screen.
 - c. Behind Front and Side Yard Setbacks. An electric fence proposed behind the front and/or side yard setback shall be located behind an approved wall or fence. If the electric fence is placed adjacent to an approved chain link fence the chain link fence must be covered with an approved durable, wind resistant mesh or other material that acts as a barrier and screen. On corner lots, the electric fence shall be angled inward to the property.
15. Director Determination. An electric fence may be permitted at the discretion of the Community Development Director or designee through the Director's Determination review process under the following circumstance:

- a. Along Major and Primary Highways/Freeways. Electric fences shall be minimized from public view for properties located along major and primary highways as indicated on the most recently adopted Circulation Master Plan and for properties with freeway frontage. A method of visual screen shall be approved by the Director of Community Development and may utilize an approved durable, wind resistant mesh or other material that acts as a barrier and a screen.
(Ord 1769, 9-12-17)

C. Outdoor Activities and Storage

1. Storage in Setback Areas. Material or equipment shall not be stored anywhere in the front yard. Temporary storage of construction materials during construction on the same site is permitted. Boats, campers, motor vehicles, trailers, equipment, materials, or antenna may be stored in side and rear yards, provided that they are outside the required side and rear setback areas identified in Table 6-3 Intensity and Dimensional Standards.
2. Limitations on Outdoor Uses
 - a. All uses shall be conducted entirely within a completely enclosed building that is attached to a permanent foundation, except approved outdoor dining areas, vehicle sales and rental businesses, parking areas, nursery growing areas, industrial activities, and other approved uses that require outdoor activities.
 - b. Areas used for the approved outdoor storage of vehicles, equipment and/or building materials (raw or finished) may use asphalt and/ or concrete, or other similar material deemed suitable by the Director of Community Development.
3. Outdoor Wholesaling. Outdoor wholesaling of goods and materials shall comply with the following:
 - a. A building shall be provided on the same parcel or on an adjacent parcel associated with the same business.
 - b. All display materials, including vehicles, shall be set back five feet from any landscaped area and shall not be located on required parking areas.
 - c. The entire area used for display purposes shall be surfaced with asphalt or an equally serviceable hard pavement surface. The surface shall be maintained in good condition.
 - d. Storage of equipment or materials, with the exception of the display of vehicles for sale or rent, shall be screened by a visually solid masonry wall of minimum height six feet. The approving authority may determine through the design review process that the subject use requires a solid masonry wall higher than six feet.
 - e. Outdoor display areas shall be maintained in a neat and orderly condition.

D. Solar Access

A structure, fence, or wall shall not be constructed or modified, and vegetation shall not be placed or allowed to grow so as to obstruct more than 10 percent of the absorption area of a solar energy system on an abutting or adjacent lot at any time.

E. Undergrounding of Utilities

1. Utility service laterals to new development shall be installed underground.
 2. Temporary overhead power and telephone facilities are permitted only during construction.
 3. Placement, location and screening of utilities of any kind, which cannot be installed underground and must be placed above ground for function and safety reasons, require written approval by the Director of Community Development or the Planning Commission prior to any administrative or discretionary approval.
 4. Transformer enclosures shall be designed of durable materials with finishes and colors used that are compatible and harmonious with the overall architectural theme.
1. All utilities including, but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment shall be installed and maintained underground. Placement, location, and screening of utilities of any kind, which cannot be installed underground and must be placed above ground for function and safety reasons, require written approval by the Director of Community Development or the Planning Commission before any administrative or discretionary approval.

6.5 Landscape Standards

A. Required Landscaping

This section provides the required minimum standards for all landscaped areas within any new and rehabilitated private and public development project.

1. Landscaped area means the entire parcel less the building footprint, driveways, non-irrigated portions of parking lots, and hardscapes (e.g., driveways, approaches, sidewalks, etc.). Decorative hardscapes used to enhance the landscape will be considered as part of the landscape area; this would include cobble rock, decomposed granite, brickwork, stamped concrete, gravel, pavers, and water features.
2. Landscape setbacks along public right-of-ways within commercial and industrial areas shall incorporate landscape buffers with undulating and variable height earth mounding (berms), and/or low walls, and required plant materials as shown in Table 6-5 Landscape Standards.
3. Block wall and wrought iron fencing shall be located behind landscape setback area(s).
4. The developer shall submit to the City's Department of Engineering, a Landscape Documentation Package that conforms to the Water Efficient Landscape Ordinance in Municipal Code Chapter 28 Vegetation.
5. All new development landscaping shall comply with the standards shown in Table 6-5 – Landscape Standards. Additional guidelines that should be considered are provided in Section 6.9 Design Guidelines.

6. The Recommended Plant Materials Palette, Table 6-6, can be found immediately after this section. The plant materials palette is provided to ensure the installation of drought-tolerant, water-efficient landscaping that will provide wind breaks and thrive in the local climate conditions. In an effort to provide visual elements that distinguish this district from others, turf (grass) does not appear in the Plant Materials Palette and shall be prohibited, in lieu of drought-tolerant ground covers.
7. Public right-of-way improvements, including street improvements, streetscape/landscape (parkway) improvements, and street tree requirements, are in Section 6.8 Public Right-of-Way Streetscape.

Table 6-5 – Landscape Standards

Note: The Director of Community Development may require additional setbacks.

Minimum Landscaped Area Mixture of ground cover, shrubs, trees, and decorative hardscape features	15% of total site area, not including areas covered by buildings, structures, or areas used for approved outside storage, loading, or other activities. 25% of total site area, for hotels, not including areas covered by buildings, or areas used for approved outside storage, loading, or other activities.
Decorative hardscape features Brick, stone, art, fountains, ponds, etc.	Maximum 15 % of the total required landscaping of site area
Minimum plant sizes in landscaped areas	Minimum Ratio 1 tree/500 SF of landscape area and 8 shrubs for each tree.
Trees	50% - 15-gallon 40% - 24-inch box 10% - 30-inch box or greater
Shrubs	50% - 5-gallon 50% - 1-gallon
Groundcover	12-inch maximum on center spacing that will cover area within one year of initial planting
Street trees in parkways per Master Plan of Parkway Trees	1 tree of not less than 24-inch box size for each 30 linear feet of street frontage In parkways of inadequate width, street trees shall be planted in abutting setback/yard, in addition to the required buffer landscaping in setback area
Landscape buffer in front setback area	1 tree for each 20 linear feet minimum of street frontage and three 5-gallon shrubs for each tree Undulating earth berms with informal tree and shrub massing and/or low decorative walls may be utilized. Maximum slope: 3:1 for berms
Landscape Buffer in front setback requirements from right-of-way	Major Highways: Cherry Ave, Citrus Ave, and Valley Blvd: 30 ft minimum width Primary Highway: Mulberry, Beech, Slover and Fontana Avenues: 25 ft minimum width Secondary Highways and Collector/Local Streets: Poplar Ave: 20 ft minimum width

B. Recommended Plant Materials Palette

Table 6-6 – Recommended Plant Materials Palette provides a listing of primarily drought-tolerant trees, shrubs, and ground covers to provide water-efficient landscaping in new projects. The limited selection of landscape material in the palette is envisioned to assist the user in incorporating sustainable landscaping into the project, while including enough variety of size, form, and density, to meet the requirements within buffer setbacks and screening techniques. Final selection shall be approved the City. The Director of Community Development shall approve artificial turf.

Table 6-6 (a) – Recommended Plant Materials Palette Recommended Trees			
	Aleppo Pine <i>Pinus halepensis</i>		Date Palm <i>Phoenix dactylifera</i>
	African Sumac <i>Rhus lancea</i>		Desert Willow <i>Chilopsis linearis</i>
	Bottle Tree <i>Brachychiton populneus</i>		Holly Oak <i>Quercus ilex</i>

Table 6-6 (a) – Recommended Plant Materials Palette
Recommended Trees (continued)



California Fan Palm
Washingtonia filifera



Honey Locust
Gleditsia triacanthos



Chitalpa
Chitalpa tashkentensis



Mexican Fan Palm
Washingtonia robusta

Table 6-6 (b) – Recommended Plant Materials Palette
Recommended Shrubs



Agave
Agave species



Kangaroo Paw
Anigozanthus hybrids



Aloe
Aloe species



Lantana
Lantana species

Table 6-6 (b) – Recommended Plant Materials Palette
Recommended Shrubs (continued)



Gray-Leaved Euryops
Euryops pectinatus



Lavender
Lavandula species



Grevillea
Grevillea species



Purple Fountain Grass
Pennisetum setaceum
'Cupreum'



Red Hot Poker
Kniphofia uvaria



Rosemary
Rosmarinus officinalis
cultivars



Red Yucca
Hesperaloe parviflora



Silverberry
Elaeagnus pungens



Rockrose
Cistus species

Table 6-6 (c) – Recommended Plant Materials Palette
Recommended Groundcover



Dymondia
Dymondia margaretae



Stone Crop
Sedum species



Peruvian Verbena
Verbena peruviana



Trailing Indigo Bush
Dalea Greggii



Prostrate Myoporum
Myoporum parvifolium

6.6 Parking and Loading Standards

A. Applicability

This section contains regulations for off-street parking and loading. Regulations identify required number of parking and loading spaces for all new development projects and those proposing substantial modification to existing buildings. Please refer to Municipal Code Chapter 30 Zoning and Development Code for all parking and loading-related information or regulations not specifically addressed in this section.

B. General Parking and Loading Regulations

1. Methods of Calculation.
 - a. Multiple Uses. If more than one use is located on a site, the total number of required off-street parking and loading spaces shall be the sum of the requirements for the various uses computed separately. If individual uses on the same site have a floor area less than that for

which loading spaces would be required, then the total gross floor area of all uses on the site or lot shall be used in determining the required number of loading spaces.

- b. **Fractional Number.** Whenever the computation of the required number of off-street parking or loading spaces results in a fractional number, one additional space shall be required for a fraction of more than one-half, but shall not be required for a fraction of one-half or less.
2. **Off-Site Location.** Required off-street parking spaces shall be located on the same property as the use that they are intended to serve. Where the required parking spaces cannot be accommodated on the same property, they may be located in a separate off-site parking facility that is not more than 300 feet from the use(s) they serve.
3. **Shared Use.** Required off-street parking and loading spaces shall not be considered as providing parking or loading spaces for any other use, except where shared use facilities are approved in compliance with Subparagraph 5 Adjustments to Parking Requirements, below.
4. **Uses Not Specified.** For uses not specified, the Director of Community Development shall determine parking requirements based upon the requirements of the most similar use. See Subsection 6.11.C Entitlement Procedures – Similar Use Determination.
5. **Adjustments to Parking Requirements.**
 - a. **Administrative Variance.** The Director of Community Development is authorized to approve alternate parking plans involving a modification of 10 percent or less of any of the off-street parking and loading standards in compliance with Section 30-51.5 of Municipal Code Chapter 30.
 - b. **Parking Study Option.** An applicant may submit a separate parking and loading study for new development to the Director of Community Development for review. A parking and loading study shall provide sufficient data and information to justify the need for adjustments to the parking and loading requirements and shall analyze whether:
 - i. Adequate off-street parking will be provided for the project;
 - ii. The project demonstrates the use of creative design concepts, including but not limited to shared parking facilities, transit accessibility, pedestrian amenities, and bicycle amenities;
 - iii. Environmental impacts associated with the project will not be increased by the modification of standards; and
 - iv. Traffic safety and pedestrian safety will be enhanced by the modifications.
 - c. **Shared Use Facility.** Required off-street parking and loading spaces may be considered as providing parking or loading spaces for another use where joint facilities serving more than one use contain no less than the total number of spaces deemed necessary for each individual use added together with other uses. Where adjoining uses on the same site have different hours of operation with minimal conflict, the Director of Community Development may

determine that some or all of the same spaces may be counted as satisfying the requirements for both uses, provided that the number of spaces shall not be less than the prescribed for the use requiring the greater number.

C. Required Number of Parking Spaces

Each land use shall provide the number of off-street parking spaces indicated in Table 6-7 – Parking Requirements by Land Use, except where an adjustment has been granted in compliance with Subparagraph B.5 Adjustments to Parking Requirements, above. For the purposes of this Section, the following definitions shall apply:

1. Commercial Use: Activity involving the sale of goods or services carried out for profit.
2. Industrial Use: Those fields of economic activity including construction; manufacturing; transportation, communication, electric, gas, and sanitary services; and wholesale trade.

Southwest Industrial Park Specific Plan

Freeway Industrial/Commercial District

Table 6-7 – Parking Requirements by Land Use

<i>Land Use</i>	<i>Vehicle Spaces (Minimum #) GFA = Gross Floor Area</i>	<i>Bicycle Spaces (Minimum #)</i>
Entertainment, Recreation and Public Assembly Uses		
Adult Businesses	Subject to Parking Plan required by Municipal Code §15-918	
Open Space / Park	Public - Determined by Parks and Recreation Department Private - .25 spaces/1,000 sq ft of total park area	1 space/33 vehicle parking spaces
Public Assembly Facilities	With fixed seats – 1 space/3 fixed seats; Without fixed seats – 25 spaces/1,000 sq ft of seating area; and 4 spaces/1,000 sq ft GFA outside assembly area	1 space/33 vehicle parking spaces
Recreational Facilities – Indoor, except for the following:	1 space/each 4 persons of the facility's allowed maximum capacity, unless otherwise modified in compliance with Section 6.6.B.5–Adjustments to Parking Requirements	
Amusement Arcade	1 space/each 4 persons of the facility's allowed maximum capacity	1 space/3 games up to 20 games; and 1 space/5 games for over 20 games
Athletic Club/Gym	4 spaces/1,000 sq ft GFA; 20 spaces/1,000 sq ft of exercise floor area; 3 spaces/outdoor ball court	.4 spaces/1,000 sq ft GFA
Bowling Alley	4 spaces/lane, and additional spaces required for restaurant and other accessory uses	1 space/33 vehicle parking spaces
Dancing	14 spaces/1,000 sq ft GFA	
Pool/Billiard Hall	2 spaces/table	1 space/5 tables
Skating Rink	14 spaces/1,000 sq ft GFA	1 space/33 vehicle parking spaces
Recreational Facilities – Outdoor, except for the following:	1 space/each 4 persons of the facility's allowed maximum capacity, unless otherwise modified in compliance with Section 6.6.B.5–Adjustments to Parking Requirements	
• Golf driving range, batting cage	1 space/tee, cage, or similar; and 1 space/employee at maximum shift	1 space/33 vehicle parking spaces
• Swimming pools	14 spaces/1,000 sq ft of water surface area	1 space/33 vehicle parking spaces
Industry, Manufacturing, and Processing Uses		
Flex-Tech Multi-Use Facilities	3.5 spaces per 1,000 sq ft GFA	1 space/33 vehicle parking spaces
Handcraft Industry/ Small-Scale Manufacturing	2 spaces per 1,000 sq ft GFA	None
Light Manufacturing All uses listed under "Manufacturing, Light" in Table 6-2	1.85 spaces/1,000 sq ft GFA; 4 spaces/1,000 sq ft GFA of office space, sales, or similar use where those uses exceed 10% GFA; and 1 space/1 facility vehicle Where multiple tenants and or uses occupy the same building, the parking shall be calculated based upon the floor area used by each tenant or use	1 space/33 vehicle parking spaces
Research and Development	2 spaces/1,000 sq ft GFA	1 space/33 vehicle parking spaces
Residential Uses		
Caretaker Housing	2 spaces in an enclosed garage	None

Table 6-7 – Parking Space Requirements by Land Use (continued)

<i>Land Use</i>	<i>Vehicle Spaces (Minimum #) GFA = Gross Floor Area</i>	<i>Bicycle Spaces (Minimum #)</i>
Retail Uses		
Alcohol Sales, Off-Site/On-Site	Same as required spaces for the underlying use (e.g., restaurant, public assembly facility, retail store, etc.), unless otherwise modified in compliance with Section 6.6.b.5 – Adjustments to Parking Requirements	
Factory/Warehouse Outlet Store	5 spaces/1,000 sq ft GFA	None
Retail Sales, General Not in shopping center or factory/warehouse outlet mall)	4 spaces/1,000 sq ft GFA	1 space/33 vehicle parking
Shopping Center	5 spaces/1,000 sq ft GFA for the initial 10,000 sq ft; and 4 spaces/1,000 sq ft GFA for over 10,000 sq ft	1 space/33 vehicle parking spaces
Service Uses		
Business Support Services	4 spaces/1,000 sq ft GFA	None
Catering Services	2.5 spaces/1,000 sq ft GFA	None
Financial Facilities	4 spaces/1,000 sq ft GFA	2 spaces
Food Service:		
Fast food restaurant with drive through, walk-in area	Indoor Seating: 13 spaces/1,000 sq ft GFA* *GFA shall not include play areas without seating. Outdoor Seating (patio area): Less than 50% of indoor area: 6.5 spaces/1,000 sq ft 50% or more of indoor area: 13 spaces/1,000 sq ft	4 spaces
Other restaurant	Indoor Seating: 10 spaces per 1,000 sq ft GFA Outdoor Seating (patio area): Less than 50% of indoor area: 5 spaces/1,000 sq ft 50% or more of indoor area: 10 spaces/1,000 sq ft	2 spaces
Hotel	1.25 spaces per guest room; 10 spaces/1,000 sq ft GFA for lounge/restaurant; Spaces at following rates for conference/banquet facilities: Less than 20 sq ft per room – 0 spaces 20 sq ft per room – 30 spaces/1,000 sq ft GFA 1 space per employee on maximum shift	1 space/33 vehicle parking spaces
Industrial Repair	2 spaces/1,000 sq ft GFA for the initial 40,000 sq ft 1.3 spaces/1,000 sq ft additional GFA greater than 40,000 sq ft 4 spaces/1,000 sq ft GFA of office space, where those uses exceed 10% of GFA OR 1 space for each employee on the maximum shift as determined by Director of Community Development	None
Mini-Storage Facility	1.75 spaces/100 units; and 1 space/employee	
Offices	4 spaces/1,000 sq ft GFA	Under 50,000 sq ft – 2 spaces 50,001 – 100,000 sq ft – 3 spaces Over 100,000 sq ft – 5 spaces
Personal Services	4.4 spaces/1,000 sq ft GFA	None
School, Commercial	1 space/teaching and non-teaching position on maximum shift; and 1 space/2 students on maximum enrollment	1 space/33 vehicle parking spaces

Table 6-7 – Parking Space Requirements by Land Use (continued)

<i>Land Use</i>	<i>Vehicle Spaces (Minimum #) GFA = Gross Floor Area</i>	<i>Bicycle Spaces (Minimum #)</i>
Motor Vehicle		
Car Wash Full-Service	1 space/employee; Stacking for 5 vehicles for car wash lane Reserve spaces equal to 3 times the wash lane capacity	None
Car Wash Self-Service	2 spaces/bay	None
Motor Vehicle Rental, Sales, and Leases	Indoor display/sale/service = 3.3 spaces/1,000 sq ft GFA; Outdoor display/sale = .40 spaces/1,000 sq ft GFA; and 1 space/employee	None
Service Stations		
-With convenience market	5 spaces/1,000 sq ft GFA; and 5 spaces/service bay	1 space/10 vehicle parking spaces
-Without convenience market	3.3 spaces/1,000 sq ft or 5 spaces/service bay, whichever is more; minimum of 4 spaces	
Specialty/Antique Automotive Sales	Indoor display/sale/service = 3.3 spaces/1,000 sq ft GFA; Outdoor display/sale = .40 spaces/1,000 sq ft GFA; and 1 space/employee	None
Truck Sales	Indoor display/sale/service = .20 spaces/1,000 sq ft GFA; Outdoor display/sale/service = .33 spaces/ 1,000 sq ft GFA; and 1 space/employee	None
Truck Stops	1 truck parking space/10,000 sq ft of site area; 5 vehicle parking spaces/1,000 sq ft of building area; and additional spaces required for restaurant, lodging, and other accessory uses	None
Vehicle Auctions	Automobile or boat sales (new/used/auction) 1 space/300 sq ft of indoor display, sales, or service area; 1 space/2,500 sq ft of outdoor sales or display area; and 1 space/employee Truck sales/services (new/used/auction) 1 space/250 sq ft of sales area; 1 space/3,000 sq ft of outdoor sales or display area; and 1 space/employee	None
Distribution, Wholesaling and Warehousing Uses		
Warehousing Facilities	1 space/1,000 sq ft GFA for the initial 40,000 square feet; plus 1 space/4,000 sq ft of additional GFA greater than 40,000 sq ft; plus 1 space/250 sq ft of GFA of office space. Where multiple tenants and/or uses occupy the same building, parking shall be calculated based upon floor area used by each tenant or use	None
Transportation, Communications and Infrastructure Uses		
Ancillary Parking Facilities	Per approved plan	None
Antennas	1 space	None
Broadcasting Offices or Studios	5 spaces/1,000 sq ft GFA	None
Consumer/Non-Consumer Recycling Facilities	1 space/employee; 1 space/facility vehicle; and Sufficient spaces to accommodate all visitors to establishment at any one time under normal operating conditions	None
Other Uses		
Drive-Through	Stacking for 7 vehicles at each bay, window, lane, ordering station, or machine	None
Outdoor Display & Sales	1 space/1,000 sq ft of outdoor merchandise areas	None
Public Facilities	Per public agency	
Temporary Uses	Per Temporary Use Permit	

Note: Sources consulted to compile the table entries include the Municipal Code; The Dimensions of Parking, ULI and National Parking Association, 5th Edition, 2010; Recommended Zoning Ordinance Provisions, National Parking Association, December 2006; and Parking Standards, APA Planning Advisory Service Report 510/511; November 2002.

D. Required Number of Loading Spaces

Each land use shall provide the number of off-street loading spaces indicated in Table 6-8 – Loading Space Requirements by Land Use. Requirements for uses not specifically listed shall be determined by the Director of Community Development based upon the requirements for comparable uses and upon the particular characteristics of the proposed use. For other standards (e.g., size of loading spaces, location, turning radius, etc.), refer to Article XI Off-Street Parking and Loading Standards, Division 4 Loading Area Regulations, in Municipal Code Chapter 30 Zoning and Development Code.

Table 6-8 – Loading Space Requirements by Land Use		
Land Use	Loading Spaces (Minimum #)	Type
Entertainment, Recreation and Public Assembly Uses		
Public Assembly Facilities	1 space; and Additional spaces as required by design review	Van (1)
Recreational Facilities	0 – 29,999 sq ft: 1 space 30,000 – 99,999 sq ft: 2 spaces Over 100,000 sq ft: 3 spaces	Truck (2)
Industry, Manufacturing, and Processing Uses		
Flex-Tech Multi-Use Facilities	5,000 – 30,000 sq ft: 1 space; and 1 additional space for each additional 30,000 sq ft	Truck (2)
Handcraft Industry/ Small-Scale Manufacturing		
All uses listed under “Manufacturing, Light” in Table 6-2		
Research and Development		
Retail Uses		
Retail Sales, General and Factory/Warehouse Outlet Store	Up to 10,000 sq ft: 1 space	Truck (2)
	10,001 – 30,000 sq ft: 1 space 30,001 – 90,000 sq ft: 2 spaces Over 90,000 sq ft: 2 spaces; and 1 additional space for each additional 50,000 sq ft over the initial 90,000 sq ft	Tractor Trailer (3)
Service Uses		
All uses listed under “Service Uses” in Table 6-2; except for the following:	Up to 10,000 sq ft: 1 space	Truck (2)
	10,001 – 30,000 sq ft: 1 space 30,001 – 90,000 sq ft: 2 spaces Over 90,000 sq ft: 2 spaces; and 1 additional space for each additional 50,000 sq ft over the initial 90,000 sq ft	Tractor Trailer (3)
Hotel	10,000 – 50,000 sq ft: 1 space	Van (1)
	Over 50,000 sq ft: 1 space	Truck (2)
Industrial Repair	5,000 – 30,000 sq ft: 1 space; and 1 additional space for each additional 30,000 sq ft	Truck (2)
Offices	5,000 – 50,000 sq ft: 1 space	Van (1)
	Over 50,000 sq ft: 1 space	Truck (2)

Table 6-8 – Loading Space Requirements by Land Use (continued)

<i>Land Use</i>	<i>Loading Spaces (Minimum #)</i>	<i>Type</i>
Personal Services	Up to 10,000 sq ft: 1 space	Van (1)
	10,001 - 30,000 sq ft: 1 space	Truck (2)
	30,001 - 90,000 sq ft: 2 spaces	
	Over 90,000 sq ft: 2 spaces; and 1 additional space for each additional 50,000 sq ft over the initial 90,000 sq ft	
School, Commercial	1 space; and additional spaces required by design review	Van (1)
Motor Vehicle		
• Motor Vehicle Rental, Sales, and Leases	1 space	Tractor Trailer (3)
• Service Stations	1 space	Tractor Trailer (3)
• Specialty or Antique Automotive Sales	1 space	Tractor Trailer (3)
• Truck Sales	1 space	Tractor Trailer (3)
• Truck Stops	1 space	Tractor Trailer (3)
Distribution, Wholesaling and Warehousing Uses		
Warehousing Facilities	5,000 - 30,000 sq ft: 1 space; and 1 additional space for each additional 30,000 sq ft	Tractor Trailer (3)

Notes:

- (1) A van loading space shall be a minimum of 12 ft wide by 19 ft long with a minimum 10 ft overhead clearance.
- (2) A truck loading space shall be a minimum of 12 ft wide by 45 ft long with a minimum 14 ft overhead clearance.
- (3) A tractor trailer loading space shall be a minimum of 12 ft wide by 70 ft long with a minimum 14 ft overhead clearance.

E. Landscaping Standards for Parking Areas

Within any parking area, one tree shall be planted for every five single-row parking stalls or 10 double-row parking stalls. Eighty percent of these shall be 15 gallons in size and the remaining 20 percent shall be 24-inch box or larger in size. If for some reason the contractor is unable to distribute trees in the interior of the parking area in compliance with these standards, the Director of Community Development may approve the placement of no more than 40 percent of the trees within the perimeter of the parking area. Planters shall not have a dimension less than four feet, excluding the thickness of the curbing. These requirements may be reduced for industrial parking areas that are screened from public view.

1. Parking areas shall contain a minimum landscape area equivalent to 30 percent of the total required 15 percent landscaping for the total site area.
2. Parking area perimeter landscaping.
 - a. Parking areas for nonresidential uses abutting or adjacent to residentially zoned property shall provide a landscape strip that is a minimum of 10 feet in width, excluding overhang, curb, and walkways, between the parking area and the common property line bordering the residentially zoned property. Parking areas shall be screened from the residentially zoned property by a solid decorative masonry wall that is a minimum of six feet in height.
 - b. Parking areas for nonresidential uses abutting or adjacent to non-residentially zoned property or a street shall install a landscape strip that is a minimum of five feet in width, excluding

overhang, curb, and walkways, between the parking area and the common property line, or the parking area and the street right-of-way. This requirement may be reduced or modified if a joint access agreement exists that is satisfactory to the Director of Community Development. Parking areas shall be screened from streets through combinations of plant materials, earth berms, raised planters, grade separations, or low walls not more than 42 inches in height. Slopes shall not exceed three to one or exceed 36 inches in height measured from the parking lot surface.

- c. Plant materials, walls, or structures within a traffic sight area shall not block sight lines from driveways to streets and shall not exceed 36 inches in height.
 - d. The minimum width of a landscape finger shall be five (5) feet.
 - e. End of aisle spaces adjacent to landscape finger shall be two feet wider for step out area.
3. Parking area interior landscaping.
- a. Tree number and location. One tree shall be provided for each four parking spaces and shall be evenly spaced throughout the interior parking area at a rate of one tree for every eight parking spaces. The required number of trees in the interior area shall not include trees required around the parking area perimeter. Trees are not required for tractor-trailer parking areas. A minimum of one cluster of trees shall be provided for each 100 feet of a row or double row of parking spaces. Trees shall be located in planters that are bounded on at least two sides by parking area paving. Planters shall have a minimum exterior dimension of five feet.

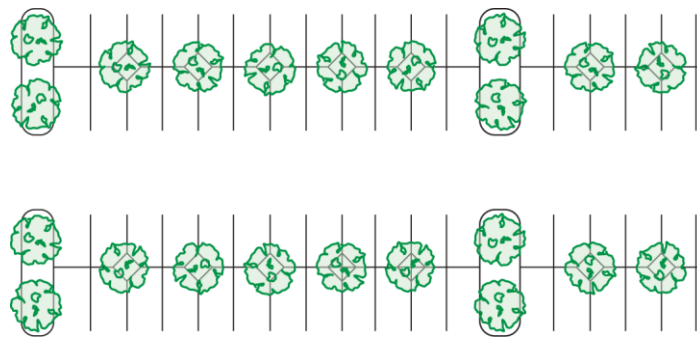


Exhibit 6-4 – Parking Lot Landscaping

- b. Tree size. All trees within the parking area shall be a minimum 24-inch box container at time of planting.
- c. Landscape protection. Landscaping shall be protected by concrete curbs of at least six inches in height. An end-of-aisle planter shall be provided at the ends of all parking aisles. Finger aisle planters shall be a minimum of nine feet wide and end-of-aisle planters shall be a minimum of seven feet wide, as measured from the inside of the curb. The parking space side of finger and end-of-aisle planters shall have a 24-inch wide concrete surface measured from the face of the curb. Planters shall be landscaped with a mixture of trees, shrubs, and ground cover. Planting areas shall have round corners instead of 90 degree corners and shall be

shaped to allow vehicle movements. The Director of Community Development may approve alternative barriers designed to protect landscaped areas from vehicle damage. Wheel stops may be placed to allow for two feet of vehicle overhang area within the dimension of the parking space. To increase the parking lot landscaped area, a maximum of two feet of the parking stall depth may be landscaped with low-growth, hardy materials in-lieu of paving, allowing a bumper overhang while maintaining the required parking dimensions. However, the overhang area shall not be counted as part of the minimum landscape area required by paragraph (1) above, and when adjacent to a required landscaping strip shall be in addition to the minimum required width. Fixtures (e.g., lights, sprinklers) that are higher than the curb are prohibited within a bumper overhang area. Curbing that creates a bumper overhang barrier shall not exceed a height of five inches.

- d. Parking areas with more than 100 spaces shall provide an appropriate entry feature consisting of a concentration of landscape elements, including trees, flowering plants, enhanced paving, and project identification.
- 4. Parking structures. A landscaping strip 10 feet wide shall be provided on all sides of a parking structure. One tree shall be provided for each 20 to 40 feet of perimeter of the structure, based on species selected. These trees shall be distributed evenly throughout the subject landscape area.

6.7 Sign Standards

A. Applicability

This section contains standards and guidelines for signage to ensure that signs are consistent with the overall quality and character of anticipated new development. Regulations identify permitted sign types; provide standards for number of signs, size, and location; and provide design guidelines for color, materials, and illumination. Refer to the Fontana Municipal Code for all sign-related information or regulations not specifically addressed in this section.

A Comprehensive Sign Program (CSP) may be developed to create customized sign standards for projects with buildings over 500,000 square feet of area or multiple buildings, if they are located within a campus setting comprised of at least three (3) buildings next to one another, that may be separated by streets, with a total floor area of all buildings in the campus that exceeds 500,000 square feet. Once a CSP is approved by the Planning Commission, tenants may receive approval for their individual signs administratively.

(Ord 1792, 2-26-19)

B. Standards and Guidelines

1. Standards. The following standards shall apply to all signs, regardless of type:
 - a. Sign types not listed in this Section are not permitted.
 - b. Linear Frontage Ratio. For each establishment, one and one-half (1 ½) square feet of total sign area shall be allowed for each linear foot of building frontage ("Linear Frontage Ratio"). Unless otherwise noted, all signs (including temporary signs) shall count toward the total sign area permitted based on the Linear Frontage Ratio. For multi-tenant buildings, each establishment shall be calculated individually. For corner establishments, each facade shall be calculated individually. Permitted sign area based on the linear frontage of one establishment or facade shall not be placed on another establishment or facade.
 - c. Signs shall not be animated.
 - d. Commercial messages that identify, advertise, or attract attention to a business, product, service, or event or activity sold, existing, or offered elsewhere than upon the same property where the sign is displayed are expressly prohibited.
 - e. In the event of a conflict between this Section and any other City regulation, the provisions of this Section shall apply.
 - f. All issues not specifically addressed herein (e.g., signage in the public right-of-way, exempt signs, permit processing, etc.) shall be addressed pursuant to the Fontana Municipal Code.
2. Guidelines. The following guidelines shall apply to all signs, regardless of type.
 - a. Design compatibility.

- Provide signage that is compatible with the building architecture and coordinate sign materials and colors with the building facade/storefront design.
 - Place signs in accordance with facade rhythm, scale, and proportion.
 - Ensure that signs associated with multi-tenant buildings are complementary to one another. A consistent location for tenant identification signs is recommended.
- b. Location.
- Signs shall be placed at or near the public entrance to a building or main parking area to indicate the most direct access to the business.
 - Signs shall not be located so that they cover or interrupt the architectural details or ornamentation of a building's facade.
 - Signs shall not project above the edge of the rooflines and shall not obstruct windows and/or doorways.
- c. Sign legibility.
- Avoid hard-to-read, intricate typefaces. Typefaces that are difficult to read reduce the sign's ability to communicate.
 - Avoid spacing letters and words too close together. Lettering shall not occupy more than 75 percent of the sign face.
 - Limit the number of lettering styles in order to increase legibility. Signs shall be limited to no more than two styles for small signs (generally up to 10 square feet) and three styles for larger signs.
 - Use significant contrast through incorporating light colored letters and a darker, contrasting background to provide the most visible and best-looking image.
 - Incorporate business identity symbols and logos.
 - Logo means any symbol or any combination thereof adopted and used by an individual or corporation to identify goods made or sold or services rendered by an individual or corporation and to distinguish them from goods made or sold or services rendered by others and that is nationally or State of California registered.
- d. Color and materials.
- Bright day-glo (fluorescent) colors shall be avoided as they are distracting and do not blend well with other background colors.
 - Sign colors shall relate to and complement the materials or color scheme of the buildings, including accent and trim colors.
 - Sign materials shall be selected with consideration for the architectural design of the building's façade and also contribute to the legibility of the sign.
 - Construct signs of durable, high-quality materials.
 - Wood, paper and cloth signs, and painted wall signs are prohibited.
- e. Illumination.
- Individually illuminated letters, either internally illuminated or back-lighted solid letters (reverse channel), are a preferred alternative to internally illuminated plastic-faced cabinet signs.
 - Signs shall be comprised of individual letters.

- The use of backlit, individually cut letter signs is strongly encouraged for all types of business and signs, including monument-type signs.
 - Whenever indirect lighting fixtures are used, care shall be taken to properly shield the light source.
- f. Electrical raceways and conduits.
- Electrical transformer boxes and raceways shall be concealed from public view.
 - All exposed conduit and junction boxes shall be appropriately concealed from public view.

C. Sign Types

For the purposes of this plan, Table 6-9 – Sign Types indicates the signs that are allowed in the Freeway Industrial/Commercial District.

Table 6-9 – Sign Types	
1	Grand Wall Sign Non-residential uses with unfenestrated wall areas of 2,000 square feet or greater
2	Wall Sign Non-residential uses with a dedicated ground floor entrance
3	Projecting Sign Non-residential uses with a dedicated ground floor entrance
4	Awning Valance Sign Non-residential uses with a dedicated ground floor entrance
5	Awning Side Sign Non-residential uses with a dedicated ground floor entrance
6	Canopy Fascia Sign Non-residential uses with a dedicated ground floor entrance
7	Under-Awning and Under-Canopy Sign Non-residential uses with a dedicated ground floor entrance
8	Recessed Entry Sign Non-residential uses with a dedicated ground floor entrance
9	Window Sign Non-residential uses with a dedicated ground floor entrance
10	Temporary Window Sign Non-residential uses with a dedicated ground floor entrance
11	Temporary Wall Sign Non-residential uses with a dedicated ground floor entrance
12	Monument Sign Any building with continuous linear street frontage of 200 feet or greater
13	Pylon Sign Any building with continuous linear street frontage of 200 feet or greater
14	Freeway Identification Sign Any building with continuous linear freeway frontage of 200 feet or greater
15	Directional Sign Each vehicle entrance
16	Accessory Sign Specific identified uses

D. Sign Type Standards and Guidelines

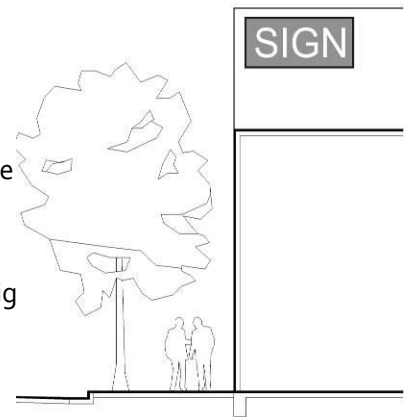
This section provides Standards and Guidelines for each Sign Type.

1. Grand Wall Sign

Grand Wall Signs are large signs located on, and parallel to, large unfenestrated building wall areas.

a. Standards

- i. A Grand Wall Sign shall only be located on unfenestrated wall areas of 2,000 square feet in size or greater.
- ii. Only one (1) Grand Wall Sign shall be permitted per establishment.
- iii. The Grand Wall Sign area shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- iv. A Grand Wall Sign shall not exceed 1,000 square feet or 25 percent of the total wall area, whichever is less.
- v. A Grand Wall Sign shall project no more than one (1) foot from the façade of the building.



1) Grand Wall Sign.

b. Commercial Guidelines

- i. Materials used in Grand Wall Signs shall be wood, ceramic, metal, or paint only.
- ii. Grand Wall Signs shall be illuminated by external illumination only.

c. Industrial Guidelines

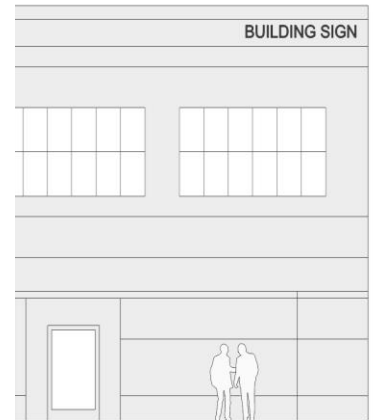
- i. Materials used in Grand Wall Signs shall be ceramic or metal.
- ii. Grand Wall Signs shall be illuminated by external illumination only.

2. Wall Sign

Wall Signs are signs that located on, and parallel to, a building wall. Business Identification Wall Signs are signs that announce the name of a business within a building and Building Identification Wall Signs are signs that announce the name of a building. Both are located on, and parallel to, a building wall.

a. Standards

- i. Wall Signs shall be located below the second floor and within the middle 50 percent of the building or tenant frontage measured from lease line to lease line. Building Identification Wall Signs shall be located only on the frieze or fascia (articulated banding across the top of every building floor) area of storefront level; frieze or fascia, parapet of the uppermost floor; or above the entrance to main building lobby.
- ii. No Wall Sign shall exceed 150 square feet in size. Building Identification Wall Signs shall be no taller than 24 inches in height.
- iii. Wall Signs shall count towards the total sign area permitted based on the Linear Frontage Ratio, except that the area of Building Identification Wall Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- iv. Wall Signs shall project no more than one (1) foot from the façade of the building.



2) Building Identification Wall Sign.

b. Commercial Guidelines

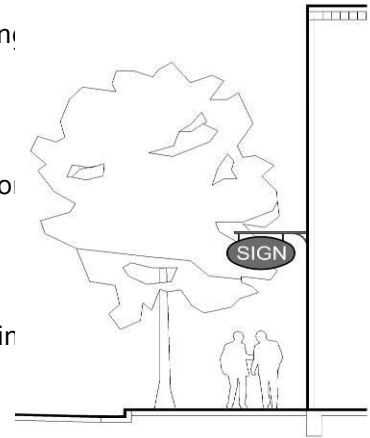
- i. Materials used in wall signs shall be wood, ceramic, and/or metal. Wall signs may also be inscribed into the façade of the building. Building Identification Wall Signs shall be inscribed into the façade or constructed of individual metal letters.
- ii. Wall Signs shall be illuminated by external illumination or halo illumination only.
- iii. Where individual letters are used, letters shall be three-dimensional, created by raised letter forms mounted to the building 2) Business Identification Wall Sign.
- iv. New wall signs for individual businesses in a shopping center shall be placed consistent with the location of signs for other businesses in the center. This will establish visual continuity among storefronts and create a unified appearance for the center.
- v. When signs that are attached to a wall are removed, holes and other disfigurements of the wall's surface shall be patched and painted to match surrounding areas.



2) Business Identification Wall Sign.

c. Industrial Guidelines

- i. Materials used in wall signs shall be ceramic, and/or metal. Wall signs may also be inscribed into the façade of the building. Building Identification Wall Signs shall be inscribed into the façade or constructed of individual metal letters.
- ii. Wall signs shall be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only. Building Identification Wall Signs shall be illuminated by external illumination or halo illumination only.
- iii. Where individual letters are used, letters shall be three-dimensional, created by raised letter forms mounted to the building façade or sign panel, or by incised openings cut out from the sign panel.
- iv. When signs that are attached to a wall are removed, holes and other disfigurations of the wall's surface shall be patched and painted to match surrounding areas.



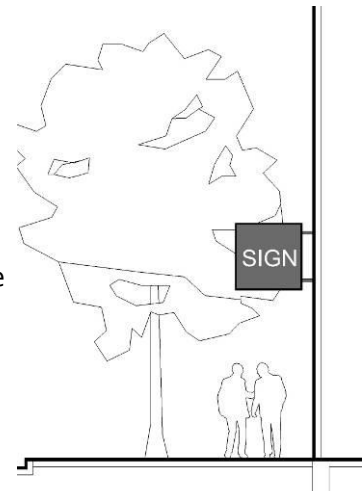
3) Suspended Projecting Sign.

3. **Projecting Sign**

Projecting Signs are signs that are oriented perpendicularly to the building façade and are either (1) suspended under a bracket, armature, or other mounting device or (2) are cantilevered (i.e., structurally affixed to the building).

a. Standards

- i. Projecting Signs shall only be mounted on the wall area below the second floor.
- ii. No Projecting Sign shall exceed 16 square feet in size.
- iii. Projecting Signs shall project no more than four feet from the façade of the building.
- iv. No portion of a Projecting Sign shall be lower than eight feet above the level of the walkway over which it projects.



3) Cantilevered Projecting.

b. Commercial and Industrial Guidelines

- i. Projecting Signs that are suspended under a bracket, armature, or other mounting device shall be metal and paint materials only and shall be illuminated by external illumination only.
- ii. Projecting Signs that are cantilevered signs shall be metal and paint only and shall be illuminated by external illumination or halo illumination only.
- iii. Sign supports and brackets shall be compatible with the design and scale of the sign and the architectural design of the building.

4. *Awning Valance Sign*

Awning Valance Signs are signs applied to the awning valance and are contained completely within the valance.

- a. Standards
 - i. Lettering for Awning Valance Signs shall include one (1) line of lettering not to exceed two-thirds (2/3) the height of the valance or 12 inches, whichever is less.
 - ii. Awning Valance Signs shall project no farther from the building than its associated awning.
 - iii. No portion of an Awning Valance Sign shall be less than eight feet above the level of the walkway over which it projects.



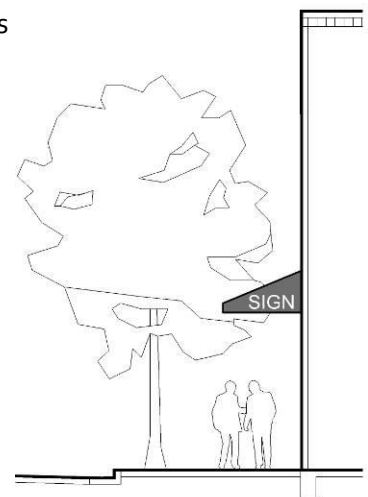
4) Awning Valance Sign.

- b. Commercial and Industrial Guidelines
 - i. Awning Valance Signs shall consist of metal, or vinyl or paint applied directly to the awning.
 - ii. Awning Valance Signs shall be illuminated by external illumination only.
 - iii. The shape, design, and color of awnings shall be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings shall be consistent with all other awnings.
 - iv. The use of temporary signs/letters on awnings is not allowed. Only permanent signs that are an integral part of the awning or canopy shall be used.
 - v. The use of adhesive/press on lettering is not allowed. Awning signs shall be painted directly on the canvas awning.
 - vi. To avoid having to replace awnings or paint out previous tenant signs when a new tenant moves in to a building, the use of replaceable valances shall be considered.

5. *Awning Side Sign*

Awning Side Signs are signs applied to the side panel of an awning.

- a. Standards
 - i. The area of Awning Side Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
 - ii. Lettering for Awning Side Signs shall not exceed 12 inches in height with total sign area not to exceed 20 percent of the area of the awning side area.



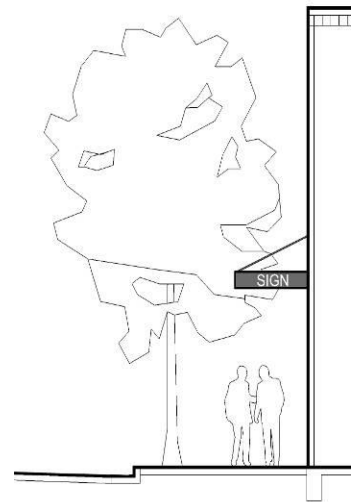
5) Awning Side Sign.

- iii. Awning Side Signs shall project no farther from the building than its associated awning.
- iv. No portion of an Awning Side Sign shall be less than eight feet above the level of the walkway over which it projects.
- b. Commercial and Industrial Guidelines
 - i. Awning Side Signs shall consist of vinyl or paint applied directly to the awning.
 - ii. Awning Side Signs shall be illuminated by external illumination only.
 - iii. The shape, design, and color of awnings shall be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings shall be consistent with all other awnings.
 - iv. The use of temporary signs/letters on awnings is not allowed. Only permanent signs that are an integral part of the awning or canopy shall be used.
 - v. The use of adhesive/press on lettering is not allowed. Awning signs shall be painted directly on the canvas awning.
 - vi. To avoid having to replace awnings or paint out previous tenant signs when a new tenant moves in to a building, the use of replaceable valances shall be considered.

6. Canopy Fascia Sign

Canopy Fascia Signs are signs that are mounted to the front or side fascia of a canopy and contained completely within that fascia.

- a. Standards
 - i. The height of Canopy Fascia Signs shall not exceed two-thirds ($\frac{2}{3}$) the height of the fascia or 12 inches, whichever is less.
 - ii. The width of Canopy Fascia Signs shall not exceed two-thirds ($\frac{2}{3}$) of the canopy width.
 - iii. Canopy Fascia Signs shall project no farther from the building than its associated canopy.
 - iv. No portion of a Canopy Fascia Sign shall be less than eight feet above the level of the walkway over which it projects.
 - v. Canopy Fascia Signs shall consist of only one (1) line of lettering articulated as individual letters mounted directly to the canopy.
- b. Commercial and Industrial Guidelines
 - i. Materials used in Canopy Fascia Signs shall be metal and paint only.
 - ii. Canopy Fascia Signs shall be illuminated by external illumination only.

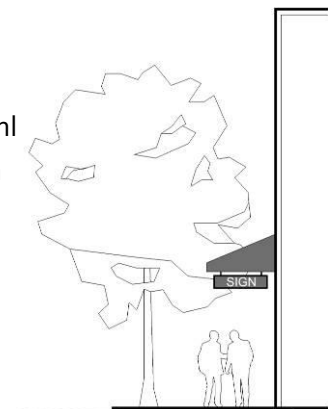


6) Canopy Fascia Sign.

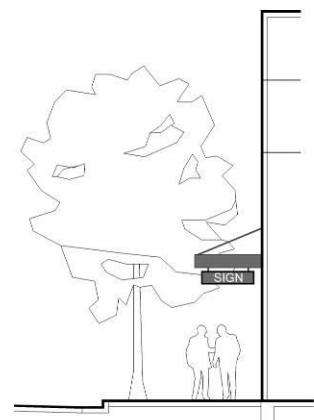
7. Under-Awning or Under-Canopy Sign

Under-Awning or Under-Canopy Signs are signs that are suspended under an awning or canopy, perpendicular to the building facade.

- a. Standards
 - i. Under-Awning or Under-Canopy Signs shall be located adjacent to a public entrance.
 - ii. No more than one (1) Under-Awning or Under-Canopy Sign shall be permitted per establishment per façade.
 - iii. The area of Under-Awning or Under-Canopy Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
 - iv. Under-Awning or Under-Canopy Signs shall not exceed three (3) square feet in area.
 - v. Under-Awning or Under-Canopy Signs shall project no farther from the building than its associated awning or canopy.
 - vi. No portion of an Under-Awning or Under-Canopy Sign shall be less than eight feet above the level of the walkway over which it projects.



7) Under-Awning Sign.



7) Under-Canopy Sign.

b. Commercial Guidelines

- i. Materials used in Under-Awning or Under-Canopy Signs shall be wood, metal, and paint only.
- ii. Under-Awning or Under-Canopy Signs shall be illuminated by external illumination only.

c. Industrial Guidelines

- i. Materials used in Under-Awning or Under-Canopy Signs shall be metal and paint only.
- ii. Under-Awning or Under-Canopy Signs shall be illuminated by external illumination only.

8. Recessed Entry Sign

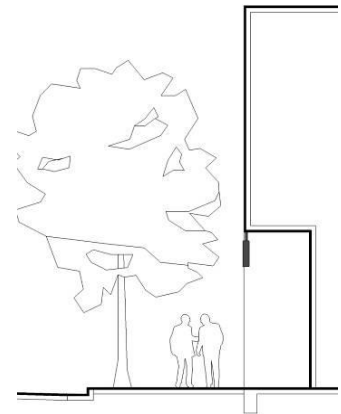
Recessed Entry Signs are signs that are oriented parallel to the building façade and that are suspended over a recessed entry.

a. Standards

- i. No Recessed Entry Sign shall exceed twenty (20) square feet in size.
- ii. Recessed Entry Signs shall not project beyond the façade of the building.
- iii. A Recessed Entry Sign shall not be lower than eight feet above the level of the walkway.

b. Commercial Guidelines

- i. Materials used in Recessed Entry Signs shall be wood, metal, and paint only.
- ii. Recessed Entry Signs shall be illuminated by external illumination only.



8) Recessed Entry Sign-
Section View.



8) Recessed Entry Sign-
Elevation View.

c. Industrial Guidelines

- i. Materials used in Recessed Entry Signs shall be metal and paint only.
- ii. Recessed Entry Signs shall be illuminated by external illumination only.

9. Window Sign

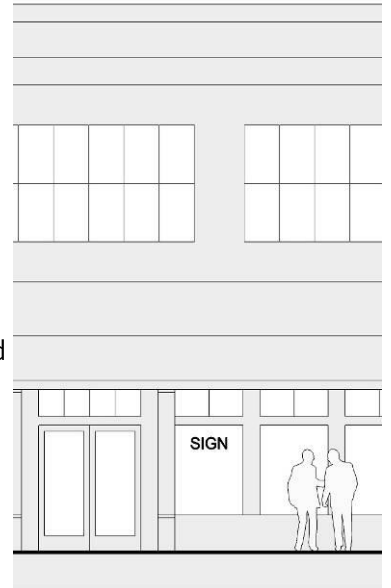
Window Signs are signs that are applied directly to a window or mounted or suspended directly behind a window.

a. Standards

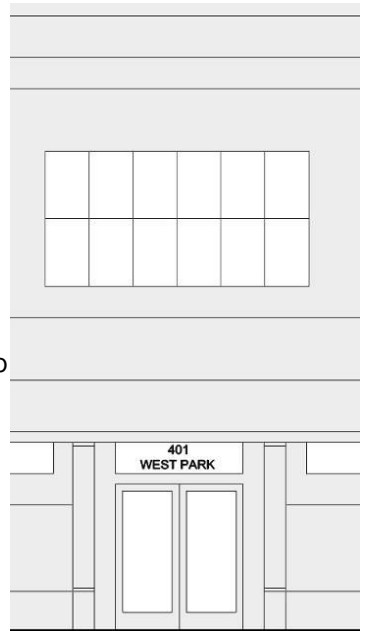
- i. Window Signs shall be permitted on windows below the second floor level only. A Window Sign that only identifies a building shall be located on a transom window above a primary entrance, or the glazed area of primary door.
- ii. Window signs shall count towards total sign area permitted based on the Linear Frontage Ratio, except that the area of a Window Sign that only identifies a building shall not count towards the total sign area permitted based on the Linear Frontage Ratio. One (1) Window Sign that only identifies a building shall be permitted per building per street-facing façade.
- iii. A maximum of 25 percent of any individual window area shall be covered or otherwise occupied by signage.
- iv. The letter height of each Window Sign shall not exceed 12 inches.

b. Commercial and Industrial Guidelines

- i. Ground-floor Window Signs shall consist of vinyl or paint applied to the glass, neon mounted or suspended behind the glass, or framed and mounted paper signs. Window Signs that only identify a building shall consist of vinyl or paint applied to the glass only.
- ii. Ground-floor Window Signs may be illuminated by external illumination only. A Window Sign that only identifies a Building Identification shall not be illuminated.



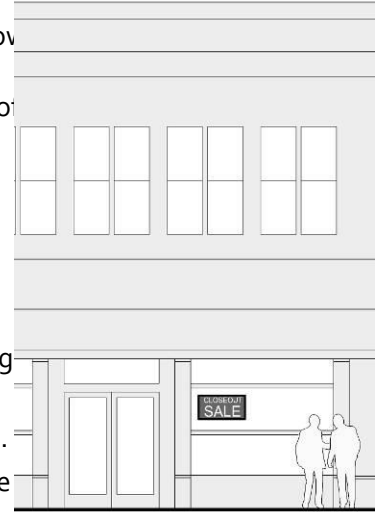
g) Window Sign – Business Identification.



g) Window Sign – Building Identification.

10. Temporary Window Sign

Temporary Window Signs are signs that are applied directly to a window or mounted or suspended directly behind a window and are designed, constructed, and intended for display on private property for a period of not more than 90 consecutive days per year. Examples include “grand opening”, “special sale,” and seasonal signage.



10) Temporary Window Sign.

- a. Standards
 - i. Temporary Window Signs shall be located only on ground floor windows on building facades that face a public street or a parking lot.
 - ii. Temporary Window Signs shall not exceed six square feet in size.
 - iii. Temporary Window Signs shall not cause the total amount of the window area covered with signage to exceed 25 percent.
 - iv. Temporary Window Signs that satisfy the above standards and General Standards do not require a permit.

b. Commercial and Industrial Guidelines

- i. Temporary Window Signs shall be constructed of paint applied directly to the glass or framed paper signs placed behind the glass.
- ii. Temporary Window Signs shall not be illuminated.
- iii. Temporary Window Signs that satisfy the above guidelines and General Guidelines do not require a permit.

11. Temporary Wall Sign

Temporary Wall Signs are signs that are located on, and parallel to, a building wall and are designed, constructed, and intended for display on private property for a period of not more than ninety (90) consecutive days per year. Examples include “grand opening”, “special sale,” and seasonal temporary banner signage.



11) Temporary Wall Sign.

- a. Standards
 - i. Temporary Wall Signs shall only be mounted on a wall area below the second floor level that faces a public street or a parking lot.
 - ii. A maximum of one (1) Temporary Wall Sign is allowed per establishment.
 - iii. Temporary Wall Signs shall not exceed 32 square feet in area.
 - iv. Temporary Wall Signs shall project no more than one (1) foot from the façade of the building.

b. Commercial and Industrial Guidelines

- i. Materials used in Temporary Wall Signs shall consist of a flexible vinyl material with grommet holes installed around the edges to accommodate attachment to a building.
- ii. Temporary Wall Signs shall not be illuminated.

12. Monument Sign

A Monument Sign is a freestanding sign supported by a solid architectural element at its base.

a. Standards

- i. A maximum of one Monument Sign is allowed per street frontage for single-purpose buildings, multi-tenant buildings or complexes and shopping centers on a parcel with one or more street frontages of at least 100 feet.
- ii. A Monument Sign shall not exceed eight feet in length or six feet in height.
- iii. Monument Signs shall be placed perpendicular or parallel to the street. The base of a Monument Sign shall be set back a minimum of five feet from any public right-of-way or interior property line; a minimum of 10 feet from the edge of a driveway; and a minimum of 50 feet from any Monument Signs or Pylon Signs on adjoining sites. Monument Signs shall not block sight lines at entry driveways and circulation aisles.
- iv. The sign copy for a Monument Sign shall only identify the name of the center, complex, or building and the address; however, the name of the primary tenant, if any, may be included in the copy. The minimum letter size allowed shall be six inches. Sign copy shall not be located closer than one half-letter height to the sign edge or other line of copy. Between 5 to 10 percent of the sign area should be dedicated to identification of the street address.
- v. The area of Monument Signs shall not count towards the total sign area permitted based upon Linear Frontage.
- vi. Monument Signs shall not project over any on-site driveway or vehicle circulation area.
- vii. Landscaping with automatic irrigation shall be provided at the base of the supporting structure equal to twice the area of one face of the sign or 75 square feet, whichever is greater. For example, 40 sq. ft. of sign area = 80 sq. ft. of landscaped area.



12) Monument

b. Commercial and Industrial Guidelines

- i. Monument Signs may be illuminated, however the sign copy should be the only portion of the sign face that is illuminated. The sign

- background or field shall be opaque with a nonglossy, nonreflective finish.
- ii. The sign area and height of the sign should be in proportion to the site and surrounding buildings. Signs shall not be overly large so as to be a dominant feature of the site.
 - iii. Monument Signs shall incorporate architectural elements, details, and articulation as follows:
 - Provide a solid architectural base that supports the sign. The base shall be a minimum of one-foot in height.
 - Provide architectural elements on the sides and top to frame the sign pane(s). Use columns, pilasters, cornices, and similar details to provide design interest.
 - Incorporate materials and colors into the sign support structures to match or be compatible with materials and colors of the development the sign serves so it does not appear out of scale with its adjacent building(s).
 - Keep the overall size of the sign in proportion with the development it serves so it does not appear out of scale with its adjacent building(s).

13. Pylon Sign

A Pylon Sign is a freestanding sign that is supported by two or more uprights, or braces in or upon the ground that are not a part of a building or enclosed within the exterior walls of a building and are separated from any other structures by a distance of at least six inches. This includes a sign that is supported by two or more uprights that are surrounded by a decorative cover to form one solid sign support. The following standards and guidelines do not apply to pylon signs oriented towards the I-10 Freeway. Pylon signs shall only be allowed for commercial properties.

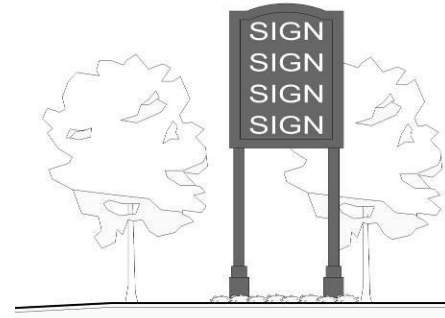
a. Standards

- i. A maximum of one Pylon Sign is allowed per street frontage for single-purpose buildings, multi-tenant buildings or complexes, and shopping centers on a -parcel with one or more street frontages of at least 200 feet. Either a Pylon Sign or a Monument Sign is allowed on a street frontage, but not both.
- ii. A Pylon Sign shall not exceed 20 feet in height.
- iii. Pylon Signs are only allowed when a building is set back from the front property line a minimum of 40 feet. The base of a Pylon Sign shall be set back a minimum of five feet from any public right-of-way or interior property line; a minimum of 10 feet from the edge of a driveway; and a minimum of 50 feet from a property line of any residentially zoned property and from any Monument Signs or Pylon Signs on adjoining sites. Pylon Signs shall not block sight lines at entry driveways and circulation aisles.



13) Pylon

- iv. The sign copy for a Pylon Sign shall only identify the name of the center, complex, or building and the address; however, the name of the primary tenant, if any, may be included in the copy. Sign copy shall not be located closer than one half-letter height to the sign edge or other line of copy.
 - v. The area of Pylon Signs shall not count towards the total sign area permitted based upon Linear Frontage.
 - vi. Pylon Signs shall not project over any building, on-site driveway, or vehicle circulation area.
 - vii. Landscaping with automatic irrigation shall be provided at the base of the supporting structure equal to twice the area of one face of the sign or 75 square feet, whichever is greater. For example, 40 sq. ft. of sign area = 80 sq. ft. of landscaped area.
- b. Guidelines
- i. Pylon Signs may be illuminated; however the sign copy shall be the only portion of the sign face that is illuminated. The sign background or field shall be opaque with a nonglossy, nonreflective finish.
 - ii. The sign area and height of the sign should be in proportion to the site and surrounding buildings. Signs shall not be overly large so as to be a dominant feature of the site.
 - iii. Pylon Signs should incorporate architectural elements, details, and articulation as follows:
 - The supporting structures of Pylon Signs shall not include exposed metal pole(s), but shall be surrounded by a decorative cover that is architecturally compatible with the sign cabinet and the architectural character of buildings on the site.
 - Incorporate materials and colors into the sign support structures to match or be compatible with materials and colors of the development the sign serves so it does not appear out of scale with its adjacent building(s).
 - Keep the overall size of the sign in proportion with the development it serves so it does not appear out of scale with adjacent building(s).



14) Freeway Adjacent Sign.

14. Freeway Adjacent Sign

A Freeway Adjacent Sign is an on-site sign of a pylon-type design that is oriented towards traffic traveling on the I-10 freeway.

- a. Standards

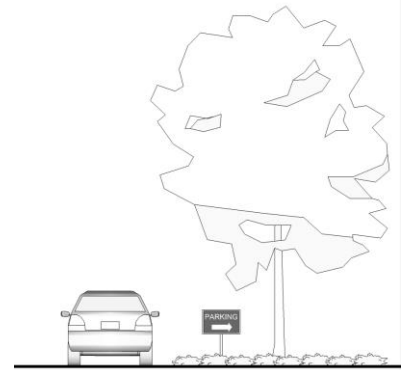
- i. One Freeway Adjacent Sign is allowed for single-purpose buildings, multi-tenant buildings, or complexes with at least 20,000 square feet of building area on a parcel that has at least 200 linear feet of continuous frontage along the I-10 freeway easement or right-of-way and is at least four net acres in size. A parcel with a Freeway Adjacent Sign shall not be permitted any other freestanding sign of any type.
- ii. Freeway Identification Signs shall not exceed 200 square feet in area and a maximum height of 40 feet. If additional sign height and/or area is requested, the Planning Commission, at the Planning Commission's discretion, may approve additional sign height and/or area (up to a maximum height of 50 feet and maximum sign area of 250 square feet) after either or both of the following modeling simulations is conducted by the applicant as a part of the Design Review:
 - A "flag test" to simulate the visual impact of the proposed sign structure;
 - A line of sight study to determine what size of sign could be seen from any given distance, and whether the additional height and/or area are warranted.
- b. Commercial and Industrial Guidelines
 - i. Freestanding freeway-oriented signs shall be of a pylon-type design, supported by two or more appropriately dimensioned columns. Pole signs are not allowed.
 - ii. Signs should incorporate architectural design elements into the sign copy portion of the sign as well as the supporting structure. The overall design theme shall be compatible with the associated development.
 - iii. Materials and colors used on the sign and supporting structure shall be compatible with those of the development the sign serves.
 - iv. Signs shall be internally illuminated, however, the sign copy shall be the only portion of the sign face that is illuminated.
 - v. Signs shall incorporate a significant landscaped area at the base of the sign equal to two times the size of the sign face.

15. Directional Sign

A Directional Sign is an on-premise sign giving directions, instructions, or facility information of an establishment (e.g., parking signs, exit and entrance signs, etc.).

- a. Standards

- i. One (1) directional sign for each vehicle entry to a site with a maximum area of three square feet per sign. Maximum sign height shall be four feet. Additional directional signs may be allowed with approval of a Comprehensive Sign Program.
- b. Commercial and Industrial Guidelines
 - i. Directional signs and their supports shall use the same color palette of the proposed building.
 - ii. Directional signs shall be located to maintain sight lines along major circulation routes and shall be illuminated for visual clarity and safety.
 - iii. Directional signs shall be designed with easy-to-read fonts, contrasting colors from the surrounding support panels, and durable materials.
 - iv. Double-sided parking directional signs shall incorporate messaging and direction arrows on both sides of sign.
 - v. Parking directional signage shall be used consistently throughout each individual development.

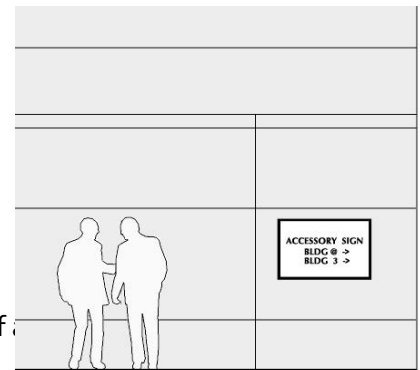


15) Directional Sign.

16. Accessory Signs

Accessory Signs are signs that provide incidental information about a project site or a business and its goods or services. For the purposes of this plan, Accessory Signs include:

- Directory Sign. A sign listing the tenants or occupants of a building or building complex.
- Fuel Price Sign. Fuel price signs only advertise the price and grade of fuel for sale at a service station.
- Nameplate Sign. A sign indicating the name and/or address of a building or occupant.
- Restaurant Menu Sign. Menus displayed on the exterior premises of a restaurant.



16) Accessory Sign.

- a. Standards
 - i. The area of Accessory Signs shall not count towards the total sign area permitted based upon Linear Frontage.
 - ii. Directory Signs: Limited to a total sign area of 10 square feet.
 - iii. Fuel Price Signs: One per street frontage with a maximum sign area of 12 square feet and a maximum height of four feet. Fuel price signs shall only advertise the price and grade of fuel and no other advertising shall be allowed. Located in a landscaped planter with a minimum area equal to the area of the sign.

- iv. Nameplate Sign: One non-illuminated sign not to exceed one square foot in area.
- b. Commercial and Industrial Guidelines
 - i. Materials used in Accessory Signs shall be wood and metal.
 - ii. Accessory Signs shall be illuminated by internal or external illumination as appropriate.

6.8 Public Right-of-Way Streetscape

This section establishes standards for streetscape landscaping improvements within the public rights-of-way along the major highways, primary highways, and secondary highways as identified in the General Plan, Circulation Master Plan, as well as district gateway/intersection enhancements. The intent of these streetscape improvement concepts, and gateway enhancements is to provide a “sense of place” or identity, while interweaving the standards and tree palettes that may be provided by any overriding Master Street Tree Plan.

A. Street Classifications

Streets within the FID are classified as follows:

- 1. Major highways:
 - a. Six-lane major highway – Citrus Avenue.
 - b. Modified six-lane no median major highway – Valley Boulevard.
 - c. Eight-lane major highway – Cherry Avenue.
- 2. Primary highways – Beech Avenue, Fontana Avenue, Mulberry Avenue, and Slover Avenue.
- 3. Secondary highway – Poplar Avenue.

B. General Design Criteria

The following general design criteria are intended to articulate consistent landscape treatments on similar classifications of corridors and provide a hierarchy of conceptual treatments for district gateway/intersection enhancements, within the FID.

- 1. Landscaping should be used to accentuate and frame important view corridors.
- 2. Landscaping shall employ a common three-tiered approach to design:
 - a. Trees

- b. Shrubs, vines and tall grass-like materials
 - c. Groundcovers (does not include turf)
3. Landscaping should be consistent and accentuated along arterial corridors and gateway intersections to emphasize district areas.
4. Street trees on major highways, and primary highways shall consist of on-center planting of deciduous trees in medians (whenever medians are required) and evergreen trees in parkways to provide seasonal variations of views during fall and winter months (clearer air and snow-capped peaks).
5. Secondary highways shall provide single species of evergreen trees planted in parkways.
6. Gateway intersection enhancements should incorporate the adjacent property tree species (used in buffer setback) in order to provide background and screening, and be enhanced with accent trees selected for their character and shape.
7. Primary and secondary gateways will include thematic monumentation for district identification and reflect elements of local identity (i.e. river rock, concrete, City logo, etc.).
8. All gateway intersection enhancements shall incorporate decorative paving at corner areas and plant materials that promote the best of water-efficient landscaping.

C. Streetscape Concept

The Streetscape Concept Plan for the project area is shown on Exhibit 6-5. The plan identifies major, primary, and secondary highways, as well as collector streets and the gateway intersections within the Specific Plan area. Roadway classifications are consistent with the General Plan, Circulation Master Plan.

1. **Major Highway Streetscape.** Major highway streetscapes define the image of the City and its districts, while providing arterial linkages within and beyond the City. There are four streetscape concepts for major highways: Six-Lane Major Highway, Modified Six Lane No Median Major Highway, Modified Six Lane Residential Adjacent Major Highway, and Eight-Lane Major Highway. These major highway streetscapes are designed in response to special design needs, right-of-way, and adjacencies. Major highways within the FID are short sections of Cherry Avenue, Citrus Avenue, and Valley Boulevard. Streetscape cross-sections are in Exhibits 6-6, 6-7, and 6-8.
2. **Primary/Secondary Highway Streetscape.** Primary/Secondary highway streetscapes define thoroughfares throughout the City. Primary highways within the FID are Beech Avenue, Fontana Avenue, Mulberry Avenue, and Slover Avenue. The only secondary highway is Poplar Avenue. Streetscape cross-sections are in Exhibit 6-9 and 6-10.

Southwest Industrial Park Specific Plan

Freeway Industrial/Commercial District

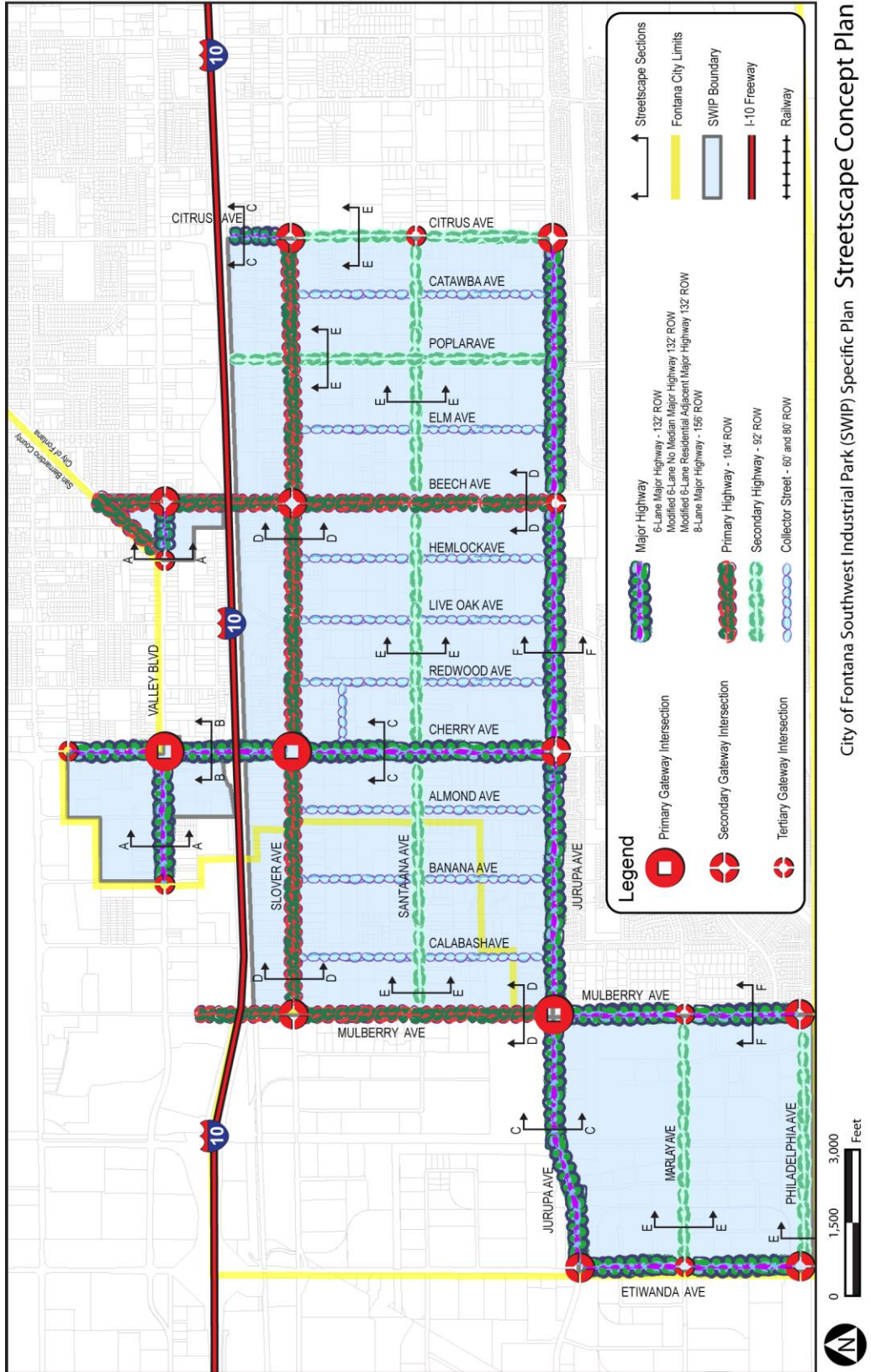


Exhibit 6-5 – Streetscape Concept Plan

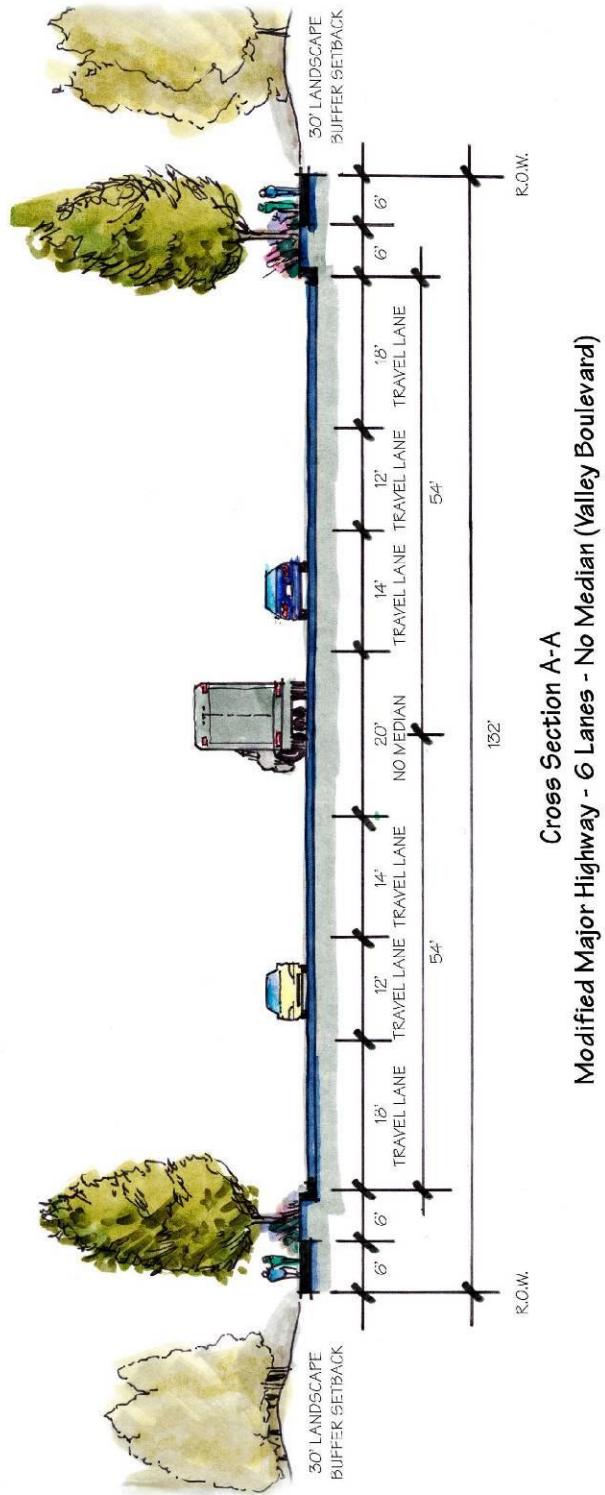


Exhibit 6-6 – Modified Major Highway – 6 Lanes – Cross-Section A-A (Valley Boulevard)

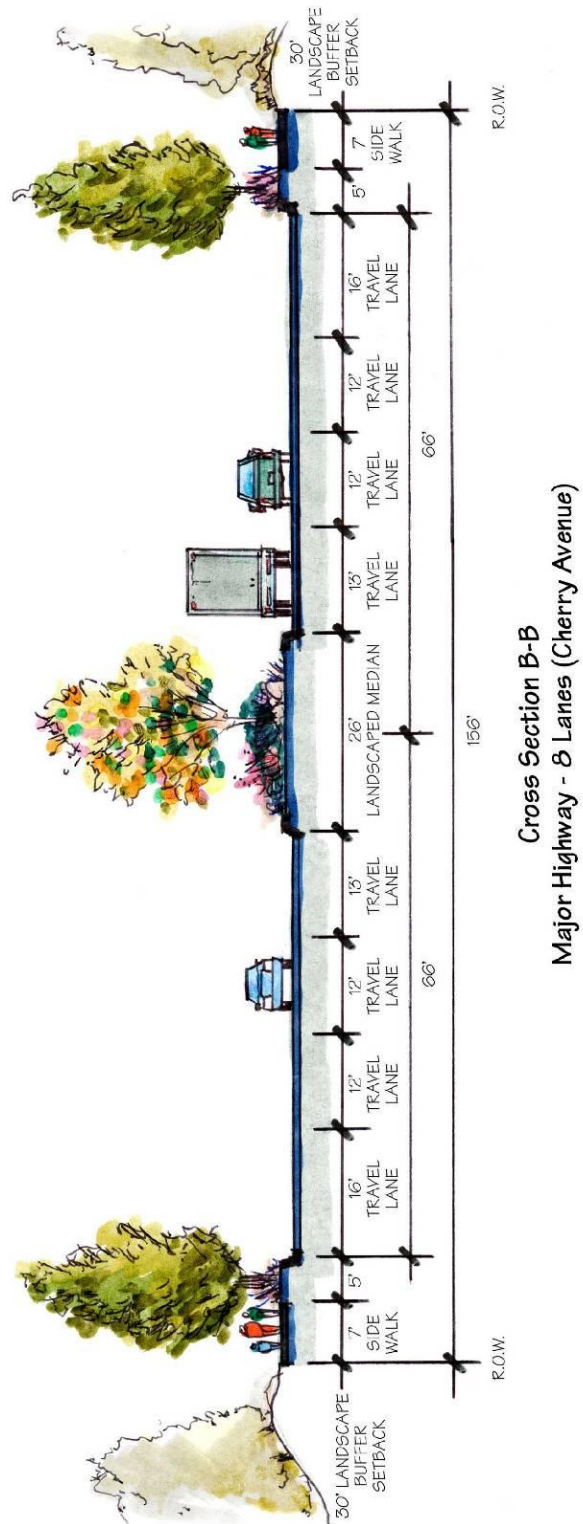


Exhibit 6-7 – Major Highway – 8 Lanes – Cross-Section B-B (Cherry Avenue)

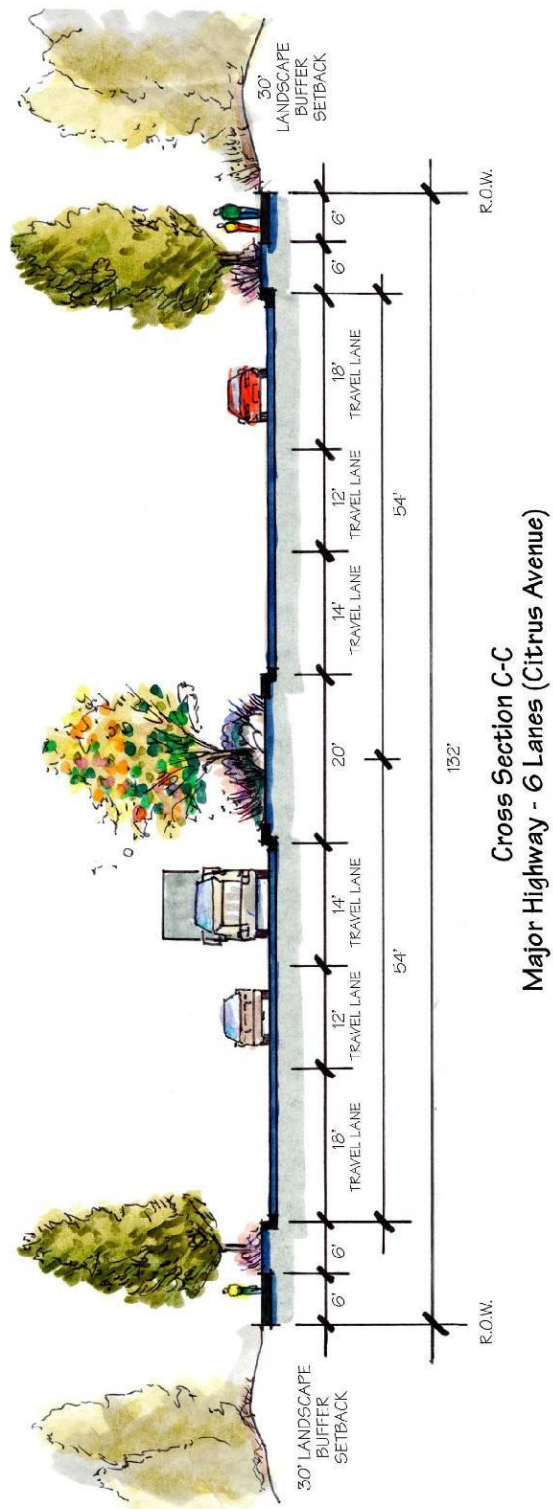


Exhibit 6-8 – Major Highway – 6 Lanes – Cross-Section C-C (Citrus Avenue)

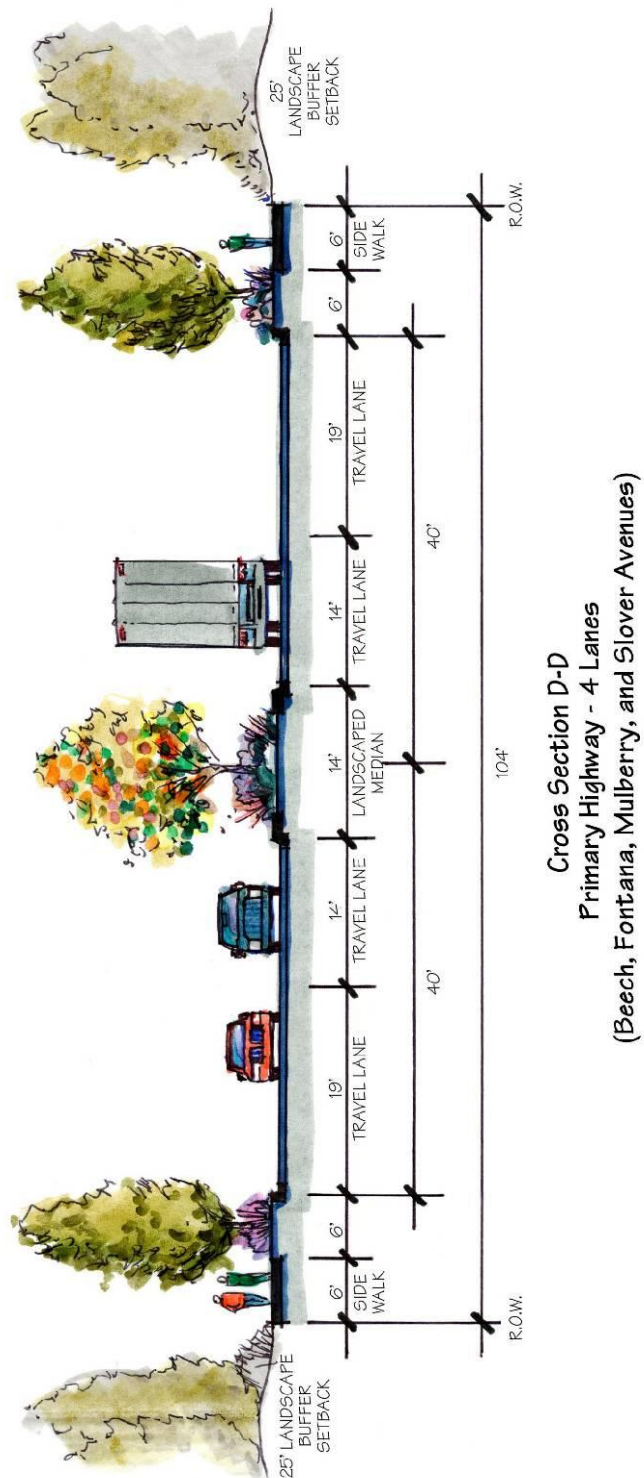
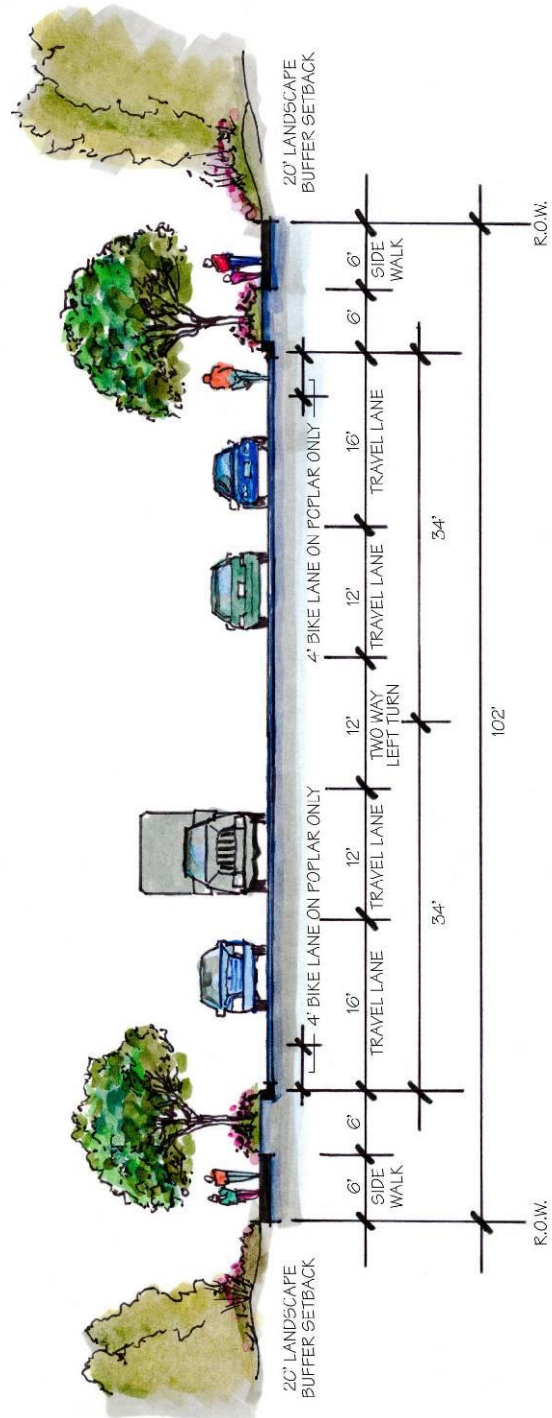


Exhibit 6-9 – Primary Highway – 4 Lanes – Cross-Section D-D (Beech Avenue, Fontana Avenue, Mulberry Avenue, and Slover Avenue)



Cross Section E-E
Secondary Highway - 4 Lanes (Poplar Avenue)
*Poplar Avenue will have a bike lane

Exhibit 6-10 – Secondary Highway – 4 Lanes – Cross-Section E-E (Poplar Avenue)

3. Gateways

A. Concept Plan

The Streetscape Concept Plan Exhibit 6-5 identifies a hierarchy of primary, secondary, and tertiary gateways. The intent of the gateway intersection enhancements is to provide a visual statement that you are within the Specific Plan area.

The gateway intersection enhancements should all incorporate uniform treatments (to varying degrees) within expanded corner setback areas (45 degree diagonal right-of-way). Depending on the hierarchy level, each gateway shall include special corner/sidewalk paving, planting schemes that highlight drought tolerant species, and monumentation signage. Monument signs are optional on tertiary gateway intersections.

Each corner planting scheme shall incorporate the three-tiered planting concept, consisting of accent trees, shrubs, or tall grass-like plant material, and a ground cover. Dense planting of evergreen tree species consistent with adjacent buffer setback plantings shall provide a background/screen for each corner setback area.

Gateway conceptual designs with typical dimensions (plan views) are illustrated in Exhibits 6-11, 6-12, and 6-13. The monument sign concept as it would appear in front of the planting treatment is illustrated in Exhibit 6-14.

Gateway enhancements and monument sign enhancements shall meet the City's line of sight regulations, as determined by the City Engineer. Dimensions of monument signs shall comply with Section 6.7.D.12. Monument Sign.

B. Dedication and Maintenance of Gateway Intersection Enhancements

1. When dedication and maintenance is required.
 - a. Whenever a development project is proposed on land that is designated as a location for gateway intersection enhancements in Section 6.8.B Public Right-of-Way Streetscape-Gateways, the developer shall:
 - i. Dedicate any necessary right-of-way area to the City or provide an easement in favor of the City for the installation of gateway intersection enhancements;
 - ii. Construct the gateway intersection enhancements to the standards indicated in Section 6.5., Public Right-of-Way Streetscape; and

- iii. Enter into an agreement with the City that specifies perpetual maintenance.
 - b. The applicable review authority shall impose the dedication (or easement) requirement as a condition of project approval.
 - c. The City Attorney and the Director of Community Development shall approve the form and content of any dedication or easement instrument used to ensure the installation and perpetual maintenance of the gateway intersection enhancements.

Southwest Industrial Park Specific Plan

Freeway Industrial/Commercial District

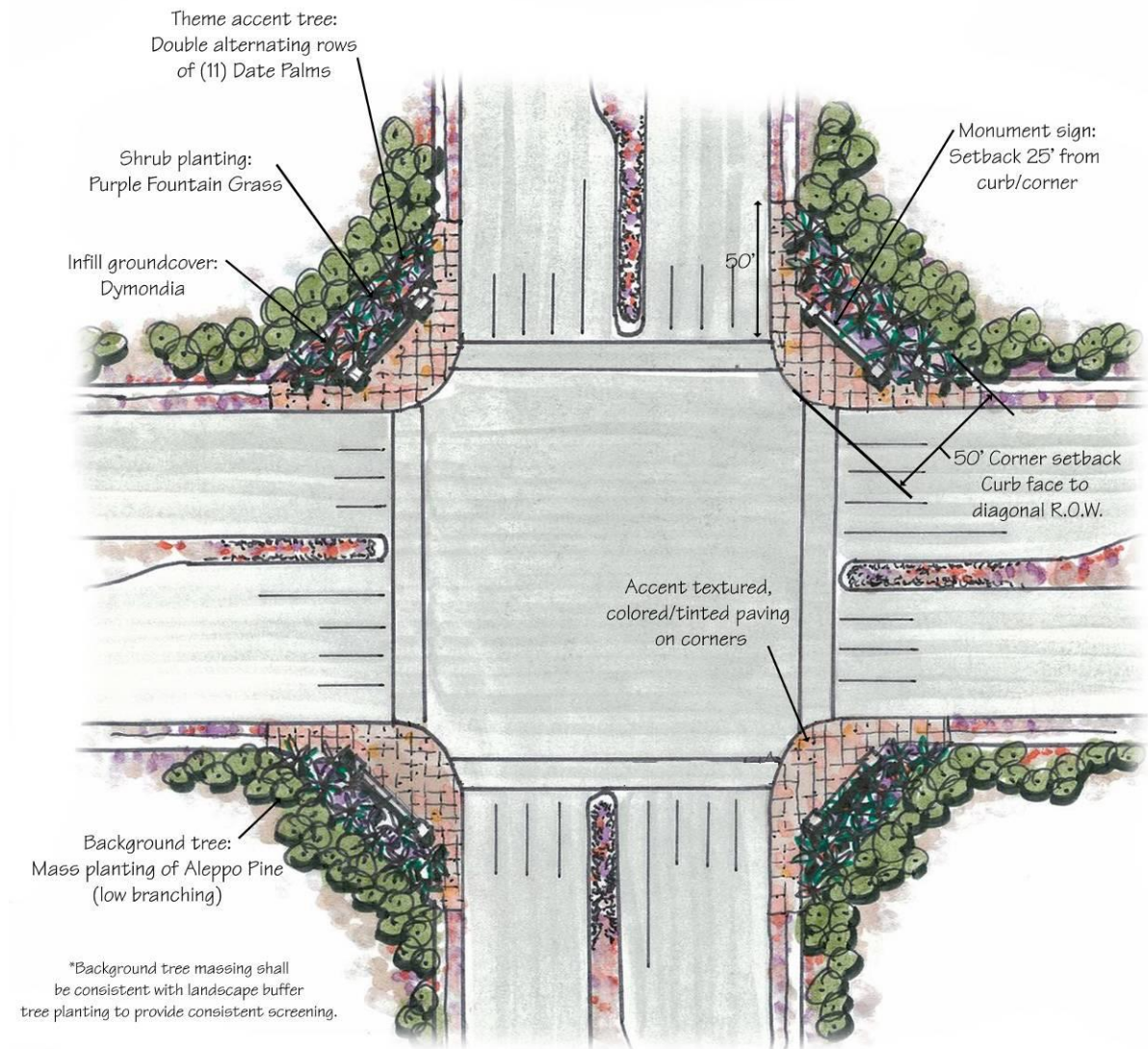


Exhibit 6-11 – Primary Gateway Intersection Enhancement Concept

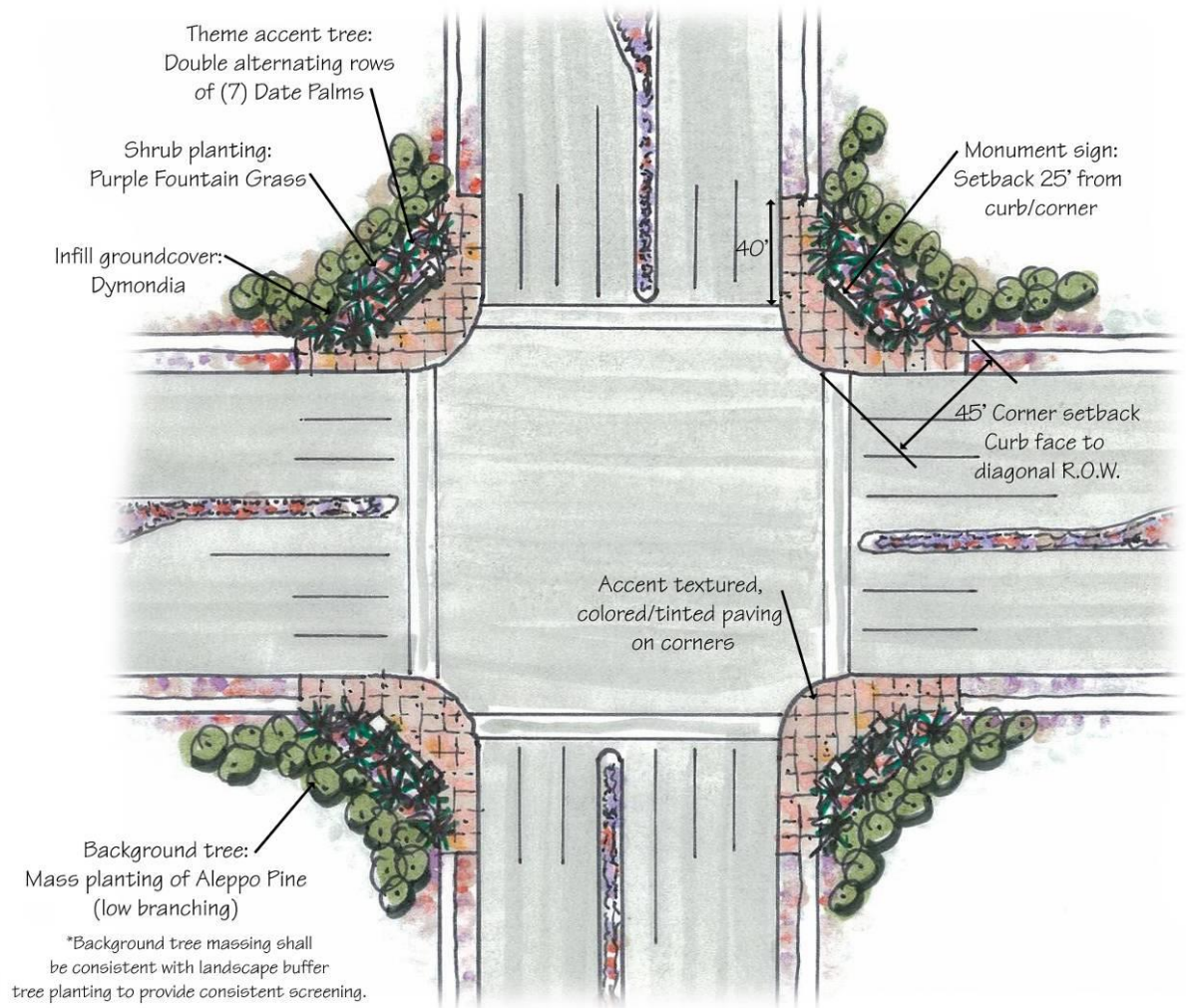


Exhibit 6-12 – Secondary Gateway Intersection Enhancement Concept

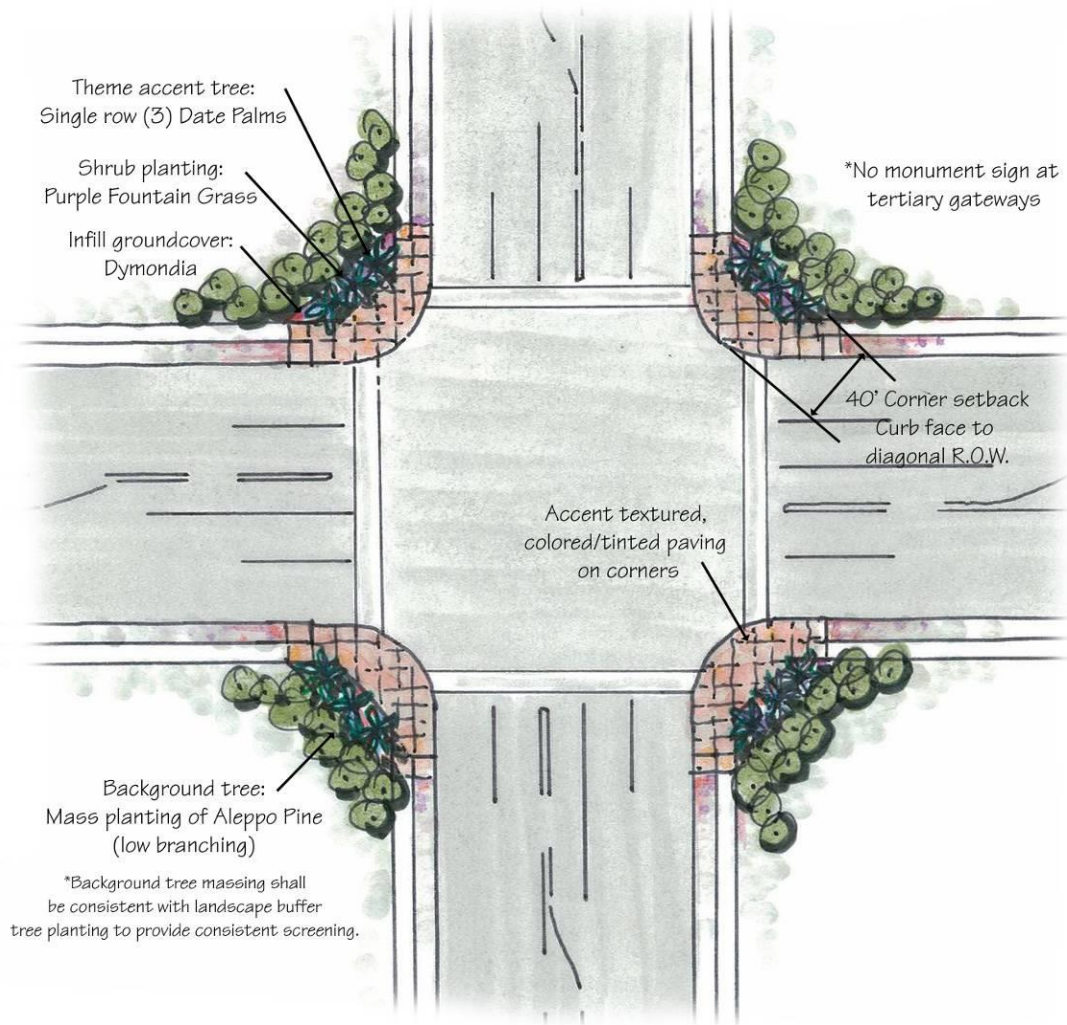


Exhibit 6-13 – Tertiary Gateway Intersection Enhancement Concept

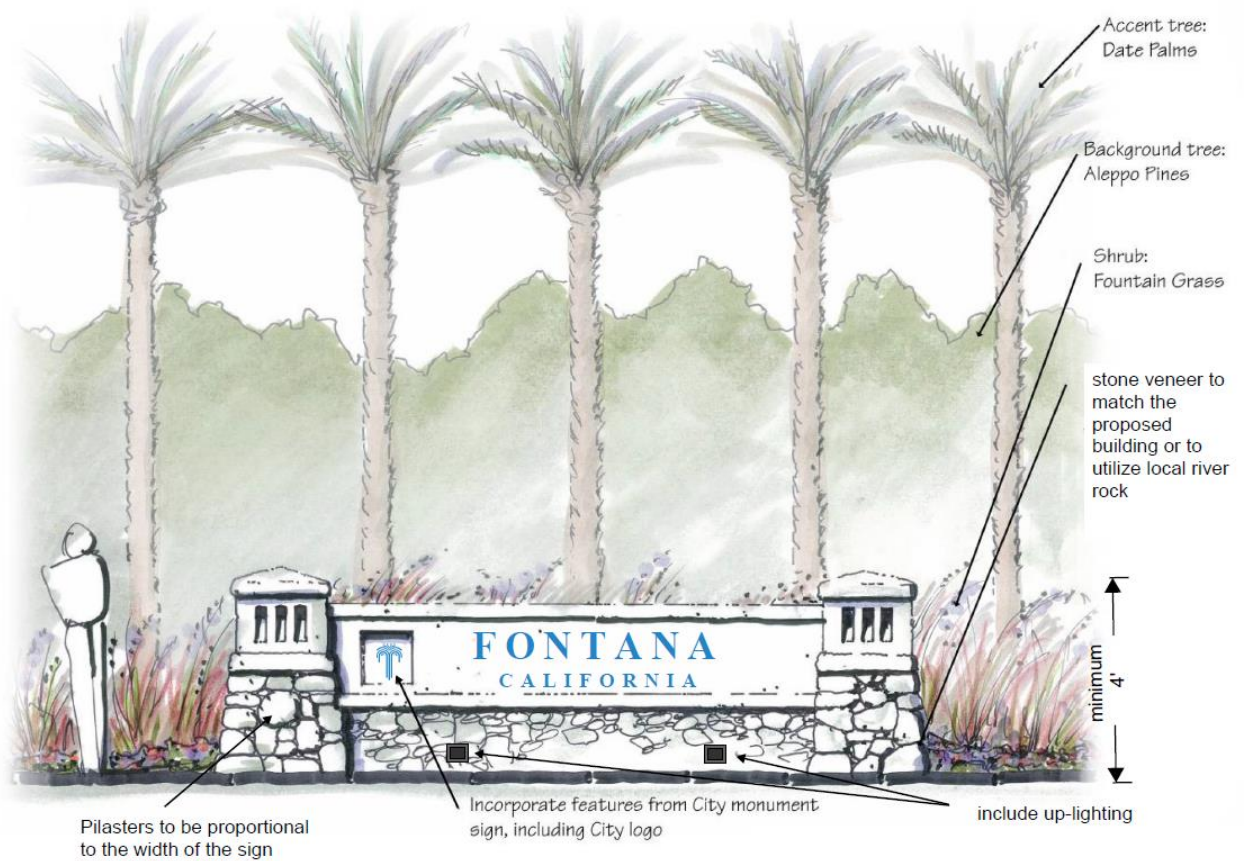


Exhibit 6-14 – Monument Sign Concept

(Ord 1896, 7-26-22)

4. Street Furniture

Exhibit 6-15 – Street Furniture Palette, identifies recommended street furniture components, including lighting, trash receptacles, and benches, for the district. The palette is intended to ensure a unified visual identity for the district, which is distinct from the other districts within the Specific Plan area.



**Wall/building lighting
Domus Series Lighting
by Phillips Lumec
DMS 55 - SG**



Pole/pedestrian and parking lot lighting



**Austin Series
Trash receptacle
and bench by
LandscapeForms**



Exhibit 6-15 – Street Furniture Palette.

C. Freeway Edges Design Criteria

Freeway edges are an important part of the overall specific plan area and should be consistent with the overall Specific Plan landscape palette. General guidelines include:

1. A minimum of a 20-foot landscape zone (measured from the private property line to the adjacent I-10/railroad right of way). Plantings should reflect the primary highway planting palette to the extent feasible.
2. Landscape treatments along the freeway corridor should serve as a windbreak to protect the sites from seasonal strong winds. Windbreak elements include a row of medium height (20 to 25 feet) dense trees, a row of taller trees (40 to 45 feet) and a row of medium height (8 to 10 feet) dense shrubs.
3. Undesirable views such as parking lots and loading/service areas visible from the I-10 freeway are prohibited.

6.9 Design Guidelines

A. Design Objectives

The Design Guidelines will promote and reinforce the City's commitment to high quality development. In general, the guidelines are intended to ensure that development preserves or improves the positive characteristics of the City's image. The objectives of these guidelines are to:

- Promote orderly development by implementing the SWIP Specific Plan objectives, policies, and principles found in Chapter 2.o.
- Protect and enhance property values by ensuring that development fits properly within the context of its surroundings and does not negatively impact adjacent uses.
- Encourage individual creativity and innovative solutions by allowing flexibility in how a particular guideline is met as long as the intent of the guideline is achieved.
- Ensure functional pedestrian and motor vehicle circulation within a project and convenient pedestrian linkages to and from adjacent residential, commercial, industrial, and school areas.

B. Design Intent

The FID encourages innovative architecture and site design that relate to the adjacent freeway, local roads, and surrounding neighborhoods. Scale, building articulation, on-site circulation patterns, and interface with adjacent uses are important in developing well-planned, integrated commercial and industrial uses.

C. Industrial, Distribution, and Business Park Uses

The design guidelines in this Subsection shall apply to all industrial projects within this land use district.

1. Site Design

Site Layout

- The arrangement of multiple buildings and associated circulation, and parking areas should reflect a well-organized site plan that emphasizes pedestrian connectivity and landscaped areas responsive to the public.
- Site development may utilize variations on building placement and landscaping adjacent to the public street. Appropriate configurations may include, but are not limited to the following:
 - Fully landscaped setback between building and street
 - Parking in front of building with a landscape buffer between parking and street. **See Figure 1.**



Figure 1. Appropriate building and landscape placement adjacent to public street.

- Visitor parking may be located at the front of the building adjacent to the main entry while employee parking and service areas are located at the sides and rear of the building. **See Figure 2.**
- Service and loading should not be located on building side(s) adjacent to a public street.
- When buildings abut residential properties or the I-10 freeway, parking and loading areas should be located at the side of the building instead of the rear. The rear setback area shall be fully landscaped. **See Figure 3.**
- The design and location of accessory buildings (e.g., security kiosks, maintenance buildings, and outdoor equipment enclosures) shall be incorporated into and be compatible with the overall design of the project and the main buildings on the site.
- With the exception of security kiosks, accessory buildings shall be located as far back from the front and street side setback area as possible.
- Sea/train-type metal containers are prohibited.
- Noise-generating activities and storage areas shall be located as far as possible from adjacent properties. Sound attenuation walls shall be used where appropriate to reduce noise.
- Outdoor storage, work, and loading areas shall be incorporated within the building design and located to the rear or side of buildings and screened from view from adjacent public streets. **See Figure 4.**

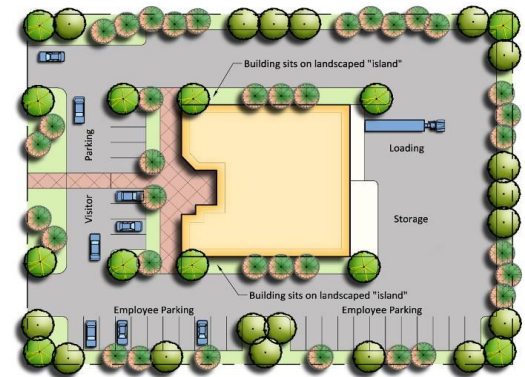


Figure 2. Parking layout.



Figure 3. Fully landscaped setback adjacent to freeway.

Courtyards and Plazas

- Buildings should be arranged to create opportunities for open space amenities (e.g., plazas, courtyards, outdoor eating areas, recreation areas, etc.).
- Business park developments should provide recreational facilities (e.g., bicycle paths, tennis courts, volleyball courts, gymnasiums, etc.).

2. Building Orientation

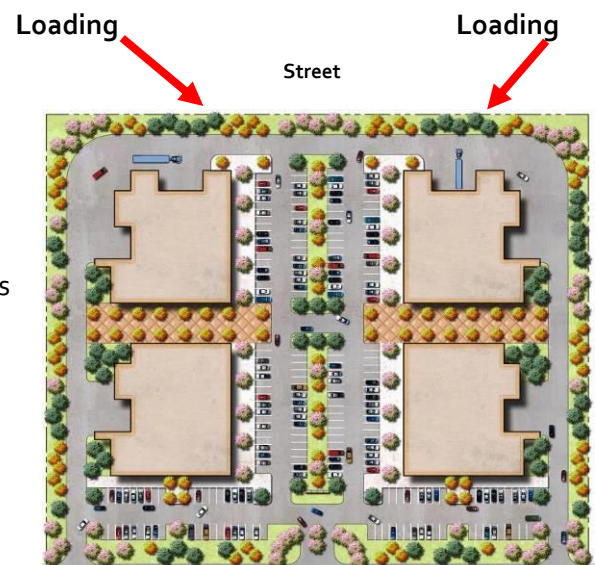


Figure 4. Appropriate location of loading areas.

- Multiple building developments should be oriented in a manner that will form gateways through facade enhancement, maximize public view, and capture public interest along adjacent major streets. **See Figure 5.**
- The organization of buildings, parking areas, and landscaping shall recognize the existing characteristics of the site and shall relate to the surrounding development in scale and character.
- Buildings should generally be placed at or near setback lines with development oriented in a manner that will provide visual interest, especially for development located along the I-10 Freeway. **See Figure 6.**
- Buildings should be oriented in a manner that takes advantage of passive solar design.
- Buildings shall be oriented to provide a buffer between sensitive uses and outdoor work areas, loading, and storage.

3. Site Elements

Fences and Walls

- Walls and fencing materials shall consist of wrought iron, tubular steel, stone, stucco, or brick, and shall be compatible with the overall design character/style of the development. The use of chain-link fence material is not allowed if visible from the public right-of-way. **See Figure 7.**
- Walls and fences shall be integrated with landscaping along the base of the wall or fence.
- Wall heights and surfaces shall be articulated with varying facade depths or pilasters to promote architectural interest, and shall include a cap along the top of the wall. **See Figure 8.**
- Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti. **See Figure 8.**

Screening



Figure 5. Buildings are oriented to create gateway into development.



Figure 6. Buildings are oriented to provide architectural features visible from the freeway.



Figure 7. Tubular steel and stone pillars are appropriate fencing materials.



Figure 8. Wall is articulated with pillars and incorporates landscaping at the base and vines to deter graffiti.

- Loading bays and service areas shall be screened by building placement, decorative walls or landscaping to the fullest extent feasible so that views of loading areas are minimized from adjacent public streets. **See Figure 9.**
- Trash storage enclosures and outdoor mechanical equipment shall be screened from public view, especially adjacent to the I-10 freeway.
- Roof-mounted equipment shall be screened from public view through use of parapet walls or other screening devices. Special consideration shall be given to the screening of roof-mounted equipment on building rooftops that are visible from the I-10 freeway. **See Figure 10.**

Trash Enclosures

- Trash enclosures shall be incorporated as part of the building design.

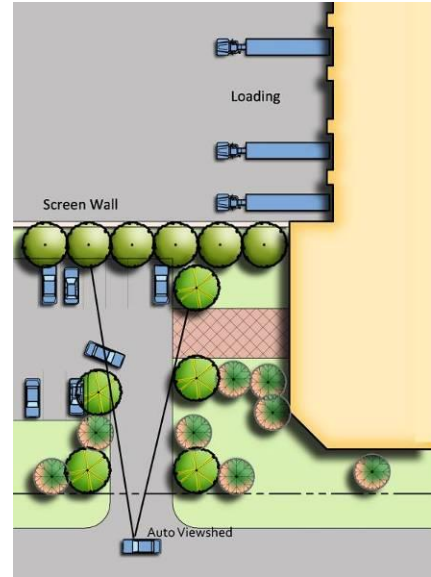


Figure 9. Appropriate placement, orientation and screening of service areas.

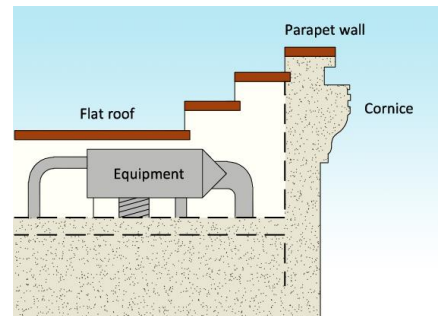


Figure 10. Screening of roof mounted equipment.

- If trash enclosures cannot be located out of public view, the design of trash storage areas shall incorporate architectural screening elements and landscaping compatible with the design of buildings and landscaping on the site. **See Figure 11.**
- Trash enclosures shall integrate horizontal screening such as trellises.



Figure 11. Trash enclosures with architectural screening elements.

Lighting

- Outdoor lighting plans shall take into consideration the location and potential growth pattern of nearby trees (existing and planned) so that appropriate lighting levels are maintained over time.
- Energy efficiency shall be considered through use of proper light location and placement, as well as use of energy-efficient bulbs or fixtures.
- Lighting fixtures shall include hoods or other design techniques to reduce glare and light pollution, especially along major streets and the I-10 freeway and adjacent to residential zones, and to prevent light spillover onto adjacent properties. **See Figure 12.**
- Lighting shall be provided in project entryways, walkways, parking lots, and plazas or courtyards to promote safety. **See Figure 13.**
- Lighting may be mounted on poles or bollards, affixed to building walls, or placed within paved or landscaped areas. Appropriate materials and construction methods shall be used to ensure proper function of project lighting fixtures.
- Decorative light fixtures shall be consistent with the architectural design of the building. **See Figure 14.**



Figure 12. Hooded light fixture directs light



Figure 13. Bollard lighting along pedestrian walkway.



Figure 14. Decorative light fixtures.

4. Parking and Access

Parking

- Parking lots shall not be the dominant visual element on the site.
- Parking lots adjacent to and visible from public streets shall be appropriately screened to minimize undesirable visual impacts.
- Surface parking areas shall integrate trees and landscape improvements to reduce the heat island effect. **See Figure 15.**



Figure 15. Parking lot landscaping.

- Large parking lots (usually over 100 spaces) shall be divided into multiple, smaller areas and provided with canopy trees located throughout the parking area to reduce the effects of heat and the visual impacts of large parking areas.
- Employee parking areas should be located behind the building or alongside of the building so as not to be visible from adjacent streets.
- Internal vehicular and pedestrian circulation within a development involving multiple buildings or lots shall interconnect in an obvious and consistent manner. **See Figure 16.**

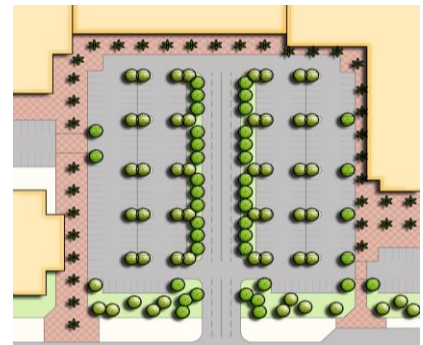


Figure 16. Pedestrian circulation is consistent along perimeter of parking lot.

- Parking shall be provided within walking distance of all tenants and public sidewalks.
- Parking lot design shall include water quality stormwater facilities consistent with City standards. **See Figure 17.**

Access

- The use of common (shared) access points and driveways is encouraged; placement of vehicle access points close to building entries shall be avoided to minimize pedestrian and vehicular conflicts. **See Figure 18.**

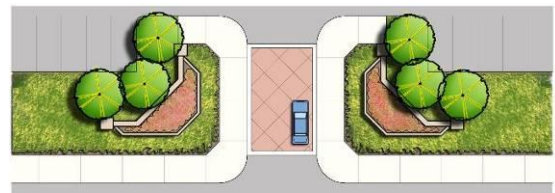


Figure 17. On-site stormwater capture system.



Figure 18. Shared parking access.

- Entry drives shall be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-level decorative walls, and well-designed monument-type signs). **See Figure 19.**
- Access to each development site shall be clearly visible to pedestrians and motorists.
- Service and loading areas should take access from shared access points to reduce curb cuts along streets.



Enhance project entries with landscaping and special paving for visual impact.

Figure 19. Entry drive.

5. Architecture

Mass and Scale

- The mass and scale of the buildings shall respect the visual and physical relationship to the adjacent

buildings and surrounding sensitive uses. Taller building elements should be placed towards the center of the site, with lower elements adjacent to surrounding properties.

- Buildings should be stepped back when adjacent to or in close proximity to sensitive uses (e.g., residential, schools, etc.).
- Vertical and horizontal offsets shall be provided to reduce the visual bulk of the building. **See Figure 20.**

Building Facades

- Building facades shall incorporate architectural elements such as windows, pillars, wall plane breaks to minimize blank walls and to create visual interest. **See Figure 21.**
- All building elevations, whether front, side, or rear shall be architecturally detailed.
- Architectural accents (e.g., cornices, tiles, trim around windows, grooves in building faces, accent band details, bulkheads, etc.) shall be used to create variation along building facades. **See Figure 22.**



Figure 20. Incorporation of vertical offsets and material changes.



Figure 21. Façade articulation.



Figure 22. Use of cornices, window trim and grooves.

- Higher facades and rooftops should be incorporated at corners and intersections, and appropriate massing and scale shall be considered for the remainder of the building spanning public street frontage. **See Figure 23.**
- The orientation of windows in buildings adjacent to a residential zone shall preclude a direct line of sight into residential properties.
- Primary building entries shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize a building's entry. **See Figure 24.**



Figure 23. Enhanced corner elements.



Figure 24. Articulated Entries.

Roofs shall be designed as an integral component of building form, mass, and facade. Building form should be enhanced by sloped or offset roof planes, eave heights, and rooflines. **See Figure 25.**

- Locate and/or screen rooftop equipment so that it is not visible from the street. Rooftop screening shall be integral to the building's form.



Figure 25. Offset roof planes.

Color and Materials

- Colors and materials for all structures on-site should consist of earth tones. Use of at least two to three different colors, materials or textures is encouraged.
- Building materials shall be durable and able to withstand long-term exposure to the elements.
- Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color. **See Figure 26.**
- To the fullest extent feasible, buildings should use large windows along walls and skylights in rooftop designs to capture natural light during working hours.



Figure 26. Use of expansion joints.

6. Landscaping

- Landscaping shall be in scale with adjacent structures, streets, and public spaces, and shall be sized appropriately when fully grown.
- Landscaped areas should incorporate a three-tiered planting system:
 - 1) trees;
 - 2) shrubs and vines; and
 - 3) ground covers

See Figure 27.

See suggested Plant Palette in Table 6-6.



Figure 27. Three-tiered planting system: trees, shrubs, and ground covers.

- Special landscape features, such as specimen trees, shall be provided at major focal points (e.g., project entries, building entries, and pedestrian gathering areas).

- Entry and exit points shall be highlighted through a combination of distinctive landscape and hardscape features. Incorporation of appropriate public art is highly encouraged.
- Development on corner lots shall be enhanced with a combination of specimen trees, accent plantings, upgraded perimeter wall surfaces, hardscape treatments and landscape lighting adjacent to the street intersection.
- Drought-tolerant and low-maintenance trees, vines, and groundcovers shall be used on-site. Drip irrigation systems shall be installed where feasible to ensure the highest possible level of water conservation.
- Planting materials shall be used in plaza areas to provide shade and soften the appearance of hard walls. Water features and public art are also encouraged. **See Figure 28.**
- The use of vines is encouraged on walls to soften the appearance of buildings and screen walls, and to help deter graffiti. **See Figure 29.**
- Planting materials shall be installed to provide a buffer against noise and should be integrated with walls or fences to achieve desired sound reduction. **See Figure 30.**



Figure 28. Plaza area.



Figure 29. Wall incorporates landscaping to soften appearance and deter graffiti.

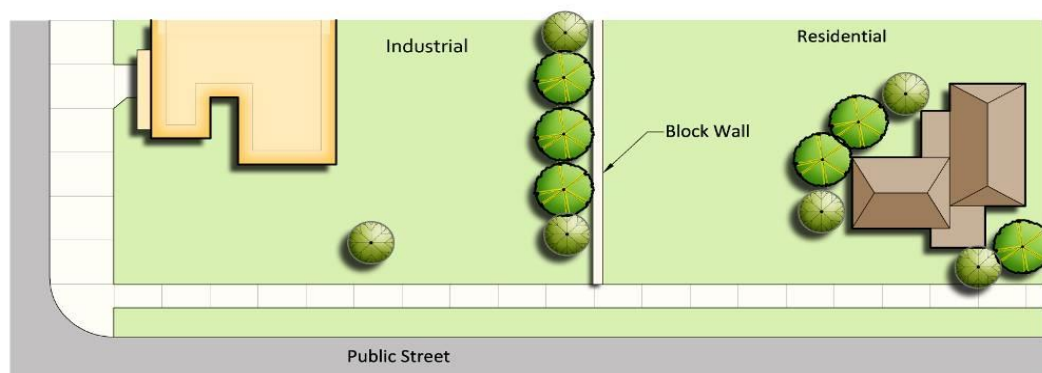


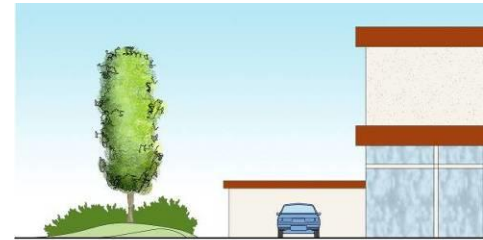
Figure 30. Plant material along buffer wall.

- Landscaping and trellises with vines are encouraged for screening trash storage areas, service areas and mechanical equipment.

- Setbacks adjacent to residential zones shall include dense landscaping to provide visual screening and noise abatement.
- Landscaped berms along site edges may be used to screen parking, loading and service areas and to serve as a sound reduction measure. **See Figure 31.**

Surface parking lots shall be well-landscaped to reduce heat island effect and visually reduce the expanse of paved area. **See Figure 32.**

- Pervious paving materials are strongly encouraged for sidewalks, pathways, parking lots, plazas or gathering areas or other paved surfaces on-site.
- An automatic irrigation system using current equipment and technology shall be provided for planted areas.
- Run-off retention and on-site water filtration/stormwater treatment features and bioswales should be a part of the overall landscape design, and can also serve as buffering methods for adjacent businesses. **See Figure 33.**
- Trees shall be selected and placed to provide canopy and shade for walkways, pedestrian open spaces, and parking areas.
- Landscape material in the setback and visible from the public right-of-way shall blend with and seem a part of the public right-of-way landscaping.
- Tree and shrub planting shall be in large masses.
- Plant material selected shall be suited to the specific soil and micro climatic conditions.
- Trees shall be healthy and have a uniform branching pattern.
- All ground cover shall be healthy and densely foliated and comprised of well rooted cuttings or container plants.
- Availability and specific site conditions should be considered in final selection.



Wall, landscaping and berms screen industrial buildings and storage

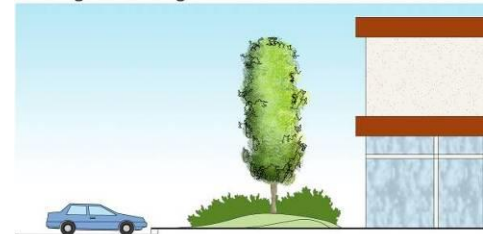


Figure 31. Landscaped berms.



Figure 32. Landscaped parking lot.



Figure 33. On site water filtration.

- Ground cover shall achieve 100% coverage in one year.
- Informal tree masses should be planted in a mix of sizes.

D. Commercial Uses

1. Site Design

Site Layout

- The arrangement of multiple buildings and associated circulation and parking shall reflect a well-organized site plan that emphasizes pedestrian connectivity and landscaped areas enhance publicly-accessible spaces. **See Figure 34.**
- Loading areas, access and circulation driveways, trash enclosures, storage areas, and rooftop equipment shall be located as far as possible from adjacent residentially zoned properties.
- Site design shall take into consideration the public street and relationship to freeway access and adjacent uses.
- Buildings may be located adjacent to the street with a fully landscaped setback or buildings may be set back with limited parking in front. **See Figure 35.**

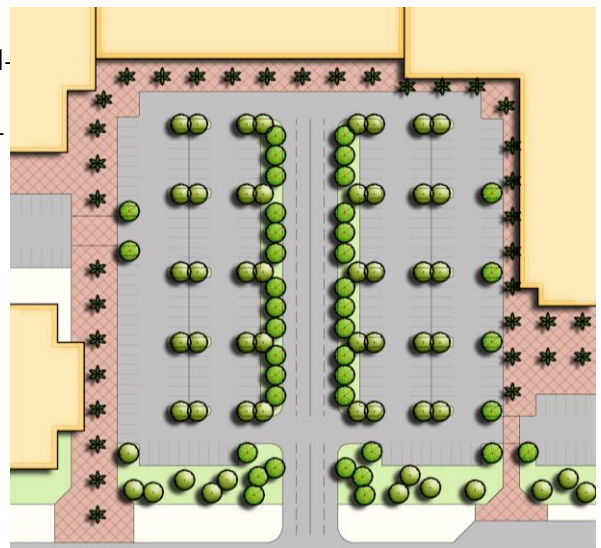


Figure 34. Site plan emphasizes pedestrian connectivity.



Figure 35. Limited parking adjacent to street with

Courtyards and Plazas

- *The organization and design of buildings shall encourage and facilitate pedestrian activity.

- Buildings should be organized to create usable open space, courtyards, plazas and dining areas. **See Figure 36.**
- Pedestrian-oriented open spaces, courtyards and plazas shall include a focal element such as a sculpture and/or water feature and sitting areas. **See Figure 37.**



Figure 36. Buildings create courtyard.

2. Building Orientation

- The organization of buildings, parking areas, and landscaping shall recognize the existing characteristics of the site and shall relate to the surrounding development in scale and character.
- Commercial buildings on corner parcels shall establish a strong tie to both streets and should encourage pedestrian activity at corner locations. **See Figure 38.**
- Buildings associated with service retail and restaurant uses shall be pedestrian-scaled, with entries fronting onto streets, plazas or courtyards to reinforce pedestrian orientation.
- Commercial development shall be oriented away from residential streets. At corner locations, if the side street primarily serves a residential neighborhood, development and access shall be oriented away from the side street.
- Buildings adjacent to sensitive uses (e.g. schools, residential) should be buffered. This may be accomplished by providing masonry walls, landscaped berms, appropriate building orientation, building height stepbacks and limitations on activities adjacent to sensitive uses. **See Figure 39.**



Figure 37. Open plaza areas with seating.



Figure 38. Commercial/retail buildings on corners should establish strong tie to the street.

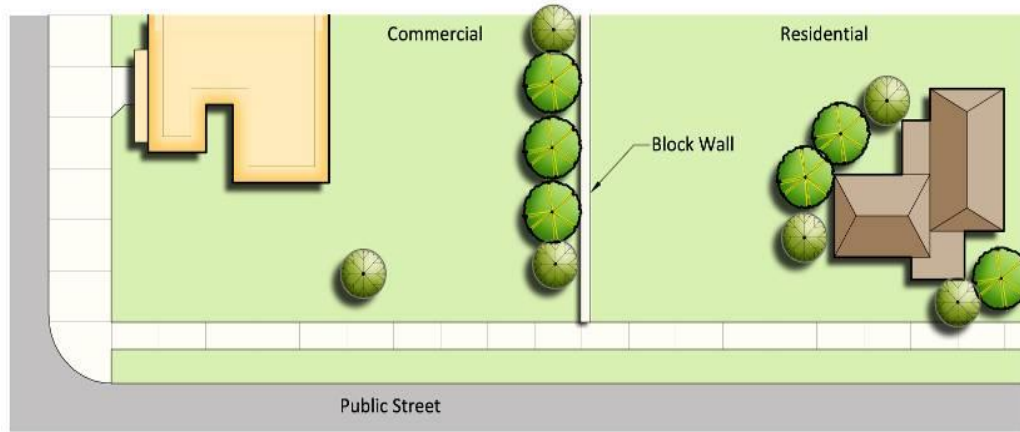


Figure 39. Masonry wall and landscaping separates uses.

- Commercial and retail buildings should generally be placed at or near setback lines with developments oriented in a manner that will provide visual interest, especially for developments located along I-10 Freeway.
- Buildings should be oriented in a manner that takes advantage of passive solar design to the maximum extent feasible.

3. Site Elements

Fences and Walls

- Wall heights and surfaces shall be articulated with varying façade depths or pilasters to promote architectural interest, and may include a cap along the top of the wall. **See Figure 40.**
- Walls visible from public streets shall be decorative and complement the design of on-site buildings.
- Wall and fencing materials may consist of brick, stone, stucco, wrought iron or tubular steel. Wall and fencing colors should match building colors, with neutral earth tones.
- Walls and fences shall be integrated with landscaping along the base of the wall or fence. **See Figure 41.**
- Electric fences, barbed wire, concertina wire, or other security wire is prohibited.



Figure 40. Wall incorporates pilasters and cap.



Figure 41. Stone wall.

Screening

- Service and delivery areas shall be screened by building placement, decorative walls or landscaping to the fullest extent feasible so that views of loading areas are minimized from adjacent public streets. **See Figure 42.**

- Outdoor mechanical equipment shall be screened from public view, especially adjacent to the I-10 freeway.
- Roof-mounted equipment shall be screened from public view through use of parapet walls or other screening devices. Special consideration shall be given to the screening of roof-mounted equipment on building rooftops that are visible from the I-10 freeway. **See Figure 43.**

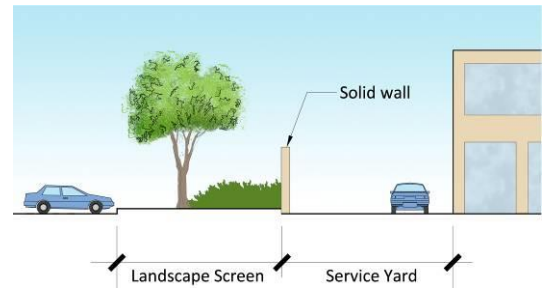


Figure 42. Screened delivery area.

Trash Enclosures

- Trash enclosures shall be incorporated as part of the building design.
- If trash enclosures cannot be located out of public view, the design of trash storage areas shall incorporate architectural screening elements and landscaping compatible with the design of buildings and landscaping on the site.
- Trash enclosures visible from the public view shall integrate horizontal screening such as trellises.

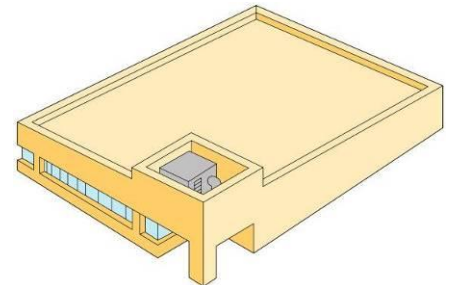


Figure 43. Screening of roof-mounted equipment.

Lighting

- Outdoor lighting plans shall take into consideration the location and potential growth pattern of nearby trees (existing and planned) so that appropriate lighting levels are maintained over time.
- Energy efficiency shall be considered through use of proper light location and placement, as well as use of energy-efficient bulbs or fixtures.
- Lighting fixtures shall include hoods or other design techniques to reduce glare and light pollution, especially along major streets and the I-10 freeway



Figure 44. Hooded light fixture directs light downward.

and adjacent to residential zones, and to prevent light spillover into adjacent properties. **See Figure 44.**

- Lighting shall be provided in project entryways, walkways, parking lots, and plazas or courtyards to promote safety. **See Figure 45.**
- Lighting may be mounted on poles or bollards, affixed to building walls, or placed within paved or landscaped areas. Appropriate materials and construction methods shall be used to ensure proper function of project lighting fixtures. **See Figure 46**
- Decorative light fixtures are encouraged, as long as fixtures are consistent with the architectural design of the building. **See Figure 47.**

4. Parking and Access

Parking

- Parking lots should be designed with a clear hierarchy of circulation: major access drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking.
- Large commercial and retail parking areas should be located behind building facades so as not to be visible from major streets.
- Parking lots shall not be the dominant visual element on the site.
- Surface parking areas shall integrate trees and landscape improvements to reduce the heat island effect. **See Figure 48.**
- Large parking lots (usually over 100 spaces) shall be divided into multiple, smaller areas and provided with canopy trees located throughout the parking area to reduce the effects of heat gain and the visual impacts of large parking areas.
- Internal vehicular and pedestrian circulation within a development involving multiple buildings or lots shall



Figure 45. Bollard lighting along pedestrian walkway.



Figure 46. Pole mounted light.



Figure 47. Decorative light fixtures.



Figure 48. Landscaped parking lot.

interconnect in an obvious and consistent manner.

See Figure 49.

- Parking lot design shall include water quality stormwater facilities consistent with City standards. **See Figure 50.**

Access - Vehicular

- Access to parking lots shall be from commercially developed streets to discourage cut through traffic from adjacent residential neighborhoods.
- Site access shall promote safety by providing an adequate stacking distance for vehicles between the back of the sidewalk and the first parking stall or circulation aisle.
- Conflict between vehicles and pedestrians shall be avoided at access driveways by providing a walkway on at least one side of the driveway.
- The number of access driveways shall be minimized and located as far as possible from street intersections.
- Site access locations shall be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.
- Unobstructed line of sight at corners and driveways shall be provided to reduce vehicular conflicts. **See Figure 51.**
- Avoid placing primary vehicle access in close proximity to major building entrances in order to minimize pedestrian and vehicular conflicts. **See Figure 52.**

Access - Pedestrian

- Clearly defined pedestrian walkways or paths should be provided from parking areas to primary building entrances. Clear and convenient pedestrian access shall be provided between the public sidewalk and the pedestrian areas of the development. **See Figure 53.**

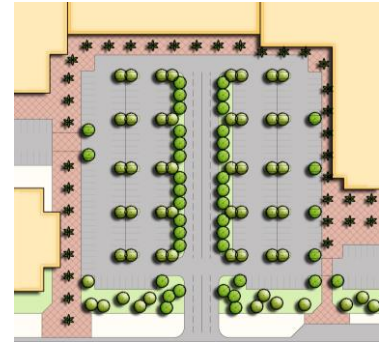


Figure 49. Pedestrian circulation is consistent along perimeter of parking lot.



Figure 50. On-site storm water capture.

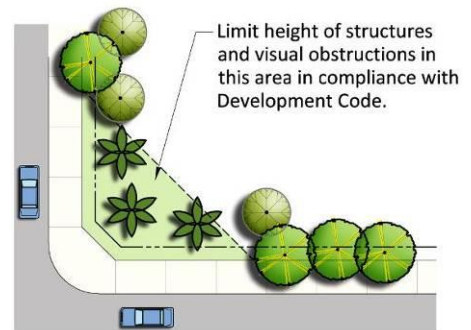


Figure 51. Unobstructed sight lines.



Figure 52. Vehicle access is placed away from building entrances.

- Raised walkways, decorative paving, landscaping and/or bollards shall be used to separate pedestrian paths from vehicular circulation areas. **See Figure 54.**

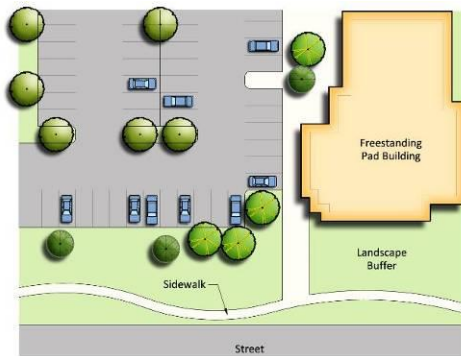


Figure 53. Clearly defined pedestrian walkways.



Figure 54. Raised walkway and landscaping in parking lot.

Parking areas should be designed so that pedestrians walk parallel to moving cars. **See Figure 55.**

Loading and Delivery

- Loading and delivery service areas shall be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum extent feasible.
- Loading and delivery service areas shall be screened with portions of the building, architectural wing walls, freestanding walls or landscape planting.
- When commercial buildings abut a residential zone or the I-10 freeway, loading areas shall not be visible from adjacent residentially-zoned properties or the I-10 Freeway.
- Loading areas shall be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street. **See Figure 56.**
- Service, loading and delivery areas should take access from planned shared access points to reduce curb cuts along project frontages.

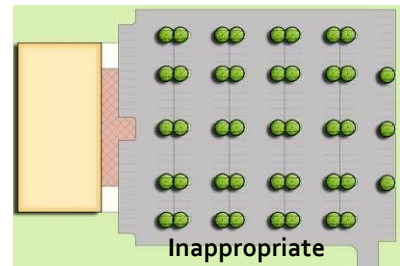
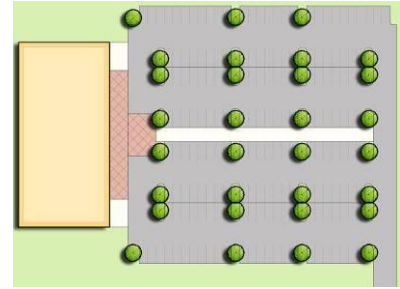


Figure 55. Pedestrian circulation.



Figure 56. Loading area placed behind building outside of circulation lanes.

5. Architecture

Mass and Scale

- The mass and scale of new developments shall be compatible with the existing, adjacent structures. This can be accomplished by transitioning from the height of adjacent buildings to the tallest elements of the new development by stepping back the upper portions of taller buildings.
- Human-scale elements, such as pedestrian-scaled doors, windows and building modules shall be used to emphasize pedestrian orientation.
- The size and location of various building elements (e.g., roofs, parapet walls, wing walls, etc.) shall be in scale to the building as a whole and provide visual interest. **See Figure 57.**



Figure 57. Building elements add visual

Building Facades

- Buildings shall include enhanced and articulated facades along public streets.
- Design details shall be continued or repeated upon all building elevations.
- Building entrances should be readily identifiable. The use of recesses, projections, columns, and other design elements to articulate entrances are encouraged. **See Figure 58.**
- Facades shall provide visual interest with vertical and horizontal variations in wall and roof planes, building projections, door and window bays, arcades, and similar elements/techniques. **See Figure 59.**
- Buildings shall undergo a break in façade approximately every 40 feet, to create a varied wall surface along public areas. Higher facades and rooftops should be incorporated at corners and intersections, and appropriate massing and scale shall be considered for the remainder of the building spanning public right-of-way frontage.



Figure 58. Building Entry.



Figure 59. Horizontal and vertical articulation.

- Buildings shall be well-articulated along the freeway frontage with a high degree of architectural detail.
- Buildings should include vertical elements (e.g., clock tower, building articulation) that create points of visual interest when viewed from the freeway.
- Roof designs that are visually interesting and designed to completely screen all roof-top equipment from public streets and freeway views are required. **See Figure 60.**
- The location of windows in commercial buildings adjacent to residential zones shall preclude a direct line of sight into residential properties.
- Buildings should use large windows along walls and skylights in rooftop designs to capture natural light during operating hours.
- The interior areas of commercial development should have shaded or covered walkways.

Storefronts

- Storefronts shall be comprised predominantly of transparent surfaces (windows). **See Figure 61.**
- The use of clear glass on the first floor strongly encouraged.
- Storefront windows shall be large and a minimum of 24 inches off the ground. The maximum bulkhead (wall plane between the ground and the bottom of the windows) height should be approximately 36 inches.
- Storefront entries should promote a sense of entry into the structure as well as provide a sense of shelter by incorporating elements such as overhangs, canopies, awnings, and recesses. **See Figure 62.**
- If security grilles are necessary, they shall be placed inside the building behind the window display area at a minimum distance of two feet behind the window.
- Product storage racks shall not block views through storefront windows.



Figure 60. Full roof screens all equipment and provides visual interest.



Figure 61. Storefront windows.



Figure 62. Storefront overhangs provide a sense of shelter and entry.

Colors and Materials

- The use of a coordinated three-color palette for the base color and major and minor trim accents is encouraged.
- Colors for all structures on-site should be varied and should consist of neutral, earth tones. **See Figure 63.**
- Exterior finish materials shall be appropriate for the architectural style and/or theme of the entire development and should contribute towards a high-quality image. **See Figure 64.**
- Changes in materials shall occur at inside corners to make building volumes appear substantial.
- Materials shall be varied to provide architectural interest; however, the number of materials shall be limited and not exceed what is required for contrast and accent of architectural features.
- Exterior materials and architectural details shall relate to each other in ways that are traditional and logical. For example, heavy materials should appear to support lighter ones. **See Figure 65**

6. Landscaping

Plants and Irrigation

- Landscaping should help complete the design of the site and enhance the quality of commercial developments by framing and softening the appearance of buildings, screening undesirable views, and buffering incompatible uses.
- Landscaped areas should generally incorporate planting utilizing a three-tiered system:
 - 1) trees
 - 2) shrubs and vines, and
 - 3) ground covers (including flowering plants—annuals and perennials).
- Entry and exit points shall be highlighted through a combination of distinctive landscape and hardscape features. **See Figure 66.**



Figure 63. Use of neutral, earth tones.



Figure 64. Exterior finish materials.



Figure 65. Heavy materials at base of building with lighter materials above.



Figure 66. Highlighting entry points.

- Planting materials shall be used in plazas or gathering areas to provide shade and soften the appearance of hard surfaces. Water features and public art are also encouraged in these places. **See Figure 67.**
- Trees located along street frontages shall be selected to match or complement existing or proposed street trees in the public right-of-way.
- A minimum five-foot landscape strip shall be used along circulation aisles in parking lots, and along building side/rear elevations if a walkway is not used. A landscape strip is also encouraged in nonpublic areas and service areas between pavement and buildings.
- On-site water filtration features and bioswales are strongly encouraged, and can also be used as buffering methods for adjacent businesses.
- Drought-tolerant and low-water trees, vines, and groundcovers shall be used on-site. When feasible, drip irrigation systems shall be installed to provide on-site vegetation with appropriate irrigation and ensure the highest possible volume of water conservation.
- Planting materials shall be used to provide a buffer against noise, and may be integrated with walls or fences to achieve desired sound reduction and appearance.
- Tree and shrub planting shall be done in large masses.
- Plant material selected shall be suited to the specific soil and micro climatic conditions.
- Trees shall be healthy and have a uniform branching pattern.
- All ground cover shall be healthy and densely foliated and comprised of well rooted cuttings or container plants.
- Availability and specific site conditions should be considered in final selection. Ground cover shall achieve 100% coverage in one year.



Figure 67. Public plaza area within commercial development incorporates water feature.

- Informal tree masses should be planted in a mix of sizes.

Site Furniture

- Outdoor furniture and fixtures (e.g., lighting, directional signs, trellises, raised planters, works of art, benches, trash receptacles, fencing, etc.) shall be integral elements of the building and landscape design. **See Figure 68.**
- Outdoor furniture shall be of a sturdy construction to withstand daily use. Wood should be avoided.
- Outdoor furniture shall be located so it will not conflict with the pedestrian and motor vehicle circulation patterns. **See Figure 69.**
- Outdoor seating should be shaded.

Paving

- Decorative paving shall be incorporated into courtyards, plazas, pedestrian walkways, and crosswalks. **See Figure 70.**
- Paving materials shall complement the architectural design of the building and landscape design of the project. The use of stamped concrete, stone, brick, permeable pavers, exposed aggregate, or colored concrete is encouraged. The use of slippery materials (e.g., polished marble or granite) is prohibited.



Figure 68. Trellis.



Figure 69. Outdoor furniture outside of pedestrian walkway.



Figure 70. Enhanced paving in pedestrian areas.

E. Flex-Tech Multi-Use Facility

The design guidelines in this Subsection shall apply to all flex-tech projects within this land use district.

1. Site Design

Site Layout

- The arrangement of multiple buildings and associated circulation, and parking areas should reflect a well-organized site plan that emphasizes pedestrian connectivity and landscaped areas responsive to the public.
- Site development may utilize variations on building placement and landscaping adjacent to the public street. Appropriate configurations may include, but are not limited to the following:
 - Fully landscaped setback between building and street. **See Figure 71.**
 - Parking in front of building with a landscape buffer between parking and street.
- Visitor parking may be located at located near the front/visitor entries to the businesses, while employee parking and service areas are located at the sides and rear of the building.
- Service and loading area should not be located on building side(s) adjacent to a public street. Service and loading areas should be located to the rear of the buildings or in the interior of a multiple building complex. **See Figure 72.**
- When buildings abut residential properties or the I-10 freeway, parking and loading areas should be located at the side of the building instead of the rear. The rear setback area shall be fully landscaped.
- Outdoor storage, work, and loading areas shall be incorporated within the building design and located to the rear or side of buildings and screened from view from adjacent public streets. Accessory buildings such as equipment enclosures or storage buildings should be minimized. These service areas should be incorporated into the building design to the greatest extent feasible. **See Figure 73.**



Figure 71. Fully landscaped setback.



Figure 72. Loading and service areas accessed between buildings in a multiple building complex.

- The design and location of accessory buildings (e.g., security kiosks, maintenance buildings, and outdoor equipment enclosures) shall be incorporated into and be compatible with the overall design of the project and the main buildings on the site.
- With the exception of security kiosks, accessory buildings shall be located as far back from the front and street side setback area as possible.
- Sea/train-type metal containers are prohibited.
- Noise-generating activities and storage areas shall be located as far as possible from adjacent properties. Sound attenuation walls shall be used where appropriate to reduce noise.

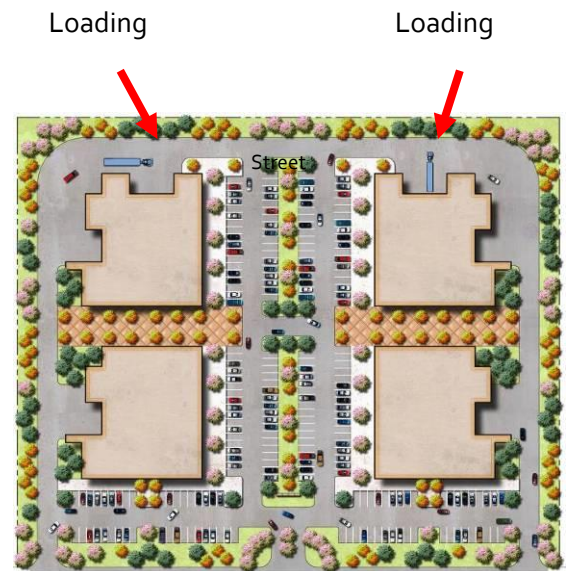


Figure 73. Appropriate location of loading areas.

Courtyards and Plazas

- Buildings should be arranged to create opportunities for open space amenities (e.g., plazas, courtyards, outdoor eating areas, recreation areas, etc.). **See Figure 74.**
- Larger developments should provide recreational facilities (e.g., bicycle paths, tennis courts, volleyball courts, gymnasiums, etc.).

2. Building Orientation

- Multiple building developments should be oriented in a manner that will form gateways through facade enhancement, maximize public view, and capture public interest along adjacent major streets.
- Retail and office space should be located on the front of the building, visible from the public realm and adjacent to visitor parking. Flex areas used for warehousing, distribution, light manufacturing, research and development and other uses without a visitor component should be located to the sides or rear of the building.
- The organization of buildings, parking areas, and landscaping shall recognize the existing characteristics of the site and shall relate to the surrounding development in scale and character.

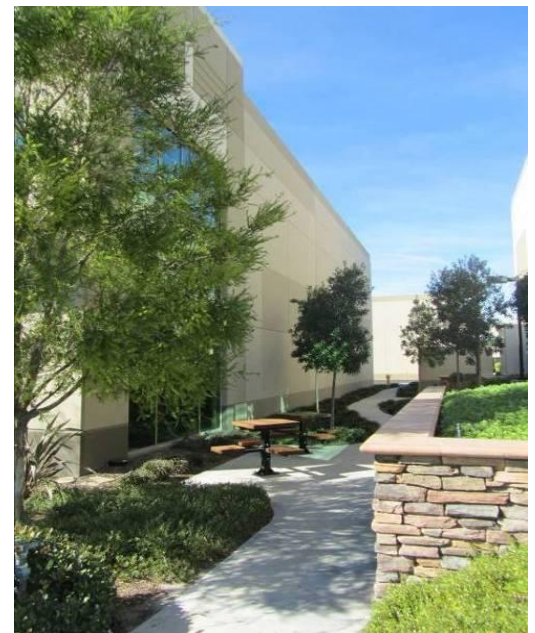


Figure 74. Outdoor seating area provided between buildings.

- Buildings should generally be placed at or near setback lines with development oriented in a manner that will provide visual interest, especially for development located along the I-10 Freeway.
- Buildings should be oriented in a manner that takes advantage of passive solar design.
- Buildings shall be oriented to provide a buffer between surrounding properties and outdoor work areas, loading, and storage.

3. Site Elements

Fences and Walls

- Walls and fencing materials shall consist of wrought iron, tubular steel, stone, stucco, or brick, and shall be compatible with the overall design character/style of the development. The use of chain-link fence material is not allowed if visible from the public right-of-way.
- Walls and fences shall be integrated with landscaping along the base of the wall or fence.
- Wall heights and surfaces shall be articulated with varying facade depths or pilasters to promote architectural interest, and shall include a cap along the top of the wall.
- Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.

Screening

- Loading bays and service areas shall be screened by building placement, decorative walls or landscaping to the fullest extent feasible so that views of loading areas are minimized from visitor areas and adjacent public streets.
- Trash storage enclosures and outdoor mechanical equipment shall be screened from public view, especially adjacent to the I-10 freeway.
- Roof-mounted equipment shall be screened from public view through use of parapet walls or other screening devices. Special consideration shall be given to the screening of roof-mounted equipment on building rooftops that are visible from the I-10 freeway. **See Figure 75.**

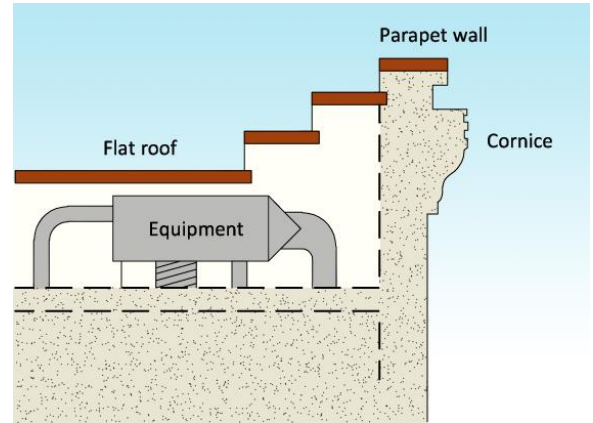


Figure 75. Screening of roof mounted equipment.

Trash Enclosures

- Trash enclosures shall be incorporated as part of the building design.
- If trash enclosures cannot be located out of public view, the design of trash storage areas shall incorporate architectural screening elements and landscaping compatible with the design of buildings and landscaping on the site. **See Figure 76.**
- Trash enclosures shall integrate horizontal screening such as trellises.



Figure 76. Trash enclosures with architectural screening elements.

Lighting

- Outdoor lighting plans shall take into consideration the location and potential growth pattern of nearby trees (existing and planned) so that appropriate lighting levels are maintained over time.
- Energy efficiency shall be considered through use of proper light location and placement, as well as use of energy-efficient bulbs or fixtures.
- Lighting fixtures shall include hoods or other design techniques to reduce glare and light pollution, especially along major streets and the I-10 freeway and adjacent to residential zones, and to prevent light spillover onto adjacent properties.

- Lighting shall be provided in project entryways, walkways, parking lots, and plazas or courtyards to promote safety. **See Figure 77.**
- Lighting may be mounted on poles or bollards, affixed to building walls, or placed within paved or landscaped areas. Appropriate materials and construction methods shall be used to ensure proper function of project lighting fixtures.
- Decorative light fixtures shall be consistent with the architectural design of the building.

4. Parking and Access

Parking

- Parking lots shall not be the dominant visual element on the site.
- Parking lots adjacent to and visible from public streets shall be appropriately screened to minimize undesirable visual impacts.
- Surface parking areas shall integrate trees and landscape improvements to reduce the heat island effect.
- Large parking lots (usually over 100 spaces) shall be divided into multiple, smaller areas and provided with canopy trees located throughout the parking area to reduce the effects of heat and the visual impacts of large parking areas.
- Employee parking areas should be located behind the building or alongside of the building so as not to be visible from adjacent streets.
- Internal vehicular and pedestrian circulation within a development involving multiple buildings or lots shall interconnect in an obvious and consistent manner. **See Figure 78.**
- Parking shall be provided within walking distance of all tenants and public sidewalks.
- Parking lot design shall include water quality stormwater facilities consistent with City standards. **See Figure 79.**



Figure 77. Lighting along pedestrian walkway.

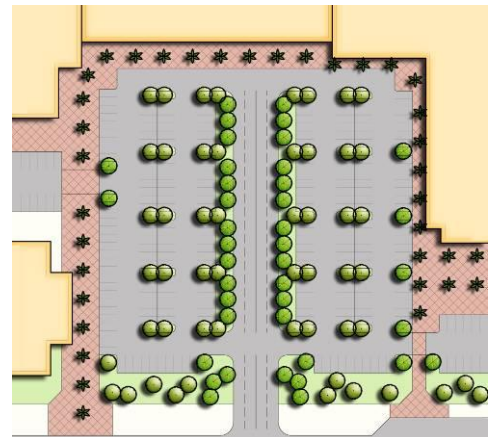


Figure 78. Pedestrian circulation is consistent along perimeter of parking lot.



Figure 79. On-site stormwater capture system.

Access

- The use of common (shared) access points and driveways is encouraged; placement of vehicle access points close to building entries shall be avoided to minimize pedestrian and vehicular conflicts.
- Entry drives shall be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-level decorative walls, and well-designed monument-type signs). **See Figure 80.**
- Access to each development site shall be clearly visible to pedestrians and motorists.
- Service and loading areas should take access from shared access points to reduce curb cuts along streets.



Figure 80. Entry drive.

5. Architecture

Mass and Scale

- The mass and scale of the buildings shall respect the visual and physical relationship to the adjacent buildings and surrounding sensitive uses. Taller building elements should be placed towards the center of the site, with lower elements adjacent to surrounding properties.
- Buildings should be stepped back when adjacent to or in close proximity to sensitive uses (e.g., residential, schools, etc.).
- Vertical and horizontal offsets shall be provided to reduce the visual bulk of the building. **See Figure 81.**
- Buildings should be designed to accommodate a wide range of uses, from office to small scale retail and service to light manufacturing. Interior spaces should allow for a variety of configurations, combining and dividing spaces as needed based on the uses.



Figure 81. Façade articulation.

Building Facades

- Building facades shall incorporate architectural elements such as windows, pillars, wall plane breaks to minimize blank walls and to create visual interest.
- All building elevations, whether front, side, or rear shall be architecturally detailed.
- Architectural accents (e.g., cornices, tiles, trim around windows, grooves in building faces, accent band details, bulkheads, etc.) shall be used to create variation along building facades. **See Figure 82.**
- Higher facades and rooftops should be incorporated at corners and intersections, and appropriate massing and scale shall be considered for the remainder of the building spanning public street frontage. **See Figure 82.**
- The orientation of windows in buildings adjacent to a residential zone shall preclude a direct line of sight into residential properties.
- Visitor entries to retail and office uses shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize a space's entry. **See Figure 83.**
- Roofs shall be designed as an integral component of building form, mass, and facade. Building form should be enhanced by sloped or offset roof planes, eave heights, and rooflines. **See Figure 84.**



Figure 82. Enhanced corner elements.



Figure 83. Awnings articulate entries to tenant spaces.



Figure 84. Offset roof planes.

Color and Materials

- Colors and materials for all structures on-site should consist of earth tones. Use of at least two to three different colors, materials or textures is encouraged.
- Building materials shall be durable and able to withstand long-term exposure to the elements.

- Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color.
- To the fullest extent feasible, buildings should use large windows along walls and skylights in rooftop designs to capture natural light during working hours.

6. Landscaping

- Landscaping shall be in scale with adjacent structures, streets, and public spaces, and shall be sized appropriately when fully grown.
- Landscaped areas should incorporate a three-tiered planting system:
 - 1) trees;
 - 2) shrubs and vines; and
 - 3) ground covers

See suggested Plant Palette in Table 6-6.

- Special landscape features, such as specimen trees, shall be provided at major focal points (e.g., project entries, building entries, and pedestrian gathering areas).
- Entry and exit points shall be highlighted through a combination of distinctive landscape and hardscape features.
- Development on corner lots shall be enhanced with a combination of specimen trees, accent plantings, upgraded perimeter wall surfaces, hardscape treatments and landscape lighting adjacent to the street intersection.
- Drought-tolerant and low-maintenance trees, vines, and groundcovers shall be used on-site. Drip irrigation systems shall be installed where feasible to ensure the highest possible level of water conservation.
- Planting materials shall be used in plaza areas to provide shade and soften the appearance of hard walls.

- The use of vines is encouraged on walls to soften the appearance of buildings and screen walls, and to help deter graffiti. **See Figure 85.**
- Planting materials shall be installed to provide a buffer against noise and should be integrated with walls or fences to achieve desired sound reduction.
- Landscaping and trellises with vines are encouraged for screening trash storage areas, service areas and mechanical equipment.
- Setbacks adjacent to residential zones shall include dense landscaping to provide visual screening and noise abatement.
- Landscaped berms along site edges may be used to screen parking, loading and service areas and to serve as a sound reduction measure. **See Figure 86.**
- Surface parking lots shall be well-landscaped to reduce heat island effect and visually reduce the expanse of paved area.
- Pervious paving materials are strongly encouraged for sidewalks, pathways, parking lots, plazas or gathering areas or other paved surfaces on-site.
- An automatic irrigation system using current equipment and technology shall be provided for planted areas.
- Run-off retention and on-site water filtration/stormwater treatment features and bioswales should be a part of the overall landscape design, and can also serve as buffering methods for adjacent businesses. **See Figure 87.**
- Trees shall be selected and placed to provide canopy and shade for walkways, pedestrian open spaces, and parking areas.
- Landscape material in the setback and visible from the public right-of-way shall blend with and seem a part of the public right-of-way landscaping.
- Tree and shrub planting shall be in large masses.



Figure 85. Wall incorporates landscaping at the base.



Figure 86. Landscaped berm buffers parking.

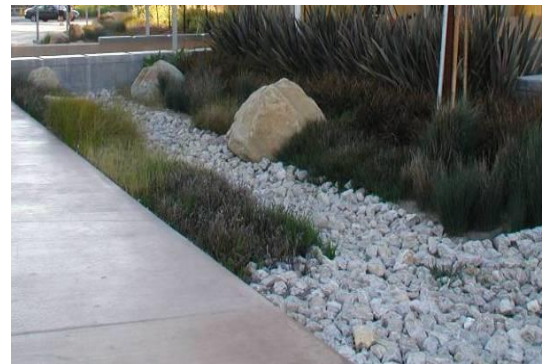


Figure 87. On site water filtration.

- Plant material selected shall be suited to the specific soil and micro climatic conditions.
- Trees shall be healthy and have a uniform branching pattern.
- All ground cover shall be healthy and densely foliated and comprised of well rooted cuttings or container plants.
- Availability and specific site conditions should be considered in final selection.
- Ground cover shall achieve 100% coverage in one year.
- Informal tree masses should be planted in a mix of sizes.

F. Special Commercial Uses

1. Drive-Through Uses

Site Design

- The predominant feature along the street frontage should be the building, not parking lots or the drive-through aisle.
- The building shall be located to maximize the distance for vehicle queuing while screening the drive-through operations. **See Figure 88.**
- When adjacent to residential zones, outdoor order kiosks, loading/unloading areas, and storage areas shall be located as far as possible from residential properties.
- Drive-through aisles shall be located in the rear of the building away from the street frontage whenever possible. If the drive-through aisle is located between the building and the street, dense landscaping and landscaped berms shall be provided to screen the drive-through aisle from street view or provide screen wall (42 or less). **See Figure 89.**

Building Design

- All building elevations shall receive the same level of architectural detailing.
- Buildings shall incorporate roof designs with built-in equipment wells or other built-in screening methods, so that screening devices do not appear added-on.
- If the drive-through facility is a pad building within a shopping center, the architecture shall relate to and be compatible with the design of the center. The only feature that identifies the franchise shall be the company's logo and signs.

2. Mini-Storage Facilities

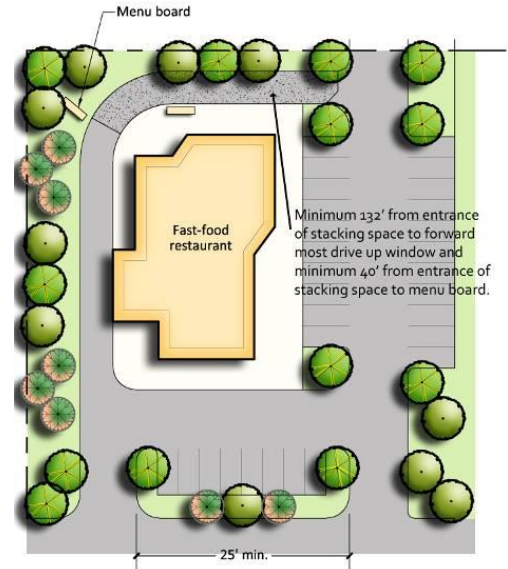


Figure 88. Vehicle queuing.



Figure 89. Example of appropriately landscaped and screened drive-through

Site Design

- Offices and customer service areas shall be located adjacent to the street frontage to provide convenient access and help visually break up the front façade.

Building Design

- Long, flat, unarticulated walls shall be avoided along street frontages. **See Figure 90.**
- Building walls and screen walls shall incorporate substantial articulation, and changes in plane and height to add visual interest.
- A minimum of two different building materials shall be used on building walls and screen walls adjacent to street frontages (e.g., stucco, brick, stone).
- Building materials, textures and landscaping shall be chosen to deter graffiti.

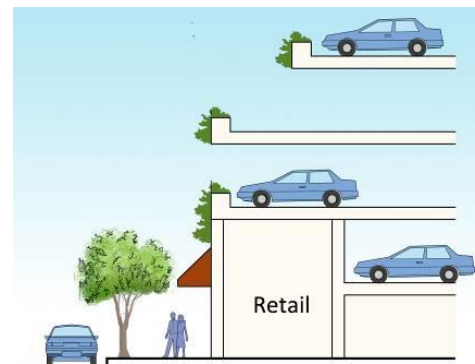
3. Parking Structures

Site Design

- Where appropriate, parking garages should incorporate ground floor retail adjacent to the public sidewalk. **See Figure 91.**
- A minimum 5-foot wide landscaped strip shall be provided on all sides of the parking structure except where ground floor retail space is provided.



Figure 90. Articulated wall of mini-storage facility.



Incorporate retail or other compatible uses on ground floor whenever possible.

Figure 91. Liner shops.

Building Design

- Parking garages shall be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses.
- Conceal view of vehicles in the garage through a combination of screen walls and plantings. **See Figure 92.**
- Avoid a monolithic appearance. This can be accomplished as follows:
 - Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.
 - Use simple, clean geometric forms, and coordinated massing.
 - Step back upper levels of the garage 5 to 10 feet above the first floor. **See Figure 93.**
- Coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts if the parking garage contains other uses.
- Size openings in the parking garage to resemble large windows as in an office building.
- Use masonry materials that are predominantly light in color, but avoid unpainted concrete.
- Avoid a sloping ramp appearance by providing level and uniform wall panels between floors.
- Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing. **See Figure 94.**

Access and Circulation

- Vehicle stacking areas for entering and exiting traffic shall be sufficient in length to minimize traffic backup into surrounding streets or within the garage. A minimum of two vehicle lengths of stacking distance shall be provided between the back of the sidewalk and the control gate.



Figure 92. Parking structure with landscaping.



Figure 93. Horizontal and vertical articulation breaks up parking structure elevation.



Figure 94. Paving differentiates between pedestrian and vehicular entries.

- One inbound lane shall be provided for a garage with a capacity of up to 500 vehicles. At least two inbound lanes shall be provided for garages with a capacity of more than 500 vehicles.
- The maximum aisle length shall not exceed 400 feet without providing a cross aisle.
- Ramp grades shall not exceed 10 percent and parking areas shall not exceed a slope of four to five percent.

Security and Lighting

- The design of the garage shall eliminate possible hiding places and openings that could allow random pedestrian access.
- During periods when parking activity is substantially less than the garage capacity (i.e., during night operations), there shall be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a 24-hour basis the entire facility shall be secured from access during hours when the facility is closed.
- For security reasons, at least one or two sides of the stair tower shall include glass running vertically the height of the tower. Elevators shall be provided with glass-back cabs and shafts. **See Figure 95.**
- Stairs and elevators shall be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view.
- The use of security cameras is required.
- A minimum of five foot-candles shall be provided inside the structure and a minimum of three foot-candles for exterior parking areas. Higher levels are recommended for remote areas subject to security problems such as stairways, elevators, and other pedestrian access points.
- Lighting levels shall be equally distributed to provide uniform illumination over all parking areas.
- Light sources shall be shielded so that the source of the illumination is not seen from outside the structure.



Figure 95. Glass-back elevator cab and shaft.

5. Service Stations

Site Design

- The site shall be designed to accommodate anticipated circulation patterns and those patterns should be defined by paving and by well-placed landscaped areas.
- In areas developed with buildings adjacent to the sidewalk, service stations shall also be oriented to the sidewalk, placing any service bay door and car wash openings on the rear of the structure.
- Where commercial development abuts the service station, two-way vehicular access integrated with the adjacent commercial development shall be provided where feasible.
- The site design for projects located at street corners shall provide a strong design element at the corner to help frame the public right-of-way and anchor the corner. **See Figure 96.**
- Parking spaces for vehicles left for repair shall be located in the least visible areas of the site and screened from public view.
- Service or car wash bays shall not face toward a public street or toward residential zone if the building is within 200 feet of a residential zone.
- Work bays shall be oriented so that the interior of the bays are not visible or audible from a public street, adjacent residential zones, or designated open space. **See Figure 97.**
- Each pump island shall include a vehicle stacking area for at least two vehicles (38-feet), on at least one end of the pump island and shall not restrict vehicle circulation and parking areas.
- A gasoline tanker truck unloading zone shall be provided and shall not obstruct vehicle circulation and parking areas.

Building Design

- Service station buildings shall be designed to complement and be compatible with the predominant architectural theme and scale of the



Figure 96. Corner landscaping element.

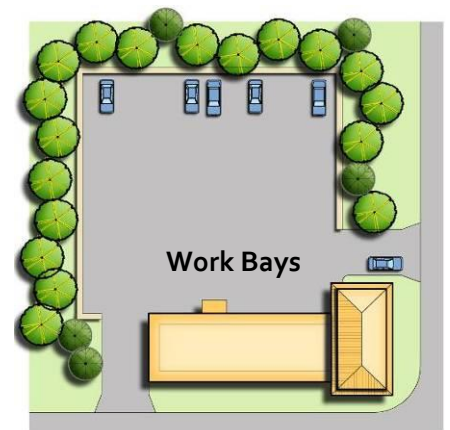


Figure 97. Work bays face interior.

area. If located within a multi-use center, the architectural design shall be compatible with the design of the center.

- The design of the building should be clean and simple, and shall relate to surrounding buildings through use of similar scale, materials, colors, and/or detailing.
- Building elevations facing public streets and residential zones shall be architecturally detailed to provide interest and the appearance of quality development.
- The roof design of service stations, shall incorporate full, pitched roof treatments with a low to moderate slope. (Ord 1896, 7-26-22)
- Building materials shall have the appearance of substance and permanency (e.g., masonry).



Figure 98. Landscaped Berm.

Landscaping and Walls

- A three-foot high, landscaped berm, a dense hedge, or a low-profile wall shall be provided along all street frontages where parking is provided. **See Figure 98.**
- A minimum six-foot high decorative masonry wall shall be provided along side and rear property lines not abutting public streets. A minimum 5-foot wide landscaped planter shall be provided adjacent to the wall in areas accessible to the public.

Site Elements

- Gates, fencing, and walls shall remain free of signs or other advertisements.
- The use of chain-link fencing is prohibited.
- Where security is an issue, fencing shall consist of open grille work, and the use of surveillance cameras is encouraged.
- Electric fences, barbed wire, concertina wire, or other security wire is prohibited.

6. Truck Stops

Site Design

- The site shall be designed to accommodate anticipated circulation patterns and those patterns should be defined through paving and well-placed landscaped areas.
- In truck stops that provide maintenance facilities, any service bay doors and car wash openings shall be oriented away from the public street or freeway or placed to the rear of the site.
- The site design for projects located at street corners shall provide a strong design element at the corner to help frame the public right-of-way and anchor the corner.
- Parking spaces for vehicles left for minor repair shall be located in the least visible areas of the site and screened from public view.
- Truck stops shall be located within an industrial area within close proximity to an I-10 freeway on/off ramp..
- Service or car wash bays shall not face toward a public street nor toward a residential zone if the building is within 200 feet of a residential zone.
- Work bays shall be oriented so that the interior of the bays are not visible or audible from a public street, adjacent residential zones, or designated open space.
- A gasoline tanker truck unloading zone shall be provided and shall not obstruct vehicle circulation and parking areas.

Building Design

- Truck stop buildings shall be designed to complement and be compatible with the predominant architectural theme and scale of the area.
- The design of the building should be clean and simple, and shall relate to surrounding buildings

through use of similar scale, materials, colors, and/or detailing.

- Building elevations facing public streets and residential zones shall be architecturally detailed to provide interest and the appearance of quality development.
- The roof design of fueling stations, including pump island canopies, shall incorporate full, pitched roof treatments with a low to moderate slope.
- Building materials shall have the appearance of substance and permanency (e.g., masonry).

Landscaping and Walls

- A three-foot high, landscaped berm or a dense hedge shall be provided along all street frontages where parking is provided.
- A minimum six-foot high decorative masonry wall shall be provided along side and rear property lines not abutting public streets. A minimum five-foot wide landscaped planter shall be provided adjacent to the wall in areas accessible to the public.

Site Elements

- Gates, fencing, and walls shall remain free of signs or other advertisements.
- The use of chain-link fencing is prohibited if visible from a public street or the I-10 freeway.
- Where security is an issue, fencing shall consist of open grille work, and the use of surveillance cameras is encouraged.
- Electric fences, barbed wire, concertina wire, or other security wire is prohibited.

7. Shopping Centers

Site Design

- Large commercial sites shall be separated from residentially-zoned properties by streets, landscaped buffers and/or decorative masonry walls.
- Portions of primary buildings and/or freestanding satellite buildings shall be located at the street setback lines to enclose the site and help frame the street. **See Figure 99.**
- Buildings within the center shall have a logical spatial and functional relationship to each other and shall provide for convenient pedestrian circulation throughout the center.
- Parking shall be provided within convenient walking distances of all tenants. Walking paths to buildings from the public street shall be provided. **See Figure 100.**
- To reduce the visual impact of large paved areas, parking lots shall be broken up into smaller areas separated by landscaping, pedestrian circulation areas and drive aisles.
- Storage areas and loading facilities shall be limited in number and shall be designed, located, and screened to minimize their visibility from outside public areas, surrounding streets, freeways, and freeway on/off ramps.



Figure 99. Buildings placed at street setback lines.



Figure 100. Walking paths.

Building Design

- Buildings, hardscape, landscape, site furnishings and signage should reflect a unified theme. **See Figure 101.**
- Where a shopping center is nearby residential zone, the scale of the shopping center shall be reduced to be compatible with the adjoining use by:
 - Keeping buildings as small as possible, particularly in height;



Figure 101. Unified theme.

- Reducing scale through building wall articulation, added detailing and avoiding large scale design elements;
 - Developing the center as a complex of smaller buildings connected by pedestrian-oriented open spaces; and/or
 - Setting the buildings further away from the residential zone and providing dense landscape screening .
- Long, linear buildings shall be avoided. Where such buildings are unavoidable, their length shall be mitigated by changes in building height, wall plane, and spatial volumes and by varied use of window areas, arcades, roof elements, and building materials. **See Figure 102.**
- If the shopping center contains a large scale building, integration of smaller-scale shops along the exterior of the building with entrances from the exterior of the building are desirable in order to create a more human scale and pedestrian-oriented character.
- Side and rear elevations of commercial buildings that are visible from residential zones or public rights-of-way shall be architecturally consistent with the front elevations of the building.
- Blank walls adjacent to main pedestrian areas shall be avoided.
- Flat roofs, mansard roofs, and veneer parapets are strongly discouraged in favor of full, pitched roof treatments. In large centers, a combination of flat roofs with decorative cornices and full, pitched roofs may be acceptable if the design presents a balanced appearance. **See Figure 103.**
- All roof-top and ground-mounted equipment shall be screened from view.
- Outdoor sales and storage areas shall be designed to blend with the architecture of the main building. The height of the screening elements shall be tall enough to screen all stored materials. **See Figure 104.**



Figure 102. Articulation along wall plane.



Figure 103. Appropriate roofing.



Figure 104. Outdoor sales area.

G. Consumer/Non-Consumer Recycling Facility Development Standards

The placement, construction and operation of consumer/non-consumer recycling facilities, shall be subject to the following development standards:

- a. All uses shall be conducted on a single lot and entirely within a completely enclosed building that is attached to a permanent foundation, except for approved uses that require outdoor activities. A building shall be provided on the same parcel or an adjacent parcel associated with the same business.
- b. Recyclable materials or any equipment used in operation of the recycling facility shall not be located in the front yard. Materials or equipment may be located in side and rear yards, provided that they are outside the required side and rear setback areas identified in the Intensity and Dimensional Standards.
- c. Storage of recyclable materials or any equipment used in operation of the recycling facility shall be screened by a solid masonry wall of minimum height six (6) feet and a maximum of eight (8) feet where appropriate. The approving authority may determine through the design review process that the use requires a solid masonry wall higher than six (6) feet. All materials shall not be visible above the constructed masonry wall.
- d. The recycling facility shall be surfaced with asphalt or any equally serviceable hard pavement surface. The surface shall be maintained in good condition.
- e. Recycling facilities shall be maintained in good repair and in a litter-free condition.
- f. Recycling facilities shall be designed in a manner consistent with the Design Guidelines of the land use district in which it is located.
- g. Signage required for a recycling facility shall comply with the Sign Standards of the

Southwest Industrial Specific Plan.

- h. Recycling facilities which are operated by an on-site attendant and located within 100 feet of a property zoned or occupied for residential uses shall operate only during the hours of 8:00 am to 6:00 pm., unless otherwise established in the conditional use permit.
- i. No recycling facilities shall be located on a property adjacent to the I-10 freeway.
(Ord 1672, 10-23-12)

6.10 Development Incentives

This Section offers development incentives to produce greater land use efficiencies and reduce incremental costs for new development.

A. Applicability

The incentives in this Section shall apply to all new development that meet(s) the applicable eligibility criteria.

B. Definitions

For the purposes of this Section, lot consolidation and lot integration shall have the following meanings:

- 1. Lot consolidation. A legal action in which a lot line is removed or abandoned; a lot line is adjusted; lots are merged; or other equivalent action is taken, for the purpose of allowing a structure or development to be built so that it extends over what were previously two or more separate lots. A lot consolidation cannot create additional lots and cannot make existing lots nonconforming. All lots must be identical in ownership.

C. Lot Consolidation Incentives

- 1. Eligibility requirements. In order to be eligible for the by-right development incentives indicated in Subparagraph 1 and 2, the minimum consolidated lot size for a development shall be 97,500 square feet.
- 2. By-right incentives. Eligible projects shall receive one or more of the following incentives: (Ord 1896, 7-26-22)
 - a. Parking Reduction. Required parking standards may be reduced up to a maximum of 20 percent, provided that the adequacy of proposed parking can be demonstrated in a parking study prepared in compliance with Section 6.6 Parking and Loading Standards.
 - b. Allowable Bonuses. Allowable increases in intensity (i.e., floor area ratio [FAR]) and in maximum height shall be in the amounts listed in Table 6-10 – Allowable Bonuses for Lot Consolidation or Integration. The intensity and height bonus incentives shall apply to the total gross square footage of the consolidated lots or integrated lots.

Table 6-10 – Allowable Bonuses for Lot Consolidation

Base Intensity (FAR)	Allowable Intensity Bonus	Base Height	Allowable Height Bonus
0.55/1.0	15%	60 ft	15 ft

D. Green Building Incentives.

1. Eligibility requirements. Projects that are seeking green building certification by a third-party entity (e.g., LEED, etc.) shall be eligible for the by-right development incentives indicated in Subparagraph 2.
2. By-right incentives. (Ord 1896, 7-26-22)
 - a. Parking Reduction. Required parking standards may be reduced up to a maximum of 20 percent, provided that the adequacy of proposed parking can be demonstrated in a parking study prepared in compliance with Section 6.6 Parking and Loading Standards, as approved by the Director of Community Development.
 - b. Allowable Bonuses. Allowable increases in intensity (i.e., floor area ratio (FAR) and in maximum height shall be in the amounts listed in Table 6-11 – Allowable Bonuses for Green Building. The intensity and height bonus incentives shall apply to the total gross square footage of the project site.

Table 6-11 – Allowable Bonuses for Green Building

Base Intensity (FAR)	Allowable Intensity Bonus	Base Height	Allowable Height Bonus
0.55/1.0	15%	60 ft	15 ft

E. Application and review process for incentives.

1. Written submittal. Interested parties shall submit a written request for approval of incentives to the Director of Community Development on forms provided by the Community Development Department.
2. Pre-application hearing. Before the approval of any incentives, the project applicant(s) shall attend a pre-application meeting with the Director of Community Development. Fees for pre-application meetings shall be waived.
3. Determination. The Director of Community Development shall determine whether the proposed new development meets the eligibility criteria in Paragraphs C.1 or D.1. Additional factors to be considered when reviewing applications for incentives shall include the following:
 - a. Detriment. The proposal will not detrimentally affect access, design, or other public safety and welfare concerns.
 - b. Covenants or conditions. The proposal will not violate recorded covenants.

- c. Right-of-way easements. The proposal will not invalidate any easement(s) unless the adjustment establishes replacement easement(s) that is properly filed with the city.
- 4. Conditions. Conditions may be imposed in connection with the granting of any incentive where the Director of Community Development deems that conditions are necessary to protect the public health, safety, and welfare.

6.11 Entitlement Procedures

A. Purpose

These administrative procedures have two major purposes:

- 1. Ensure that development conforms to the SWIP Specific Plan ("Plan").
- 2. Ensure that the City's review is as expedited as possible while remaining legal and proper.

B. Summary of Processing Procedures

- 1. Conformity with the Plan. The Director of Community Development shall review each application for conformity with the development regulations in this Chapter. Conformity has two components:
 - a. Standards. Compliance with the Standards is mandatory and the City may not approve a project that fails to comply with the Standards.
 - b. Guidelines. The City may exercise discretion in evaluating the project's compliance with the Guidelines.
- 2. Project Review. Applications for development approvals shall be filed with the Department and may be returned for revision. Applicants must meet all items identified as "Standards". Applications must strive to meet the "Guidelines," but applicants may propose alternate ways to achieve the goals of the Guidelines.
- 3. Timing of Permits and Approvals. Required planning approvals shall be obtained before the issuance of any grading, building, or other construction permit, and before the proposed use is constructed, otherwise established, or put into operation.
- 4. Processing Requirements. Applications for planning permits shall be processed in compliance with Table 6-12 – Hearing Bodies.
- 5. Timing of Project Review. Project review shall be required before the issuance of a Building or Grading Permit, Business License, or Certificate of Occupancy for any new structure (not including fences or walls) and/or existing structures to be reconstructed or remodeled (including facade improvements).

Table 6-12 – Hearing Bodies

Reviewing Bodies						Appeal Bodies	
	D.A.B.	CD	PC	CC	PR	PC	CC
Administrative site plan	X*	X				X	
Administrative site plan, amendment	X*	X				X	
Building relocation		X					X
Certificate of appropriateness							X
Code of the City of Fontana, Amendment	X		Xf	X			
Conditional Use Permit	X		X				X
Density bonus	X	X	Xf	X			
Design review	X		X				X
Design review, amendment	X	X	X				X
Design review, signs		X				X	
Development agreements	X	X	Xf	X			
Development agreements, amendment	X	X	Xf	X			
General plan amendments	X	X	Xf	X			
Home occupation		X				X	
Interpretation	X*		X				X
Lot line adjustment		X***					
Parcel maps, tentative	X	X	X				X
Parcel maps, final		X***					
Pre-Annexation Agreement			Xf	X			
Specific Plan			Xf	X	X**		
Specific plan, amendment			Xf	X	X**		
Tract maps, tentative	X		X				X
Tract maps, final				X			
Variances	X		X				X
Zone changes	X		Xf	X			
Administrative Variance	X	X				X	
Minor Use Permit	X	X				X	

Notes:

Decisions of any "Reviewing Body" may be appealed to the City Council, except where State law limits such appeal to the City Engineer. If the Planning Commission is listed above as the "Appeal Body", the Commission must first review an Appeal before it may be forwarded to the City Council for consideration.

DAB—Development Advisory Board

CD—Community Development Director

PC—Planning Commission

CC—City Council

PR—Parks and Recreation Commission

X*—At the discretion of the Director of Community Development or his/her designee

X**—If Public Park(s) are considered

X***—City Engineer has final approval

f—Recommending body to the City Council

C. Administration and Enforcement.

The Director of Community Development shall enforce the provisions in this Specific Plan. All officers, employees, and officials of the City of Fontana, who are vested with the duty or authority to issue permits or licenses shall conform with this Specific Plan and shall not issue any permit or license, or approve any use or building, which would be in conflict with this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be considered null and void.

D. Amendments to the Specific Plan.

The SWIP Specific Plan may be amended utilizing the same procedures by which it was originally adopted. In addition, subsequent amendments to this Specific Plan shall demonstrate the amendment meets the intent of the Specific Plan's existing policy framework, or specific findings to demonstrate the amendment enhances the Plan or is necessary to more effectively implement the Specific Plan. All sections or portions of the Specific Plan proposed to be amended or that may be affected by the amendment must be identified during the amendment process. A concurrent amendment to the General Plan would not be required provided that the Director of Community Development determines that substantive changes would not influence the goals, objectives, policies, or programs of the General Plan. Allowing flexibility in the administration of the Specific Plan enhances the effectiveness of the Specific Plan as a comprehensive, "living" planning document. The following minor modifications to the Specific Plan qualify for processing as an administrative amendment to the Specific Plan subject to the review and approval of the Director of Community Development:

- Changes in the location of infrastructure and public facilities (e.g., internal roads, drainage facilities, etc.).
- Minor change in roadway alignment.
- Adjustment of planning area boundaries provided the total acreage of the affected planning area does not increase or decrease by more than 20 percent of the total stated in the approved Specific Plan.
- Minor changes to the Design Guidelines, which are intended to be flexible in nature.
- Minor deviations (less than 10 percent) from the development standards in this Chapter.
- Other minor modifications similar to those listed above and deemed minor by the Director of Community Development, which are in keeping with the intent of the SWIP Specific Plan.

E. Similar Use Determination

1. **Applicability and Authority.** Unlisted uses in Table 6-2 are prohibited uses, unless the Director of Community Development finds a proposed use to be similar to an expressly allowed use in compliance with this Section. A Similar Use Determination is a process for determining when an unlisted use is similar in nature to a permitted or conditionally permitted use and may be permitted. As specified by Municipal Code Section 30-4 Other Uses to be determined by the

Director of Community Development, the Director of Community Development shall have the responsibility and authority to make Similar Use Determinations.

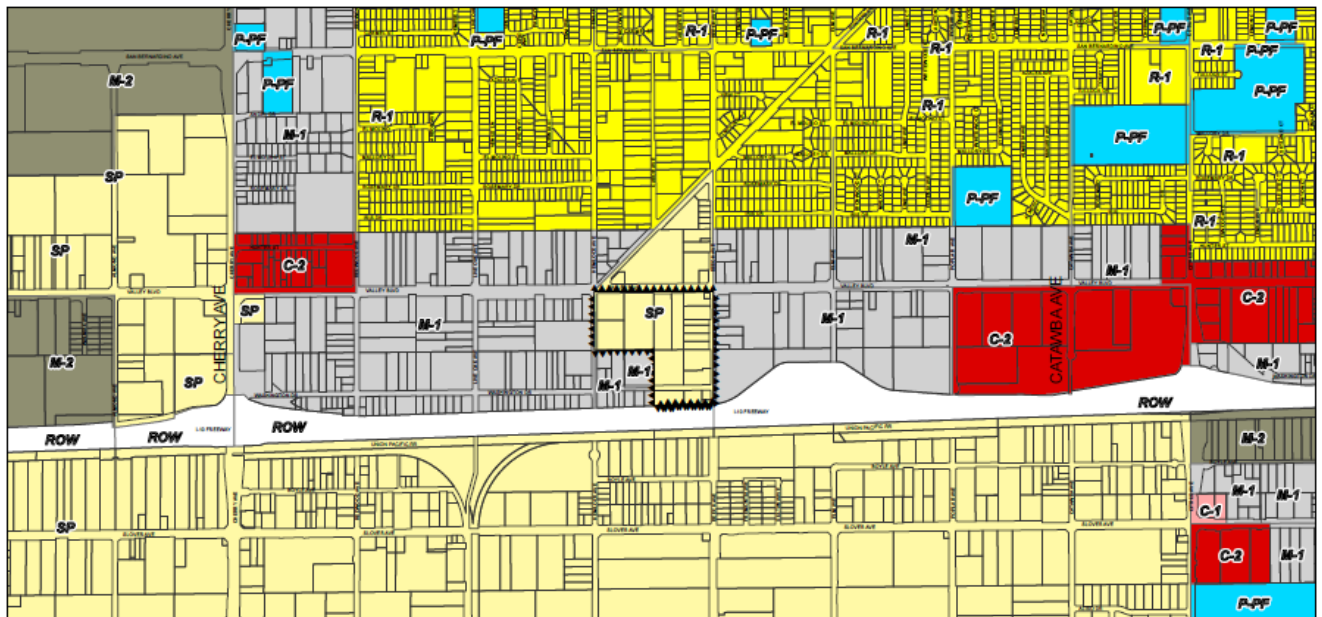
2. Ministerial Action. A Similar Use Determination shall constitute a ministerial action.
3. Application Contents and Filing. An application for similar use shall be in writing on forms provided by the Director of Community Development.
4. Determination Findings. In determining "similarity," the Director of Community Development shall make all of the following findings:
 - a. The characteristics of and activities associated with the proposed use are equivalent to one or more of the listed uses and will not involve a higher level of activity or environmental impacts than the uses listed in the land use district;
 - b. The proposed use will be consistent with the purposes of the applicable land use district; and
 - c. The proposed use will be consistent with the General Plan and this SWIP Specific Plan.
5. Notice. A Similar Use Determination shall be made in writing and shall contain the facts that support the determination. The Community Development Department shall maintain all determinations on record for review by the general public upon request. The notice shall include:
 - a. A brief statement explaining the criteria and standards considered relevant to the decision;
 - b. A statement of the standards and facts relied upon in rendering the decision; and
 - c. An explanation of appeal rights and appeal deadlines. The determination of similar use by the Director of Community Development shall be subject to appeal to the Planning Commission.

6.12 Valley Business Park Overlay District

6.12 - Business Park & Warehousing Distribution Overlay District – Valley Boulevard

Figure 1

Business Park & Warehousing Distribution Overlay District – Valley Boulevard



City of Fontana
Department of Engineering / Mapping
Business Park & Warehousing Distribution Overlay District – Valley Blvd_SWIP Addition.mxd



BASEMAP UPDATE DECEMBER 2015

(a) *Applicability.* The provisions of Section 6.12, may be applied to any property within the Freeway Industrial/Commercial District (FID) of the Southwest Industrial Park Specific Plan, that is located on the south side of Valley Boulevard, north of Interstate 10 Freeway, west of Beech Avenue, and east of Hemlock Avenue as identified in Figure 1.

(b) *Relation to underlying zoning.* The Business Park & Warehousing Distribution Overlay District – Valley Boulevard (Valley Business Park Overlay) is a flexible designation that is intended to apply in conjunction with, or as an alternative to the provisions of the Freeway Industrial/Commercial District Chapter of the Southwest Industrial Park Specific Plan. When utilized in conjunction with the underlying Freeway Industrial/Commercial District, if the provisions of this section are in conflict with the provisions of the Freeway Industrial/Commercial District, then the provisions of this section shall apply.

(c) *Intent.* The intent of the Valley Business Park Overlay is to provide for a well-planned and orderly development of business park and warehousing distribution uses on properties within the area located on the east of Hemlock Avenue, west of Beech Avenue, north of Interstate 10 (I-10), and south of Valley

Boulevard. The vision of this District is to improve the visual aesthetics along the I-10, Valley Boulevard and other areas and encourage economic growth with business parks and warehouses.

(d) *Warehousing Distribution Definition.* For the purpose of Section 6.12, the term "Warehousing Distribution" uses shall mean warehouse/distribution facilities used for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) before their distribution to retail locations or other warehouses. Warehouse/distribution centers are generally greater than 100,000 square feet in size, with a land coverage ratio of approximately 50 to 60 percent, and a dock to high-loading-door ratio of approximately 1:5,000 – 10,000 square feet. They are characterized by a small employment count due to a high level of automation; significant movement and storage of products, materials, or equipment; truck activities frequently outside of the peak hour of the adjacent street system; and good freeway access. They are further characterized by the presence of third-party logistics companies who are neither the manufacturer of the goods to be distributed nor the end user of the goods, but are rather the independent distributor of such goods.

(e) *Business Park Definition.* For the purpose of this section, the term "Business Park" means a group of two or more buildings on a single or multiple contiguous parcels of land, that are planned, developed, and operated as an integrated site with shared common areas with special attention given to circulation, parking, utility needs, aesthetics, and compatibility located with the Valley Business Park Overlay. The office uses that are permitted are those permitted in the underlying specific plan.

A. Uses permitted.

(a) *General.* Any use permitted in the Freeway Industrial/Commercial District shall be permitted in the Business Park & Warehousing Distribution Overlay District – Valley Boulevard, subject to the Freeway Industrial/Commercial District Chapter of the Southwest Industrial Park Specific Plan.

(b) *Warehousing distribution allowed with a conditional use permit:*

- (1) Logistic and Distribution Facility and Warehousing/Distribution Center, High Cube.

(c) *Prohibited uses:*

- (1) Any use not listed in the Freeway Industrial/Commercial District or specified in this section are prohibited.
- (2) Other uses deemed incompatible by the Director pursuant to Sec. 30-4 of the Zoning and Development Code.

B. Zone change required.

An application for a change of zone to establish the Valley Business Park Overlay on one (1) or more parcels eligible to receive the overlay, shall be filed with the Planning Division pursuant to Sec. 30-38 et seq. of the Zoning and Development Code.

C. Design review or administrative site plan review required.

Any development proposal within the Valley Business Park Overlay shall be subject to a design review or administrative site plan review process pursuant to Sec. 30-103 et seq. of the Zoning and Development Code.

D. Development standards and design guidelines.

(a) *General.* The development standards and design guidelines in Section 6.12 shall be minimum requirements for Valley Business Park Overlay type uses. Those standards and guidelines not fully addressed in this section shall be as otherwise stated in the appropriate section(s) of the Fontana Municipal Code and the Southwest Industrial Park Specific Plan. When this section provides for discretionary authority on the part of the Director of Community Development, Planning Commission, or City Council, that discretion may be exercised to impose more stringent requirements, if deemed necessary, to accomplish the overall intent/objective of the Valley Business Park Overlay.

(b) *Maximum building height.*

- (1) The maximum building height shall be 60 feet.

(c) *Maximum lot coverage.*

- (1) The maximum lot coverage shall be 50%.

(d) *Floor-area ratio (FAR).*

- (1) The maximum base FAR shall be 0.55.

(e) *Minimum lot size.*

- (1) Lots must be a minimum of 1 acre.

(f) *Building setbacks.* All required yard areas (setbacks) shall be clear of all structures and other required site features such as parking areas, loading areas, etc., and shall be landscaped and maintained in a neat, healthy, aesthetically pleasing condition in accordance with the landscaping provisions of this section.

- (1) The minimum building setback for Valley Boulevard shall be 30 feet.
- (2) The minimum building setback for Beech Avenue shall be 25 feet.
- (3) The minimum building setback for the I-10 Freeway shall be 40 feet.
- (4) The minimum building setback for lots abutting collector streets shall be 20 feet.
- (5) The minimum building setback for local streets shall be 15 feet.

(6) The minimum building interior building setback shall be 20 feet for property lines adjacent to parcels with residential uses including nonconforming residential uses.

There shall be no other interior setback requirements.

- (7) These setback requirements may be increased to provide an appropriate separation between uses in order to protect the public health, safety, and welfare if alternative means of providing separation are not practical.

(g) *Parking and drive aisle setbacks (landscape setback area).*

- (1) The minimum landscape setback for Valley Boulevard shall be 30 feet.

-
- (2) The minimum landscape setback for the I-10 Freeway shall be 10 feet.
 - (3) The minimum landscape setback for Beech Avenue shall be 25 feet.
 - (4) The minimum landscape setback for lots abutting collector and local streets shall be 20 feet.
 - (5) These setback requirements may be increased to provide an appropriate separation between uses in order to protect the public health, safety, and welfare if alternative means of providing separation are not practical.
 - (6) Interior landscape setback:
 - (a) Interior landscape setbacks for lots adjacent to residential uses, including nonconforming, shall be 10 feet.
 - (b) Other interior landscape setbacks shall be 5 feet.
- (h) *Parking location and buffering.* The placement of buildings and parking lots should emphasize the attractive designs of buildings with less emphasis on parking lots. Off-street parking shall be buffered from the right-of-way through landscaping and building placement. Furthermore, visitor and/or employee parking may be located at the front of the building adjacent to the main entry. Service and loading areas may be located at the sides and rear of the building, and must be completely screened when located adjacent to a public right-of-way.
- (i) *Parking and loading requirements.* The following are regulations for off-street parking and loading. They identify required number of parking and loading spaces for all new development projects and those proposing substantial modifications to existing buildings. For all parking and loading-related information or regulations not specifically addressed in this section, refer to Section 6.6 of this Chapter.
- (1) General parking and loading requirements.
 - (a) Methods of calculation.
 - (i) Multiple uses. If more than one (1) use is located on a site, the total number of required off-street parking and loading spaces shall be the sum of the requirements for the various uses computed separately. If individual uses on the same site have a floor area less than that for which loading spaces would be required, then the total gross floor area of all uses on the site or lot shall be used in determining the required number of loading spaces.
 - (ii) Fractional number. Whenever the computation of the required number of off-street parking or loading spaces results in a fractional number, one additional space shall be required for a fraction of .5 or more, but shall not be required for a fraction of .4 or less.
 - (b) Off-site location. Required off-street parking spaces shall be located on the same parcel as the use that they are intended to serve, unless reciprocal parking, shared parking or access agreements are recorded between multiple parcels on the same site.
 - (2) Required number of parking spaces.
-

- (a) Each land use shall provide the number of off-street parking spaces indicated in Table 1 – Parking Requirements by Land Use, except as otherwise may be determined by the Director of Community Development per subsection D(i)(1)(b) above.

Table 1

Parking Requirements by Land Use	
<i>Motor Vehicle Spaces (Minimum #) per GFA-Gross Floor Area</i>	
Distribution and Warehousing Uses	
Vehicle Parking: 1 space/1,000 sq ft GFA for the first 20,000 sq ft; 1 space/2,000 sq ft for the second 20,000 sq ft; 1 space/5,000 sq ft for the portion over 40,000 sq ft; No additional spaces if office area is less than 10% of total building square footage. Truck and Trailer Parking: 1 oversized truck space/5,000 sq ft GFA (Truck docks shall not be included in this calculation.)	
Business Park Valley Boulevard and Office Uses	
Vehicle Parking: 1 space/250 sq ft GFA	

- (3) Required number of loading spaces.

- (a) Each land use shall provide the number of loading spaces indicated in Table 2 – Loading Space Requirements. Requirements for uses not specifically listed shall be determined by the Director of Community Development based upon the requirements for comparable uses and upon the particular characteristics of the proposed use. For other standards (e.g., size of loading spaces, location, turning radius, etc.), refer to Section 6.6 of this Chapter.

Table 2

Loading Space Requirements		
Distribution, Wholesaling and Warehouse Uses	5,000 – 30,000 sq ft: 1 space; and 1 additional space for each additional 30,000 sq ft	Tractor Trailer

(Tractor trailer loading spaces shall be a minimum of 12 ft wide by 70 ft long with a minimum 14 ft clearance.)

- (j) *Fences, walls, and screening.* The following are standards and guidelines for fences, walls, and screening. Fences, walls, and screening must meet the aesthetic requirements of subsection D(n)(3)(a).

(1) Heights.

(a) *Front Setback Area:* Solid fencing/wall shall not be allowed to go above a maximum height of forty-two (42) inches.

(b) *Side and Rear Setback Areas:* Solid fencing/wall may not exceed eight (8) feet in height when located behind the required front, side or rear yard, and may not exceed three and one-half feet in height when located in any required setback adjacent to a street.

(c) *Screening Walls:* Refer to Table 3.

Table 3

Standards for Fences, Walls and Screening		
<i>Location</i>	<i>Materials (1)</i>	<i>Maximum Height (2)</i>
Within front landscape setback area	Solid fencing/wall	42 inches
Behind street side landscape setback area	Solid fencing/wall	8 ft
Behind interior side landscape setback area	Solid fencing/wall	8 ft
Behind rear landscape setback area	Solid fencing/wall	8 ft
Screening of incidental outdoor storage and truck bays from view from the public right-of-way and located behind landscape setback (3)	Solid fencing/wall	14 ft
Note: (1) All fences and walls shall be finished on both sides with a decorative material (e.g., stucco, split-face, and/or slump stone). (2) All fences and walls shall meet the City's line-of-sight regulations, as determined by the City Engineer. (3) Screening walls must meet the design standards of subsection (n)(3)(a).		

(2) Electric fences, barbed wire fencing, chain link, wood and/or similar fencing are prohibited.

(3) Fences and walls shall be compatible in terms of design and materials with the main structures on the site.

(4) Roof-mounted and ground-mounted mechanical equipment, utilities, storage, and solid waste storage areas shall be screened from adjoining properties and public right-of-ways by a visual barrier (e.g., wall, fence, landscape material, etc.) to the satisfaction of the Director of Community Development.

(k) *Screening loading bays and storage areas.*

(1) All loading bays shall be completely screened and a sight-line analysis shall be taken from public right-of-way(s) to demonstrate such screening of all bays. Such analysis shall at a minimum contain a site plan and cross section graphics demonstrating the line of sight from

the right-of-way to the loading areas at six (6) feet above the right-of-way surface at three points: The centerline of the right-of-way and the property lines on either side of the right-of-way. The graphics shall be to scale, fully dimensional, and contain all building elevations, berms, walls, landscaping, setbacks, fences, and other structures as they are being proposed to be built.

- (2) All incidental storage of materials, including trucks, shall be screened from adjoining properties and public right-of-ways by a visual barrier (e.g., wall, fence etc.) to the satisfaction of the Director of Community Development. Furthermore, such storage shall not be located on any required parking area.

- (3) Walls and fences must meet the design criteria of subsection D(n)(3)(a).

(l) *Building orientation.*

- (1) All buildings shall be sited and oriented to reduce noise, light and glare, visual and other conflicts. For example, loading areas shall be located in areas where noise from such operations will not adversely impact adjacent, noise sensitive uses.
- (2) Placement of the industrial buildings shall provide the most aesthetic public views and de-emphasize parking areas. Open work areas shall be located away from public views.

(m) *Landscaping.*

- (1) Landscaping shall be used alone or in conjunction with other features (e.g. open space buffer, topography) to reduce potential visual and light and glare conflicts.
- (2) Landscape setbacks along public right-of-ways shall incorporate landscape buffers with undulating and variable height earth-mounding (berms), and/or low walls, preferably in a three-tier planting design.

- (n) *Design guidelines.* The design guidelines in this subsection shall apply to all warehousing distribution and business park projects within the Valley Business Park Overlay. Those design guidelines not fully addressed in this section shall be as otherwise stated in the appropriate section(s) of this chapter. For the purposes of creating an attractive aesthetic environment, buildings are assumed to be fronting the I-10 Freeway with an attractive design.

(1) *Site design.*

(a) *Site layout.*

- (i) The layout shall emphasize enhancing the visual aesthetics along the I-10 Freeway by having Business Parks and warehouses fronting the I-10 Freeway. The Director may allow loading dock areas to front the I-10 Freeway with the following findings:
 - a. The guidelines related to fences and walls in subsections D(n)(3)(a) and D(n)(3)(b) are met
 - b. The designs of the screening of fences and walls enhance the visual aesthetics of the site.

- (ii) The arrangement of multiple buildings and associated circulation, and parking areas should reflect a well-organized site plan.
- (iii) Site development may utilize variations on building placement and landscaping when located near a public street.

(b) Accessory Structures

- (i) The design and location of accessory buildings (e.g., security kiosks, maintenance buildings, and outdoor equipment enclosures) shall be incorporated into and be compatible with the overall design of the project and the main buildings on the site.
- (ii) With the exception of security kiosks, accessory buildings shall be located as far back from the front and street side yard setback area as possible.
- (iii) Sea/train-type metal containers are prohibited.
- (iv) Incidental outdoor storage, work, and loading areas shall be incorporated within the building design and located to the rear or side of buildings unless such building side(s) are adjacent to a public street where it would be prohibited.

(c) Courtyards and plazas.

- (i) Buildings should be arranged to create opportunities for open space amenities (e.g., plazas, courtyards, outdoor eating areas, etc.). See Figure 2.

Figure 2



(2) Building orientation.

- (a) The organization of buildings, parking areas, and landscaping shall recognize the existing characteristics of the site and shall relate to the surrounding development in scale and character.
- (b) Buildings should be oriented in a manner that takes advantage of passive solar design.
- (c) Buildings shall be oriented to provide a buffer between sensitive uses (i.e. residential, schools, parks, and medical facilities) and outdoor work areas, loading, and incidental storage.

(3) Site elements.

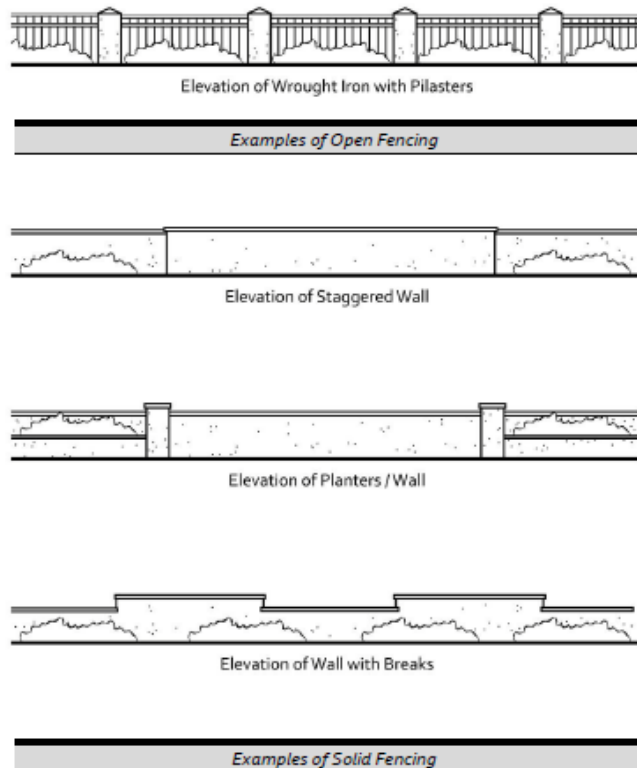
(a) Fences and walls.

- (i) Walls and fencing materials shall consist of decorative wrought iron, tubular steel, stone, stucco, or brick, and shall be compatible with the overall design character/style of the development. The use of chain-link fence and similar materials is prohibited. See Figures 3 and 4.

Figure 3



Figure 4



- (i) Chain link fences, wood fences, electric fences, razor and barbed wire fences are prohibited.
- (ii) Walls and fences shall be integrated with landscaping along the base of the wall or fence.
- (iii) Wall heights and surfaces shall be articulated with varying facade depths or pilasters to promote architectural interest, and shall include a cap along the top of the wall.
- (iv) Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti. Additionally, all walls shall have an anti-graffiti coating to further deter graffiti, to the satisfaction of the City. See Figure 5.

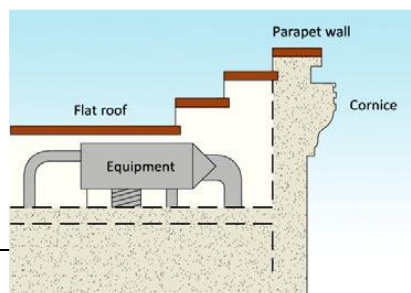
Figure 5



(b) Screening.

- (i) Loading bays and service areas shall be completely screened from public right-of-way(s) by building placement and/or decorative walls. Landscaping may be used in addition to such building placement and/or walls, but shall not be the sole means of screening. A sight-line analysis shall be taken from public right-of-way(s) to indicate screening of all items. The design standards in subsection D(n)(3)(a) must be met.
- (ii) Trash storage enclosures and outdoor mechanical equipment shall be completely screened from public view.
- (iii) Roof-mounted equipment shall be screened from public view through use of parapet walls or other approved screening devices. Special consideration shall be given to the screening of roof-mounted equipment on building rooftops that are visible from the public right-of-way. See Figure 6.

Figure 6



(c) Lighting.

- (i) Outdoor lighting plans shall take into consideration the location and potential growth pattern of nearby trees (existing and planned) so that appropriate lighting levels are maintained over time.
- (ii) Energy efficiency shall be considered through use of proper light location and placement, as well as use of energy-efficient bulbs and/or fixtures.
- (iii) Lighting fixtures shall include hoods or other design techniques to reduce glare and light pollution, especially along major streets, and to prevent light spillover onto adjacent properties.
- (iv) Lighting shall be provided in project entryways, walkways, and parking lots to promote safety.
- (v) Lighting may be mounted on poles or bollards, affixed to building walls, or placed within paved or landscaped areas. Appropriate materials and construction methods shall be used to ensure proper function of project lighting fixtures.
- (vi) Decorative light fixtures shall be consistent with the architectural design of the building.
- (vii) Truck and truck trailer parking areas shall incorporate lighting to increase real and perceived security.

(4) Parking and access.

(a) Parking.

- (i) Parking lots shall not be the dominant visual element on the site.
- (ii) Surface parking areas shall integrate trees and landscape improvements to reduce the heat island effect and to promote better visual aesthetics.
- (iii) Large parking lots (usually over 100 spaces) shall be divided into multiple, smaller areas and provided with canopy trees located throughout the parking area to reduce the effects of heat and the visual impacts of large parking areas.
- (iv) Parking lot design shall include water quality storm water facilities consistent with City standards. See Figure 7.

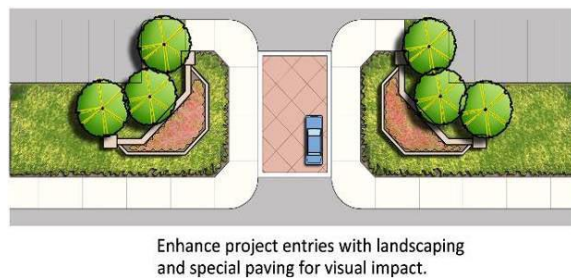
Figure 7



(b) Access.

- (i) The use of common (shared) access points and driveways is required for all service and loading areas pursuant to Traffic Engineering's Standard Plan No. 701 Access Management Requirements, to reduce curb cuts along streets. Additionally, placement of vehicle access points close to building entries shall be avoided to minimize pedestrian and vehicular conflicts.
- (ii) Entry drives shall be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-level decorative walls, and well-designed monument-type signs). See Figure 8.

Figure 8



(5) Architecture.

(a) Mass and scale.

- (i) The mass and scale of the buildings shall respect the visual and physical relationship to the adjacent buildings and surrounding sensitive uses. Taller building elements shall be placed towards the center of the site, with lower elements adjacent to surrounding properties.
- (ii) Buildings shall be stepped back when adjacent to or in close proximity to sensitive uses (e.g. residential, schools, etc.).

- (iii) Vertical and horizontal offsets shall be provided to reduce the visual bulk of the building. See Figure 9.
- (iv) Every building shall have a celebrated entry at the entrance of the building which shall include elements such as up lighting, tall landscaping, and/or architecture elements accentuated at the entry of the building.

Figure 9



(b) Building facades.

- (i) Building facades shall incorporate architectural elements such as windows, pillars, and wall plane breaks to minimize blank walls, to create visual interest, and to reduce the opportunity for graffiti.
- (ii) All building elevations, whether front, side, or rear shall be architecturally detailed.
- (iii) Architectural accents (e.g., cornices, tiles, trim around windows, grooves in building faces, accent band details, bulkheads, etc.) shall be used to create variation along building facades. See Figure 10.

Figure 10



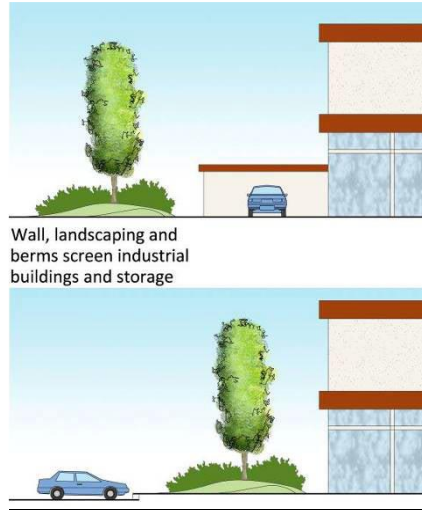
- (iv) Roofs shall be designed as an integral component of building form, mass, and facade. Building form shall be enhanced by sloped or offset roof planes, eave heights, and rooflines. See Figure 11.

Figure 11



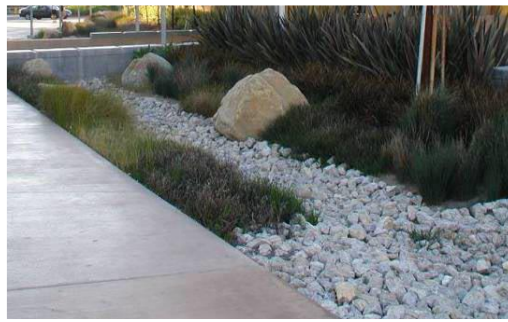
- (c) Colors and materials.
 - (i) Colors and materials for all structures on-site should consist of earth tones. Use of different colors and materials or textures is strongly encouraged.
 - (ii) Building materials shall be durable and able to withstand long-term exposure to the elements.
 - (iii) Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color.
- (6) Landscaping.
 - (a) Landscaping shall be in scale with adjacent structures, streets, and public spaces, and be sized appropriately when fully grown.
 - (b) Landscaped areas should incorporate a three-tiered planting system:
 - (i) Ground cover and flowering plants;
 - (ii) Shrubs and vines; and,
 - (iii) Trees
 - (c) Development on corner lots shall be enhanced with a combination of specimen trees, accent plantings, upgraded perimeter wall surfaces, hardscape treatments and landscape lighting adjacent to the street intersection.
 - (d) Drought-tolerant and low-maintenance trees, vines, and groundcovers shall be used on-site. Drip irrigation systems shall be installed to ensure the highest possible level of water conservation.
 - (e) Setbacks adjacent to sensitive uses shall include dense landscaping to provide visual screening and noise attenuation.
 - (f) Landscaped berms along site edges shall be used to screen parking, loading and service areas and to serve as a sound reduction measure. See Figure 12.

Figure 12



- (g) Surface parking lots shall be well-landscaped to reduce heat island effect and visually reduce the expanse of paved area.
- (h) Pervious paving materials are strongly encouraged for sidewalks, pathways, and parking lots or other paved surfaces on-site.
- (i) An automatic irrigation system using current equipment and technology shall be provided for planted areas.
- (j) Run-off retention and on-site water filtration/stormwater treatment features and bioswales should be a part of the overall landscape design, and can also serve as buffering methods for adjacent businesses. See Figure 13.

Figure 13



- (k) Trees shall be selected and placed to provide canopy and shade for walkways, pedestrian open spaces, and parking areas.
- (l) Tree and shrub planting shall be in large masses.
- (m) Plant material selected shall be suited to the specific soil and micro climatic conditions.

(Ord 1764, 4-11-17)