THE CITY OF RANCHO CUCAMONGA

RANCHO CUCAMONGA

November 14, 2007

Mr. Roger E. Johnson, Manager
California Energy Commission
Energy Facilities Siting and Compliance Office
1516 Ninth Street
Sacramento, CA 95814-5512

SAN GABRIEL GENERATING STATION (07-AFC-2) AT 8996 ETIWANDA AVE.
CITY FILE NO.: DRC2007-00357

Dear Mr. Johnson:

The Planning Department appreciates the opportunity to review the proposed San Gabriel Generating Station project. The City of Rancho Cucamonga Planning Department responded on October 4, 2007 to your letter dated August 1, 2007. Based on our response, the California Energy Commission (CEC) has requested additional clarification regarding provisions in our Development code and questions in reference to water supply and erosion control measures. Following is the City's response regarding these questions.

Land Use

The City of Rancho Cucamonga's Development Code Section 17.30- Industrial Districts outlines the minimum requirements for new development within the city boundaries. The following bullet points were noted in the October 4, 2007 response letter. The secondary bullet points offer further clarification as requested by the CEC. Code sections identified are attached.

- Construct decorative perimeter wall(s) and add substantive landscaping (trees, shrubs groundcovers) along Etiwanda Avenue and 6th Street to provide visual relief along the street and screen views directly into the heart of the facility.

- Remove any chain link fencing and replace with tubular steel fence and landscaping for screening purposes.

- Add landscaping (5-10 percent) around the interior of the site where possible to mitigate large expanses of hardscape and structures.

  - Section 17.30.040.A.7 requires that Security Fences and Walls be constructed of wrought iron, concrete, masonry or other similar materials.

  - Section 17.30.040.E. requires that within Subarea 15 of the Industrial District Landscaping shall be provided at a 5-10 percent ratio of the net lot area and along property boundaries, areas of public view, and within parking lots.

  - 17.30. 060.F. requires that landscaping shall serve as a major design component along the streetscape and on-site.

- Upgrade the architecture of the control building to meet City Design Standards for Industrial District projects.
    - Section 17.30.060.J. requires that buildings constructed within the Industrial District be of high-quality designed and be compatible with the environment through the creative use of building materials.

The City of Rancho Cucamonga's Development Code Section 17.12- Parking Regulation outlines the minimum requirements for new development within the city boundaries.

- Construct 30 parking stalls and parking lot illumination and landscaping to City parking lot standards.
    - Section 17.12.030.A. requires that parking lots shall be designed to meet the minimum requirements for number of stalls, dimensions, lighting, and landscaping.
    - Section 17.12.40.B.i. requires 1 parking space for each 250 square feet of office gross floor area.

Engineering Division

- Provide Etiwanda Avenue and 6th Street frontage right-of-way improvements to the satisfaction of the City Engineer.
    - Section 17.04.030 of the development code stipulates that Planning Commission may impose conditions which include street improvements and dedications.
    - Chapter 12.08 of the Municipal Code requires street improvements and dedications for any building permits issued.

Water Supply and Erosion Control

- Erosion control is governed by the State Water Resources Control Board. The applicant should be required to prepare both an erosion control plan for all disturbed areas of their site along with a Storm Water Pollution Prevention Plan. Typically the State Water Resources Control Board leaves review of this document to the local agency, in this case, the City of Rancho Cucamonga.
- The 2001 Fire Code Section 903 requires that there be adequate water supply for fire protection and the 2001 California Plumbing Code Section 601 requires domestic running water be supplied to the site. Any additional water supply resource questions should be directed to the Cucamonga Valley Water District.

Should you have any questions or if we can be of further assistance, please feel free to contact me at (909) 477-2750, Monday through Thursday from 7 a.m. to 6 p.m.

Sincerely,

PLANNING DEPARTMENT

James Troyer

James R. Troyer, AICP
Planning Director

c: Jack Lam, AICP, City Manager

Mahdi Aluzri, Deputy City Manager
Corky Nicholson, Assistant Planning Director
Jon Gillespie, Traffic Engineer
Robert Ball, Fire Marshall

CHAPTER 17.12

Parking Regulations

Section 17.12.010 - Purpose and General Plan Consistency

A. These regulations are established in order to assure that parking facilities are properly designed and located in order to meet the parking needs created by specific uses and ensure their usefulness, protect the public safety, and, where appropriate, buffer and transition surrounding land uses from their impact.

Section 17.12.020 - Basic Regulations For Off-Street Parking

A. Off-street parking shall be provided subject to the provisions of this Chapter for:

1. Any new building constructed;
2. Any new use established;
3. Any addition or enlargement of an existing building or use; and,
4. Any change in the occupancy of any building or the manner in which any use is conducted that would result in additional parking spaces being required.

B. The required parking spaces or garages shall be located on the same building site or development (See Chapter 17.04, Section 17.04.050 for exceptions).

C. All off-street parking spaces and areas required by this ordinance shall be designed and maintained to be fully usable for the duration of the use requiring such areas and spaces.

D. On-street parking within public or private streets, driveways, or drives shall not be used to satisfy the off-street parking requirements, except where allowed by this chapter.

E. Whenever the computation of the number of off-street parking spaces required by this section results in a fractional parking space, one additional parking space shall be required for ½ or more fractional parking space and any fractional space less than ½ of a parking space shall not be counted.

F. Temporary use of off-street parking spaces for non-parking purposes will not violate this ordinance if such use is specifically approved by the City Planner.

G. Parking facilities constructed or substantially reconstructed subsequent to the effective date of this chapter, whether or not required, shall conform to the design standards set forth in this chapter.

H. Parking standards contained within the Industrial Area Specific Plan shall apply only to uses in the Industrial Area Specific Plan area. Only design standards and basic regulations contained in this chapter shall apply to uses in the Industrial Area Specific Plan area.

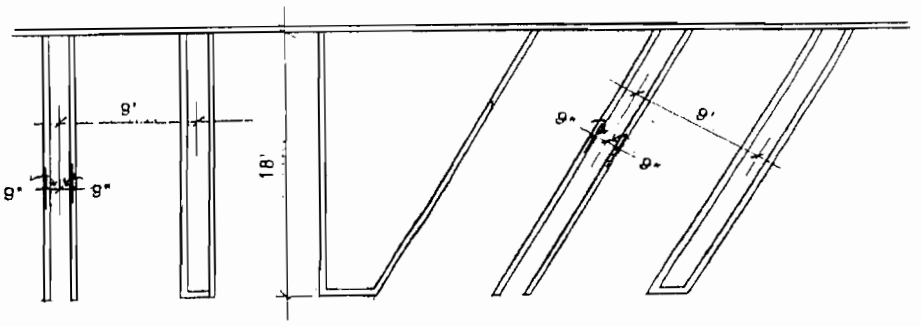
Section 17.12.030 - Design Standards

Design standards are established by this section to set basic minimum dimensions and guidelines for design, construction, and maintenance of parking within both the residential and commercial districts.

A. General. The following standards shall apply to both the residential and commercial districts.

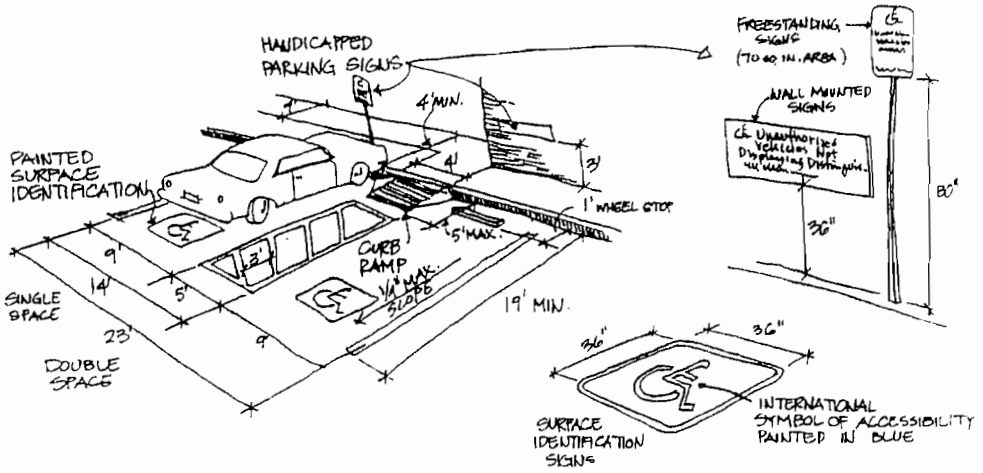
1. Standard stall size. Each parking space shall consist of a rectangular area not less than 9 feet wide by 18 feet long. In measuring the length of paving required for a

parking space allowance may be made for up to a 1-foot vehicle projection beyond the bumper or tire stop if such projection does not interfere with landscaping or pedestrian use. All parking spaces shall have a vertical clearance of not less than 7 1/2 feet.



2. When the side of any parking space abuts a building, wall, support column, or other obstruction, which interferes in any way with access to a motor vehicle, the space shall be a minimum of 2 feet wider than otherwise required by this section.

3. Handicapped stall size. Each parking space designated for use by the handicapped shall consist of a rectangular area not less than 14 feet wide by 18 feet long and shall be located in an area not exceeding 2 percent slope. All spaces shall be located near or convenient to a level or ramped entrance, not exceeding a 5 percent slope, to the facility served by the parking space. Parking spaces for the handicapped shall be signed and restricted for use by the handicapped only.



HANDICAPPED STALL SIZE

4. Aisle dimensions. Each parking and loading space shall have adequate drive aisles and turning and maneuvering areas for access and usability, in accordance with Table 17.12.030-E.

5. Paving. Parking and loading facilities shall be surfaced and maintained with asphaltic concrete or other permanent, impervious surfacing material sufficient to prevent mud, dust, loose material, and other nuisances. Alternate surface material can be considered by the City Planner if shown that such material will not cause adverse effects and that it will remain in a usable condition.

6. Drainage. All parking and loading facilities shall be graded and provided with permanent storm drainage facilities. Surfacing, curbing, and drainage improvements

shall be sufficient to preclude the free flow of water onto adjacent properties or public streets or alleys and to preclude standing pools of water within the parking facility.

7. Safety Features. Parking and loading facilities shall meet the following standards:

   a. Safety barriers, protective bumpers or curbing, and directional markers shall be provided to assure pedestrian/vehicular safety, efficient utilization, protection to landscaping, and prevent encroachment onto adjoining public or private property.

   b. Visibility of pedestrians, bicyclists, and motorists shall be assured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility.

   c. Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accord with accepted principles of traffic engineering and safety.

8. Lighting. Parking areas shall have lighting capable of providing adequate illumination for security and safety. The minimum requirement is 1-foot candle, maintained across the surface of the parking area. Lights provided to illuminate any parking facility or paved area shall be designed to reflect away from residential use and motorists. It is the intent to maintain light standards in a low profile design and to be compatible with the architectural design. Light standards shall not exceed 15 feet in overall height from the finished grade of the parking facility. No lighting shall create illumination on adjacent properties, which exceeds a measurement of 5 foot candles.

9. Noise. Areas used for primary circulation, frequent idling of vehicle engines, or for loading activities shall be designed and located to minimize impacts on adjoining properties, including provisions for screening or sound attenuation.

10. Screening. Unenclosed off-street parking areas shall be screened from view from public streets and adjacent more restrictive land uses. Screening may consist of one, or any combination of, the following methods:

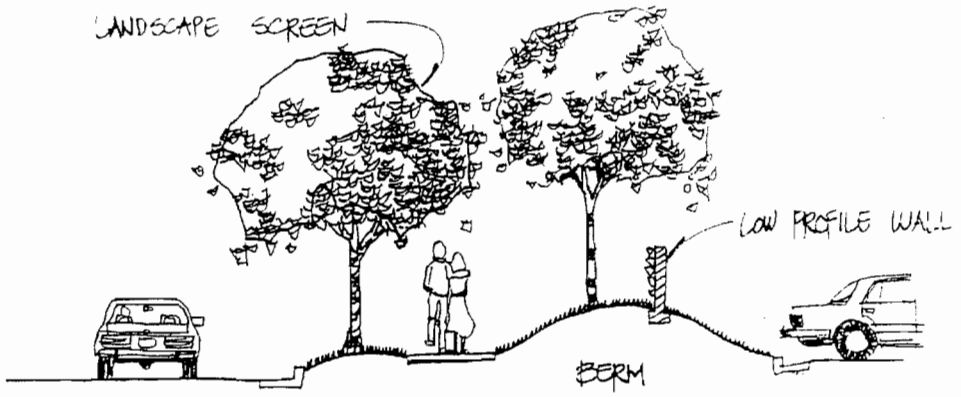
    a. Walls. Low profile walls, not exceeding 3 ½ feet in height, shall consist of concrete, stone, brick, or similar types of solid masonry materials.

    b. Fences, solid. A solid fence, not to exceed 3 ½ feet, shall be constructed of wood, wood and masonry, or other materials to form an opaque screen.

    c. Fences, open. An open weave, mesh-type, or wrought iron fence, not to exceed 3 ½ feet, shall be combined with plant materials to form an opaque screen.

    d. Planting. Plant materials, when used as a screen, shall consist of compact, evergreen plants. They shall be of a kind, or used in such a manner, so as to provide screening, have a minimum height of 2 feet within 18 months after initial installation or screening as per a, b, or c above shall be installed.

    e. Berms. Berms, including grass or plant materials.



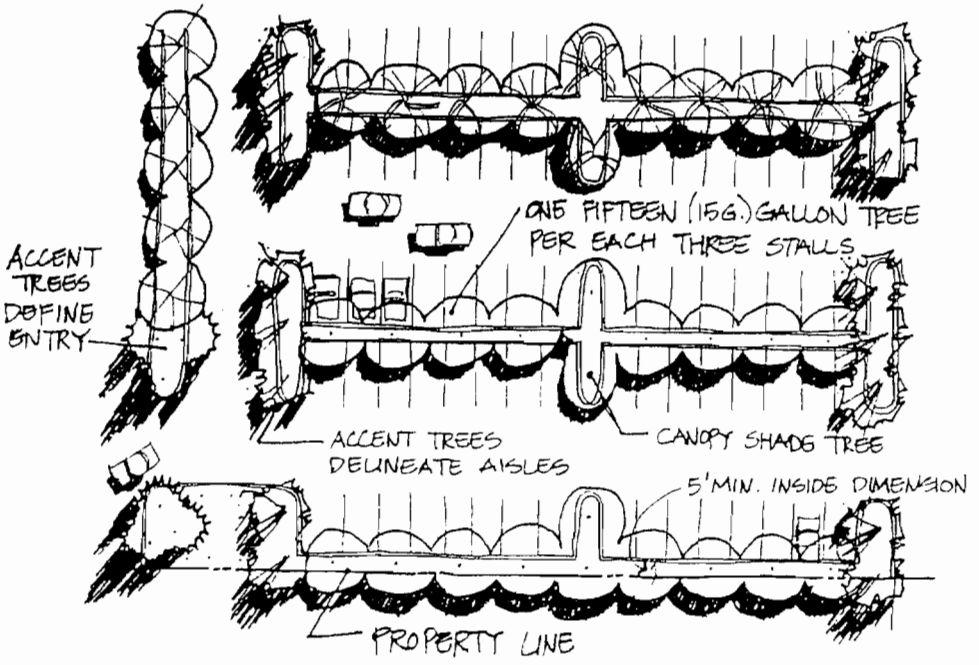
11. Landscaping. The following basic standards shall be observed:

a. A minimum of 10 percent of the total off-street parking area shall be landscaped with at least one 15-gallon minimum size tree for each three parking stalls (which may be clustered or grouped) and appropriate ground cover. The parking area shall be computed by adding up the areas used for access drive aisles, stalls, maneuvering, and landscaping within that portion of the premises that is devoted to vehicular parking and circulation.

b. Each unenclosed parking facility shall provide a perimeter landscaped strip at least 5 feet wide (inside dimension) where the facility adjoins a side or rear property line. The perimeter landscaped strip may include any landscaped yard or landscaped area otherwise required and shall be continuous, except for required access to the site or parking facility.

c. All landscaping shall be protected with concrete curbs or equivalent barriers.

d. All landscaping shall be continuously maintained free of weeds, debris, or litter.



12 Striping. All parking stalls shall be clearly striped and permanently maintained with double or hairpin lines on the surface of the parking facility, with the two lines located

an equal of 9 inches on either side of the stall sidelines. In all parking facilities, all aisles, approach lanes, and maneuvering areas shall be clearly marked with directional arrows and lines to expedite traffic movement.

13. Maneuvering. Parking and maneuvering areas shall be arranged so that any vehicle entering a public right-of-way on a major or secondary street can do so by traveling in a forward direction.

B. Residential. The following design standards shall apply to the residential districts and developments:

1. Covered off-street parking spaces in a garage or carport shall be a minimum of 9 feet in width and 19 feet in depth, of unobstructed area provided for parking purposes. The required minimum measurements may not include the exterior walls or supports of the structure.

2. Driveways providing access to garages, carports, and parking areas serving three or less dwelling units shall be a minimum of 10 feet in width for one-way traffic and 20 feet for two-way traffic.

3. Driveways providing access to garages, carports, and open parking spaces serving four or more dwelling units shall be a minimum of 12 feet in width for one-way traffic and 24 feet for two-way traffic.

4. Driveways serving multiple dwelling units with garages or carports on either or both sides shall be increased a minimum of 5 feet on one side only, thus providing a 29-foot wide access way between garage or carport spaces for two-way traffic.

5. No property owner shall sublease, sub-rent, or otherwise make available to residents of other properties the off-street parking spaces required by this section.

6. All required covered off-street parking spaces shall be located conveniently accessible to the dwelling unit served by such parking space.

7. Residential developments, which provide private streets, shall be planned, designed, and constructed to meet the minimum City Engineering requirements for private streets.

8. Any secondary paved driveway or extension of the primary driveway shall not be used for parking unless: (1) it connects the primary driveway access to a second access point with the street or public right-of-way (i.e. circular driveway) with a continuous pavement width not exceeding 12 feet; (2) it is an extension of the primary driveway toward the nearest side or rear yard area; or (3) is constructed pursuant to an approved Minor Development Review.

C. Commercial, Institutional, and Community Facilities. The following design standards shall apply to Commercial, Institutional, and Community Facility uses.

1. Those areas designated for use by motorcycles shall consist of a minimum usable area of 56 square feet.

2. Parking bay widths shall be computed according to the specifications set forth in Table 17.12.030-E.

3. Two-way access driveways with no parking shall be a minimum of 24 feet, except 26 feet shall be provided where necessary for emergency vehicle access. One-way access driveways with no parking shall be a minimum of 12 feet.

D. Industrial Districts. The following design standards shall apply to uses within the Industrial Districts. In order to prevent traffic congestion, promote business, and enhance public safety, off street parking and loading facilities shall be provided as set forth herein. The facilities required by this section for parking and maneuvering of motor vehicles are assumed to be the

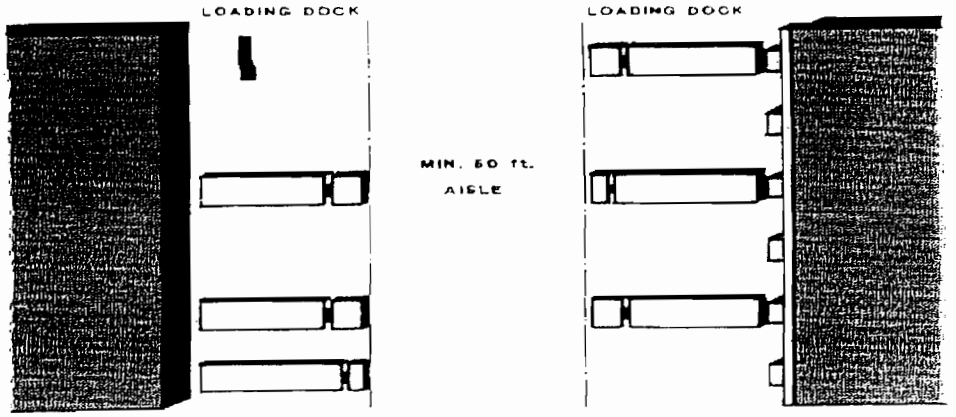
minimum standards necessary for such use. The following shall apply to the industrial districts:

Parking Facilities.

1. Required parking shall be located on the same site with the main use of the building, on premises contiguous thereto, or in a location in accordance with an approved development plan.
2. Carpools/Vanpools - Off-street parking close to the building shall be provided for commercial/office/industrial facilities at a rate of 10 percent of the total parking area designated for use by carpools and vanpools. If covered, the vertical clearance shall be no less than 9 feet.
3. All parking areas shall be screened from public view through the use of berms, landscaping material, and low walls.

Loading Facilities.

1. All loading facilities and maneuvering areas must be on site with the use.
2. All loading facilities shall be permitted only in the rear and interior side yard areas except within the Heavy Industrial district and rail-served buildings.
3. Aisle width to the loading docks shall be a minimum of 50 feet plus additional width for truck parking (typically 40 to 50 feet).
4. Loading docks shall be set back a minimum of 70 feet from street property line.
5. Parking stalls for trailers shall be 50 feet by 14 feet and provided at a ratio of 1 stall per truck loading dock door.
6. Loading facilities shall be adequately screened from the public view except within the Heavy Industrial district and rail-served buildings.
7. Minimum aisle width adjacent to loading areas, without dock-high doors, shall be 16 feet for one way and 28 feet for two way.



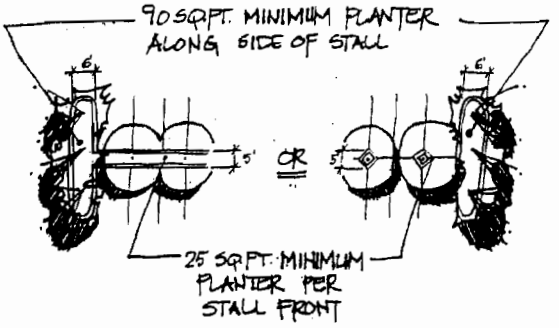
E. Parking Facility Design. Following are charts and diagrams to which all parking facilities shall be designed.

1. Parking Bay Widths. Each parking facility is designed with parking bay units. The size or width of this unit is dependent on one- or two-way traffic and single- or double-loaded aisles. Use the following table to determine the overall width of the parking bay design, which is being used. The dimensions listed are the amount necessary to contain parking stall depth and aisle width without overhang. Parallel parking may be permitted; however, it must not be counted as part of the required driveway width and must maintain 4 feet between spaces.

2. Planter Design. All parking lot planters shall be designed to meet the following minimum requirements.

   a. Planters shall be separated from maneuvering and parking areas by a 6-inch, raised concrete curb or equivalent.

   b. Tree planting wells located at the front of parking stalls shall contain a minimum of 25 square feet and the smallest outside dimension shall not be less than 5 feet.



   c. Landscape planters along the sides of parking stalls shall contain a minimum of 90 square feet and the smallest outside dimension shall not be less than 6 feet.

   d. Pedestrian walks shall be provided in landscape planters along the sides of parking stalls. It shall consist of a minimum 12-inch concrete paver, adjacent to the curb (including curb width).

Section 17.12.040 - Parking Requirements

The following sections list the required amount of parking for each category of uses, special requirements and optional requirements.

A. Residential.

1. Single-family detached dwellings (conventional): 2 parking spaces within a garage.

2. Cluster development (condominium, townhome, etc.) semi-detached single-family (zero lot line, patio homes, duplexes, etc.) and mobile home parks.

   a. Studio: 1.3 off-street parking spaces per unit of which 1 space shall be in a garage or carport.

   b. One bedroom: 1.5 off-street parking spaces per unit of which 1 space shall be in a garage or carport.

   c. Two bedrooms: 1.8 off-street parking spaces per unit of which 1 space shall be in a garage or carport.

   d. Three or more bedrooms: 2 off-street parking spaces per unit of which 2 spaces shall be in a garage or carport.

   e. Four or more bedrooms: 2.3 off-street parking spaces per unit of which 2 spaces shall be in a garage or carport.

   f. In addition to the required number of parking spaces for each unit, 1 off-street uncovered parking space shall be provided for each four units for visitor parking. For single-family zero lot line, patio homes, and duplexes, on-street parking may be substituted for visitor parking, where sufficient street pavement width and distance between driveways has been provided.

g. Fifty percent of the total required covered spaces shall be within enclosed garage structures.

h. The use of carports requires approval from the Design Review Committee.

B. Commercial/Office.

1. Commercial, Retail, and Service Uses.

a. Shopping centers of less than 25,000 square feet: The parking required will be the sum of parking requirements for the individual uses.

b. Shopping centers of more than 25,000 square feet and less than 1,000,000 square feet of gross leasable area:

(1) Shopping centers of less than 600,000 square feet, but more than 25,000 square feet of gross leasable area: 5 parking spaces for each 1,000 square feet of gross leasable area shall be provided. For centers, which were built or approved prior to the effective date of this Ordinance, a parking ratio of 4.5 parking spaces for each 1,000 square feet of gross leasable area shall be provided.

(2) Shopping centers of 600,000 to 1,000,000 square feet of gross leasable area: 5.5 parking spaces for each 1,000 square feet of gross leasable area shall be provided.

(3) In addition to the above parking requirements, the following special parking provisions shall apply:

(a) Food service (defined as restaurants, fast food restaurants, taverns, lounges, and other establishments for the sale and consumption on the premises of food and beverages): If over 15 percent of the gross leasable area is occupied by food service uses, 1 additional space per 100 square feet of the gross leasable area used for food service shall be provided.

(b) Cinemas occupying up to 10 percent of the gross leasable area in shopping centers of less than 100,000 square feet: 3 additional parking spaces for every 100 theater seats shall be provided.

(c) Cinemas in shopping centers of 100,000 to 200,000 square feet: No additional parking spaces shall be required for the first 450 theater seats; 3 additional parking spaces for every 100 seats over 450 shall be provided.

(d) Cinemas in shopping centers of over 200,000 square feet of gross leasable area: No additional parking spaces shall be required for the first 750 theater seats; 3 additional parking spaces for every 100 theater seats over 750 shall be provided.

(e) Offices (including medical and dental): If over 10 percent of the gross leasable area is occupied by office use, a special parking study prepared in accordance with City standards, as specified by the City Planner, shall be prepared by the applicant at the applicant's expense. Parking requirements for the office use shall be established based on the City Planner's review and approval of said special parking study.

c. Shopping centers of over 1,000,000 square feet of gross leasable area: A special parking study prepared in accordance with City standards, as specified by the City Planner, shall be prepared by the applicant at the applicant's expense. Parking requirements for the shopping center shall be established based on the City Planner's review and approval of said special parking study.

The above requirements will apply for all commercial centers in the City; however, for uses not located within a shopping center, or when deemed necessary by the City Planner to calculate uses independently, the following standards shall apply:

d. Automobile washing and cleaning establishments, except self-service: 1 parking stalls.

e. Self-service automobile washes: 2.5 spaces for each washing stall.

f. Automobile service and gas station: 3 spaces, plus two spaces for each service bay.

g. Barber shops or beauty parlors: 2 spaces for each barber chair; 3 spaces for each beautician station.

h. Buildings used solely for coin-operated laundromats or dry cleaning establishments: 1 space for each three washing machines.

i. Offices, commercial banks, savings and loan offices, other financial institutions, general retail stores, food stores, supermarkets, and drug stores: 1 space for each 250 square feet of gross floor area.

j. Contractor's storage yards in connection with contractor's business; salvage yard; junk yard, automobile wrecking yard; storage yard: 6 spaces separated from the enclose storage area.

k. Lumber yards: 1 space for each 300 square feet of gross floor area for retail sales, plus 1 space for each 1,000 square feet of open area devoted to display (partially covered, by roof, awning, etc.) or sales.

l. Mortuaries and funeral homes: 1 space for every 25 square feet or fraction thereof of assembly room or floor area.

m. Motels and hotels: 1 space for each guest unit and 2 spaces for resident manager or owner.

n. Motor vehicle sales and automotive repair, painting, body work or service: 1 space per 400 square feet of gross floor area.

o. Stores solely for the sale of furniture and appliances: 1 space for each 500 square feet of gross floor area.

p. Trade schools, business colleges, and commercial schools: 1 space for each three student capacity of each classroom plus 1 space for each faculty member or employee.

2. Commercial Recreation Uses.

a. Bowling alleys and/or billiard halls: 5 spaces for each alley and/or two spaces for each billiard table contained therein.

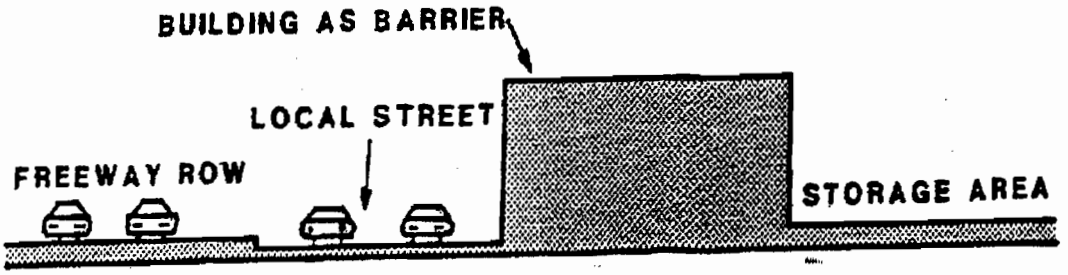
b. Commercial stables: 1 accessible space for each five horses boarded on the premises.

c. Driving ranges (golf): 1 space per tee, plus the spaces required for additional uses on the site.

d. Golf courses (regulation course): 6 spaces per hole plus the spaces required for additional uses on the site.

e. "Pitch and Putt" and miniature golf course: 3 spaces per hole, plus requirements for accessory uses.

f. Skating rinks, ice or roller: 1 space for each 100 square feet of gross floor area, plus the spaces required for additional uses on the site.



7. Security Fences and Walls. The purpose of Security Fencing and Wall Standards is to provide for a safe environment for businesses within the Industrial area.

   a. Site planning, including building configuration and placement, is encouraged to create defined areas that may be adequately secured.

   b. Any wall or fence along a street frontage over 3 feet in height is subject to the streetscape setback requirements established in Section D (Setback Requirements) of this chapter.

   c. Within all land use categories except Heavy Industrial, all fencing or walls shall be wrought iron, concrete, masonry, or other similar materials not to exceed a height of 8 feet from highest finished grade. The use of barbed wire or similar materials is prohibited from these land use categories. Chain link may be used in areas not visible in front setback area.

   d. Within the Heavy Industrial category, security fencing may include wrought iron, masonry or concrete, wood, metal, or chain link with wood slats. Barbed wire may be permitted atop fencing.

   e. Security gates are subject to review and approval by the Fire and Sheriff Departments to ensure adequate emergency access.

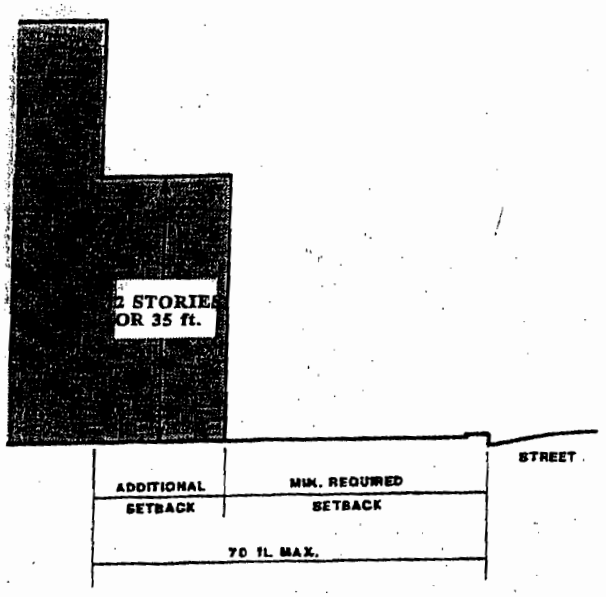
8. Utilities. The purpose of Utility Service Standards is for the efficient distribution of utilities designed to be compatible with the surrounding environment. The following requirements shall apply within the Industrial area:

   a. All existing and new utilities, 12 KV and less, within the project and along adjacent major arterials shall be installed underground.

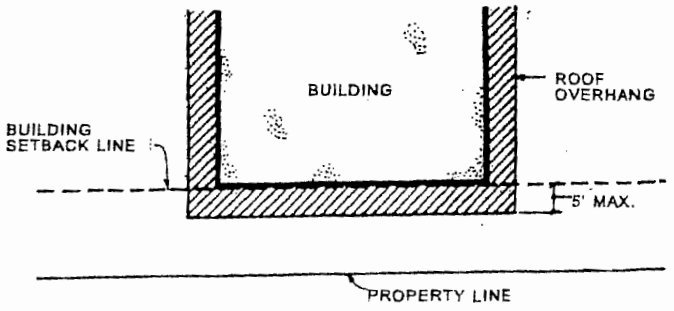
   b. All ground-mounted utility appurtenances, such as transformers, shall be located out of public view, preferably in the side yard, and adequately screened through the use or combination of concrete or masonry walls, berming, and landscape materials.

9. Maintenance. Property owners are responsible for the maintenance of all buildings, structures, yards, landscaping, signs, parking areas, and other improvements in a manner, which does not detract from the appearance of the surrounding area. The following conditions are prohibited:

5. Building Height. For buildings exceeding two stories or 35 feet as measured from highest finished grade, whichever is more restrictive, an additional 1-foot setback, as measured from ultimate face of curb, shall be required for each additional 1-foot in height. This setback need not exceed 70 feet.



6. Projections. Eaves, roof projections, awnings, stair landings, and similar architectural features may project into the building setback a maximum distance of 5 feet, provided such appendages are supported only at, or behind, the building setback line.



7. Parcels less than 225 feet deep from the ultimate curb face on Special Boulevards need not provide an average depth of landscaping or building setback greater than 25 feet or 20 percent of the depth of property (as measured from ultimate face of curb), whichever is greater, except on Haven Avenue or within Master Planned developments. Buildings over two stories or 35 feet are still subject to D.4 above.

E. Landscape Requirements. The purpose of landscaping is to provide the Industrial area greater aesthetic quality and a unified design theme and to promote energy conservation. The "primary landscape design concepts" listed in Section 17.30.070 shall apply to all landscape plans under these requirements. The following requirements shall be applied throughout the Industrial area.

1. Minimum Landscape Coverage. The minimum landscape coverage of net lot area (net lot area includes the area under property ownership excluding all right-of-way dedications and private streets) is as follows:

Subarea	HO**	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Landscape Coverage	25/30	12	10	12	12	7	15	15	12	10*/5	10	12	15	12	12	10*/5	15	15	***

* *Within Subareas 9 and 15, the minimum landscape coverage shall be 10 percent of the net lot area between the area extending from Arrow Route to 1,000 feet south. All remaining areas shall have a 5 percent minimum landscape coverage.*

** *Haven Avenue Overlay District.*

*** *Refer to Subarea 18 Specific Plan.*

2. Landscape Coverage. The landscape coverage requirement may be modified by the Planning Commission when it is determined that the project is designed to the highest aesthetic quality compatible with the land use category and consistent with the surrounding land use. (i.e., within a Master Planned project area, variation of landscape coverage requirement may be allowed.)

3. Berming. Bermed landscaping shall be incorporated wherever possible within the landscape setback and landscape areas surrounding parking and loading areas.

   a. On Special Boulevards, all parking areas shall be screened with berms an average height of 3 feet (maximum slope not to exceed 3½ :1).

   b. The design of the berms shall be undulating to provide interest and visual access to buildings.

4. Trees. All required trees will be a minimum of 15-gallon size; except within the Industrial Park category where 30 percent of the required trees shall be 24-inch box size or larger.

   a. Within parking lots, trees will be planted at a rate of one tree for every three parking stalls provided in the planters.

   b. Trees shall be planted in areas of public view adjacent to structures at a rate of one tree per 30 linear feet of building dimensions, particularly to interrupt expansive horizontal and vertical surfaces. Tree clusters may be used to satisfy specific design objectives.

   c. Along property boundaries, trees will be planted at a rate of one tree per 30 linear feet of interior property line. Tree clusters may be used to satisfy specific design objectives.

5. Expansion Areas. Undeveloped areas proposed for future expansion shall be kept in a weed free condition and appropriate ground cover may be required. Graded pad sites may require temporary seeding with appropriate ground cover served by an automated irrigation system for erosion control to mitigate visual impact.

6. Irrigation System. All landscaped areas shall be served by an automatic underground irrigation system.

7. Water Conservation. A combination of water conserving landscape and irrigation techniques are required such as, but not limited to, drought tolerant plant species, hardscape (non-irrigated) surfaces, and special irrigation systems such as drip emitters, low volume stream rotors, deep watering of trees and shrubs, tensiometers to measure soil moisture, and automatic timers.

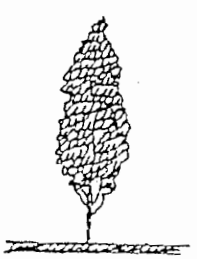
   Property owners will be responsible for the development and maintenance of their on-site landscaped area and for the contiguous planted right-of-way. Any damage to the landscaping and irrigation systems shall be planted or replaced within 30 days from date of damage.

8. In order to achieve a uniform landscape theme, the areas within the street medians, park strips, and streetscape setbacks shall have an established landscape materials pallet consistent with the City's landscaping theme. Landscaping materials should be selected for their longevity, drought tolerance, low maintenance, and heat and wind tolerance in addition to their aesthetic beauty and functionality. Table 17.30.040-E describes the landscaping materials and characteristics by street classification.

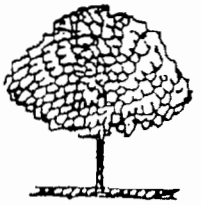
9. Screening. The use or combination of berming, landscape materials, low level walls, and building mass shall be used to screen parking and loading areas and refuse collection areas from the public view. The following is a list of acceptable landscaping materials for low level screening:

Botanical Name	Common Name	Size at 3 Years Height X Width	Minimum Spacing
Buxus japonicum	Japanese Boxwood	5 feet X 4 feet	3.0 feet on center
Carisa grandiflora	Natal Plum	5 feet X 4 feet	3.5 feet on center
Coprosma baueri	Coprosma	6 feet X 5 feet	3.5 feet on center
Hakea suaveolens	Sweet Hakea	6 feet X 5 feet	4.0 feet on center
Hibiscus rosa-sinensis	Chinese Hibiscus	5 feet X 5 feet	5.0 feet on center
Ligustrum texanum	Japanese Privet	6 feet X 4 feet	3.0 feet on center
Myoporum laetum	Myoporum	6 feet X 6 feet	5.0 feet on center
Nerium oleander	Oleander	6 feet X 6 feet	4.0 feet on center
Pittosporum tobira	Tobira	3 feet X 4 feet	4.0 feet on center
Viburnum japonicum	Viburnum	6 feet X 5 feet	4.0 feet on center
Xylosma congestum	Xylosma	5 feet X 5 feet	4.0 feet on center

Table 17.30.040-E - Landscaping Materials Concept

LOCATION	CHARACTER	TREE TYPES	PLANTING PROVISIONS AND TREATMENT	REPRESENTATIVE SPECIES
1. Roadways designated for special boulevard treatment.	Trees along primary circulation routes play a major role in defining the City's image, especially at gateways to the City. Primary corridors separate the Industrial Area from residential areas. In some cases trees can define edges and provide buffers.	Columnar evergreens or deciduous trees, 60' - 100' tall. 	Curbside and median planting strips 5' - 14' wide. Trees planted 20' - 30' on center (10' less than the mature diameter* of the trees) on the average either formally or in less structured linear groves. *Mature diameter is defined as the diameter after 20 years.	Eucalyptus robusta, Swamp Mahogany E. Sideroxylon rosea, Red Ironbark E. Camaldulensis, Red Gum

LOCATION	CHARACTER	TREE TYPES	PLANTING PROVISIONS AND TREATMENT	REPRESENTATIVE SPECIES
2. Major arterials and, secondary streets.	Trees along secondary circulation routes and primary routes in the residential areas can provide a transition to a more human scale and to a more structured community form. Canopies can provide both a definition of scale and shade.	Columnar to round-headed, fan-shaped deciduous or evergreen trees, 50' - 80' tall. 	Curbside and median planting 5' - 14' wide. Trees planted 20' - 50' on center (10' less than the mature diameter of the trees) on the average.	Platanus acerifolia, London Plane, P. Racemosa, California Sycamore Fraxinus holotricha, "Moraine" Ash Celtis sinensis, Chinese Hackberry Acacia melanoxylon, Black Acacia Gingko Biloba, Maidenhair Tree
3. Collector streets, local streets and setbacks on special boulevards in Industrial areas.	Industrial areas are less formal than commercial or residential. The role of trees is to give the expansive industrial area a sense of scale and to provide shade.	Columnar to round-headed, fan-shaped deciduous, or evergreen trees, 40' - 70' tall. 	Curbside planting 5' - 10' wide, trees planted 20' - 25' on center (10' less than the mature diameter of the trees) on the average. Setback planting 13' wide, trees planted informally 20' on center.	Platanus acerifolia, London Plane P. Racemose, California Sycamore Fraxinus holotricha, "Moraine" Ash Celtis sinensis, Chinese Hackberry Acacia melanoxylon, Black Acacia Gingko Biloba, Maidenhair Tree Ceratonia siliqua, Carob Cinnamonum camphora, Camphor Liquid amber styraciflua, American Sweet Gum
4. Streets at commercial centers and bus stops.	When a commercial center occurs along a residential or commercial street or major arterial, trees can indicate the change in character. Broad canopy trees can reflect the shifts from linear movement to activity center and the change in scale from automobile to pedestrian. A tree's ability to provide shade and to resist heat is essential for its use as a parking lot tree. Trees used to designate the entry to a parking lot should be different from the trees lining the street.	Round-headed, deciduous and evergreen trees, 35' - 50' tall in formal or informal clusters. 	Planters set into sidewalk paving, variable spacing.	Celtis sinensis, Chinese Hackberry Pistacia chinensis, Chinese pistache Platanus acerifolia, London Plane Tree Schinus terebinthifolius, Brazilian Pepper Cinnamomum camphora, Camphor Magnolia grandiflora, Southern Magnolia

LOCATION	CHARACTER	TREE TYPES	PLANTING PROVISIONS AND TREATMENT	REPRESENTATIVE SPECIES
5 Parking lots of commercial centers.	A tree's ability to provide shade and to resist heat is essential for its use as a parking lot tree. Trees used to designate the entry to a parking lot should be different from the trees lining the street.	Round-headed, spreading evergreen trees, 35' - 50' tall. Trees at entries may be deciduous and/or columnar. 	Strips between rows of parking stalls; planters should extend into a parking stall occasionally to break up the straight rows. Trees planted a distance of 10' less than the tree's diameter at maturity on center. A sufficient number of trees shall be planted such that when they are matured they will shade 50 percent of the parking area at solar noon on August 21 (1 p.m. Daylight Savings time). This entails, at a minimum, planting trees at the required spacing in all strips between parking stalls	Prunus Species Flowering Cherries Ceratonia siliqua, Carob Cinnamomum camphora, Camphor Ficus rubiginosa, Rusty Leaf Fig Schinus terebinthifolius, Brazilian Pepper Ulmus parvifolia, Chinese Elm

F. Rail Service Standards. The purpose of Rail Service Standards is to provide for the use of rail service to those properties, which adjoin existing or proposed lead, or spur lines as indicated on the subarea maps. Uses with dependency on Rail Service shall be encouraged to locate on properties (except those in Subarea 6), which adjoin such lines. Those uses, which are not dependent on rail service, are discouraged from locating on properties adjacent to lead or spur lines. The following standards are required for all developments, which adjoin lead and spur railroad lines.

1. Rail Service Standards are suggested guidelines for developing rail access. The railroad and the Public Utilities Commission may consider modification of track standards; therefore, the project designer should consult with the railroad at the time of project design.

   a. Easement width for a lead line, single-rail track - 32 feet; and for a double-rail track - 41 feet.

   b. Rail lead track and nearby street elevations shall approximate one another in height.

   c. The minimum radius of curvature for a track shall be 180 feet.

   d. Maximum permissible gradient along spur tracks shall be no greater than 1½ - 2 percent.

   e. Dock height shall be set between 4½ to 5 feet above the top of rail of the spur track.

   f. At-grade road crossings by railroads should be avoided wherever possible. Rail crossings and any spur construction must be approved by the railroad and the Public Utilities Commission.

Section 17.30.060 - General Design Guidelines

A. Intent. The intent of these guidelines is to assist the designer in understanding and complying with the City's standards for building and site design. These guidelines are based upon community design goals as expressed in the General Plan and encourage the orderly and harmonious appearance of structures and property together with associated facilities, such as signs, landscaping, parking areas, and streets. They establish a high standard for design quality but are flexible enough to allow individual expression and imaginative solutions. The establishment of Urban Design Standards and Guidelines provides the City with the ability to ensure that all development in the Industrial area has compatible architecture and enhanced design quality. These guidelines are general and through the Design Review Process are intended to encourage the individual creativity of project designers as well as provide for the needs of the individual owner and user.

B. Applicability. The provisions of this section shall apply to all industrial districts, unless otherwise specified herein. Any addition, remodeling, relocation, or construction requiring a building permit within any industrial district is subject to Development/Design Review pursuant to Chapter 17.06.

C. Guidelines. The structure and its relationship to other structures, uses, views, existing site condition, and availability of rail access (if applicable), should be the dominant factors in the design and orientation of buildings. Architectural statements, while being strong, should not conflict from site to site or building to building. This section deals with the physical appearance of the Industrial area. While more specific urban design guidelines for each subarea are incorporated in Section 17.30.080, this section describes the overall, area-wide design concept addressing physical form and appearance, open space network, special features, and gateways.

D. Physical Form and Appearance. The Industrial districts have been divided into 18 subareas, each of which is designated with one of six land use categories. The development standards specified for each of these subareas will distinguish them from each other by the types of uses permitted or conditionally permitted, parcel sizes, setback requirements, landscaping, performance requirements, vehicular and rail access, and parking provisions. The distinction of each subarea will serve as a mechanism to create and enhance the identity of each subarea.

The Industrial districts form a part of the community fabric by integration into an arterial roadway network, which serves the entire City. The area's identity is further enhanced by the development of specially designed landscape themes at arterial roadway entry points into the Industrial area.

Each land use category is further distinguished by general architectural themes based upon the planned land use intensity. While the themes may vary, a high quality of design is expected in all land use categories of the Industrial districts. There are six land use categories in the Industrial districts:

1. Industrial Park category has been designated for five subareas. Primary uses in this category include custom light manufacturing, light wholesale storage and distribution, administrative and office, and professional services. This area is reserved for firms seeking attractive and pleasant working environments and a location, which has prestige value. High-quality architecture is required and site planning must emphasize a pedestrian-oriented, campus-like setting with the greatest amount of landscaping. The development of prefab, all metal sheathing for buildings is considered inappropriate for this category. The Industrial Park category is typically located adjacent to special boulevards (major thoroughfares) to enhance major gateways into

the community and create a high-quality image. In addition, the Industrial Park category is used as a transition from Industrial to Residential uses.

2. General Industrial category has been established for seven subareas. This category is intended to accommodate a wide range of light to medium manufacturing and wholesale, storage, distribution uses. Typically, administrative, office, and professional services are not allowed to reduce the potential for land use conflicts. Design and technical standards are less demanding than for the Industrial Park category, but safeguards are provided to ensure a pleasant, well-functioning environment. The development of prefab, all metal sheathing for buildings is considered inappropriate for this category.

3. Minimum Impact/Heavy Industrial category is designated for Subarea 9. This category provides for heavy manufacturing and wholesale storage and distribution uses, which do not have a significant aesthetic impact on the surrounding area. Not permitted in this area are massive outside structures such as cranes or unscreened storage of raw or finished products. Landscaping requirements in Subarea 9 along Arrow Route have been increased to create a smoother transition to the adjoining Industrial Park and General Industrial property.

4. Heavy Industrial category has been designated for Subarea 15. Permitted uses include medium, minimum impact, and heavy industrial manufacturing and each of the wholesale storage and distribution uses. Design and technical standards in this category allow massive outdoor structures and open air storage in an unscreened manner. A high degree of rail usage may also be typical.

5. Mixed Use category has been designated for a portion of Subarea 18. This category is intended to encourage the mix of different, but compatible, land uses and activities within a single integrated development. Mixed use developments are ideally suited adjacent to high activity nodes along major transportation corridors, particularly adjacent to public transit facilities to establish a built-in ridership. Mixed use projects can incorporate a wide range of commercial and industrial activities, including medium, light, and custom manufacturing; research and development; office; recreation; and commercial.

6. Open Space has been designated for a portion of Subarea 18. Permitted uses include golf courses, outdoor recreation areas, and parks.

E. Special Emphasis Areas.

1. Haven Avenue Overlay District is located on both sides of Haven Avenue from Foothill Boulevard south to 4th Street. Haven Avenue is a major north-south travel route and contains high-end office development with the unique combination of direct access to the Ontario Airport and the Interstate 10 Freeway. The standards in the Overlay District are designed to enhance Rancho Cucamonga's image by providing an intensive, high-quality, and prestigious gateway into the community. A progressive, sophisticated, and urban style of development is required and special site planning and landscaping requirements are included to enhance the pedestrian environment and create a campus-like atmosphere.

2. Interstate 15 (Devore Freeway) runs north-south through the Industrial area and borders seven subareas in each land use category except for General Industrial/Rail Served. Since this area is directly south of the future regional mall and related commercial activities at the I-15 Freeway and Foothill Boulevard, and views along the freeway have a major impact on the image and identity of Rancho Cucamonga, highest consideration should be given to design aspects that affect a positive image of the

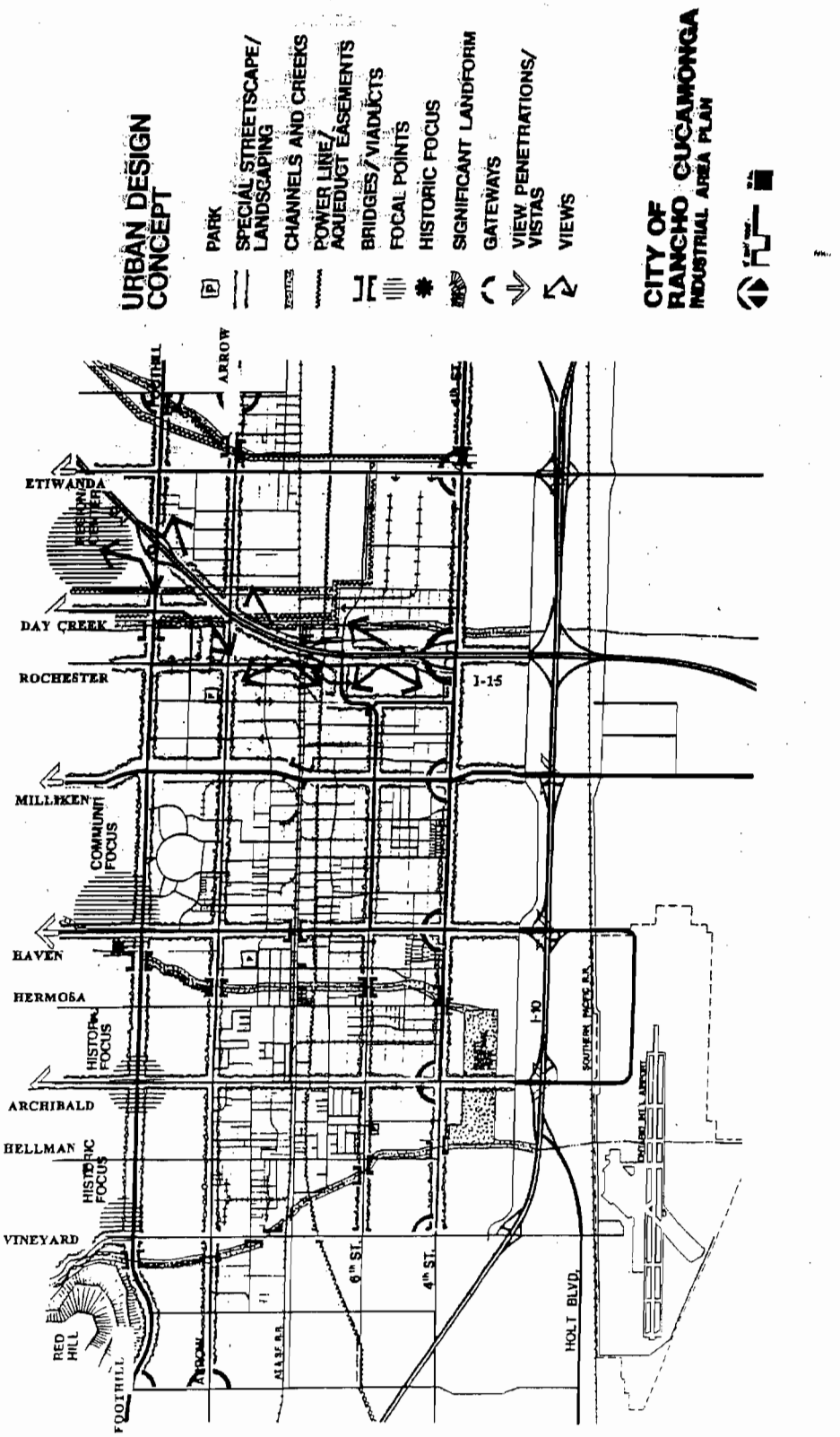
community as viewed from the freeway. Special considerations are contained in the Development Standards for each subarea which abuts the I-15 Freeway. (An I-15 Overlay District could provide special development criteria to eliminate unsightly views.)

3. Special Boulevards. The General Plan states that travel routes are predominant elements of the community's image and encourages the distinctiveness of individual districts and roadway corridors. In addition, the General Plan states that a consistent design theme is necessary to reinforce the image of perception of a route. Within the Industrial districts, nine special boulevards are included. The following is a brief description of the primary function and identity for the most significant special boulevards including Foothill Boulevard, Haven Avenue, Milliken Avenue, Archibald Avenue, and 4th Street;

   a. Foothill Boulevard serves as the major east-west transportation corridor through the City. It also links the area east of Haven Avenue including the planned communities and regional shopping mall with the commercial area to the east. Within the Industrial districts (Subareas 6 & 7), new development along Foothill Boulevard must provide a transition to commercial and office facilities within the Terra Vista and Victoria Community Plans and the Etiwanda Specific Plan areas, and shall comply with Section 17.32.060, Foothill Boulevard Design Guidelines and the Foothill Boulevard/Route 66 Visual Improvement Plan. Given the high visibility, office and commercial service type uses will predominate. Any light manufacturing or warehouse buildings will have to be designed to the highest quality and be compatible with commercial and residential environments on the north side of Foothill Boulevard.

   b. Archibald Avenue serves primarily as a support service function to the industrial area. A variety of industrial, commercial, and residential uses exist along major portions of the street. The major opportunity along Archibald Avenue is on the west side of the street south of 6th Street. New development in this area must be compatible with adjacent residential uses and provide an appropriate transition in terms of architecture, site planning, and landscaping. One story buildings in scale with the single-family homes fronting on 6th Street and pedestrian connections to residential should be provided.

FIGURE 17.30.060-A



c. Milliken Avenue will function as a primary north-south arterial through the Industrial area and connect the planned communities of Victoria and Terra Vista south to Interstate 10. Unlike other special boulevards with adjoining subareas designated Industrial Park, Milliken Avenue cuts through six different subareas and four land use categories, including Minimum Impact/Heavy Industrial. Traffic counts will be similar to Haven Avenue, but a greater mix of truck traffic is expected along with the potential of different commuter traffic hours because of varying employee shifts in the area. Given this setting, the functional and visual identity of Milliken Avenue will be influenced by a wide range of land uses. Building types may range from offices in multi-tenant industrial to large-scale distribution and manufacturing. However, to assure aesthetic quality and design uniformity, all architectural elevations along Milliken Avenue should be enhanced with variations in building form and articulation of services. In addition, outdoor storage, loading areas, and truck parking should not be visible from the street.

d. 4th Street is the boundary between Rancho Cucamonga and the City of Ontario, east of Cucamonga Creek (Hellman Avenue). As such, a series of gateways are planned at major intersections along 4th Street (Archibald Avenue, Haven Avenue, Milliken Avenue, Interstate 15, and Etiwanda Avenue). A consistent program of special landscape features and street monumentation signs with the City's emblem is to be implemented.

F. Landscape Design. Landscaping serves as a major design component of the urban design image of the Industrial districts. Through the variation of landscaping design and standards, distinction and identity of individual subareas and roadways can be achieved. To this end, the average depth of landscaping along street frontages and the percentage of net land area devoted to landscaping is varied. To distinguish special boulevards, landscaped median islands, meandering sidewalks, and street name monumentation signs are planned. Throughout the Industrial area, these primary landscape design concepts should be followed:

1. Streetscape: Street trees of similar species establish a consistent design pattern within the parkway of each street; evergreen trees shall be used as a backdrop for deciduous, particularly where needed to screen unsightly views and enhance building elevations; shrub planting and berming provides the desired screening of the parking areas.

2. On-Site Landscaping: Provides canopy trees for shading outdoor pedestrian areas and parking lots; breaks up lengthy building elevations along the side and rear properties with tree planting; use evergreen pines for wind protection and to screen undesirable views.

3. Special Accent Treatment: Includes the addition of special landscape design features such as color accents, specimen tree planting, decorative rockscape, and pavement details to provide visual enhancements to roadway intersections, driveway approaches, pedestrian walkways, and building entries.

4. Pedestrian Amenities: Provides for the inclusion of a pedestrian circulation system and accompanying plaza and patios as an integral part of a unified site design. Such a plan provides for the safe and orderly transition of vehicular and pedestrian traffic by means of clearly identifiable and attractive walkways.

5. Tree Size/Staking: Specimen size trees (24-inch box or larger) are encouraged to promote the early establishment of mature plantings. Severe wind conditions require all trees to be staked or guy wires used per City standards.

6. Drought Tolerance: Because of the community's arid climate, the use of drought tolerant plant material is strongly encouraged. Turf should be limited to areas of major

design emphasis with the use of rockscape/hardscape and groundcover to limit water consumption.

7. Irrigation: Water conserving irrigation techniques are required. Deep root watering systems for trees, particularly in turf areas, are encouraged.

8. Open Space Network: Elements that constitute open space include parks, outdoor recreation areas, creeks and channels, transmission corridors, and stormwater retention areas. In addition, to the extent that they provide amenities, development setback areas, and street landscaping with associated pedestrian and bicycle paths also compliment open space. Easements for creeks, channels, and power line corridors traverse the Industrial area, linking them with the City's regions and National Forest open space areas. Directly south of 4th Street between the Cucamonga Creek and Hermosa Avenue is Guasti Regional Park, comprised of approximately 200 acres, to which both Cucamonga and Deer Creek Channels connect. While all of these linear open space components run north/south, this chapter proposes east/west connections of open space, incorporating the setback requirements along major arterials, as well as related buffer landscaping provisions along certain land use edges.

   The private open space areas, developed internally within the planned industrial projects, should connect with the area-wide open space network wherever possible, to avoid fragmentation of open space to unify the area-wide appearance.

G. Special Features. Special features refer to areas of visual, historic, and activity focal points within and near the Industrial area. These features should be respected and development and redevelopment around them should compliment and enhance their scale and character. The coordinated improvements of the special features and the corridors, along which they are located, should further help unify the overall appearance of the Industrial area and the City.

   The old Cucamonga historic commercial center at the intersection of Foothill Boulevard and Archibald Avenue and the location of Thomas Winery at the intersection of Foothill Boulevard and Vineyard Avenue, are also of historic interest.

   A 42-acre Rancho Cucamonga Adult Sports Park featuring year-round sports activities, including the Rancho Cucamonga Stadium, is located on the west side of Rochester Avenue, south of Foothill Boulevard. A 150-acre public golf course stretches from 4th Street to the Metrolink tracks, west of Milliken Avenue. The course provides significant vistas from 6th Street.

   Also along Foothill Boulevard near its interchange at the Interstate 15 is proposed a major regional shopping center (over one million square feet of floor space containing six department stores on approximately 100 acres of land). This would be a significant commercial activity center of regional impact.

H. Gateways. Certain points of access to the City will, by use, become major entrances to the Industrial area. A significant portion of the visitors' and users' impressions of the Industrial area are influenced by conditions at these locations. Hence, it is imperative that special considerations be given to the development and design of these gateway areas.

   As shown in Figure 17.30.060-A, gateway areas are identified along the major roadways that form the industrial area (and City) boundaries--4th Street, Foothill Boulevard, Etiwanda Avenue, and Arrow Route. The gateway of primary importance is located at the intersection of Haven Avenue and 4th Street. Other major gateways to the Industrial area include Archibald Avenue at 4th Street, Milliken Avenue at 4th Street, Interstate 15 interchange at 4th

Street, the proposed Interstate 15 interchange at 6th Street, and Interstate 15 interchange at Foothill Boulevard.

I. Utilities. To enhance the beauty and character of the community, all new and existing utility lines, including electric distribution lines of 34.5KV and less, shall be undergrounded as a condition of development.

J. Architecture and Design. The purpose of Architecture and Design Standards and Guidelines is to ensure that the built environment within the Industrial area is compatible with the nature and use of each land use category. The goal is to ensure high-quality, timeless building design, which includes building entry focal point, sufficient articulation to the building plane, and the creative use of building materials. The standards and guidelines are intended to result in a well--designed environment which is safe and pleasing to work within. These standards and guidelines shall apply on an area wide basis and, where noted, within certain land use categories.

1. The design of buildings and site plans should be compatible with surrounding land use and architecture and should recognize the climate, physical setting, and best architectural traditions of Southern California. Building orientation should include considerations of wind protection of site activities.

2. Desirable architecture shall project a high-quality, progressive, sophisticated style of development. Variations in architectural style and construction methods and materials are encouraged.

3. All building entrances shall be well articulated and project a formal entrance statement through variations in architectural planes, pavement surface treatment, and landscape plazas, as well as relate to pedestrians.

4. The articulated building entrances, together with the landscape plazas, should be designed to relate to, and connect with, the area-wide network of open space, thus, unifying and fostering a sense of community.

5. The degree of architectural treatment and embellishments must relate to the scale and mass of the building.

6. Accent treatment, such as changes in exterior materials and texture, is required.

7. The creative use of building materials is required. A minimum of two primary building materials shall be used. The recommended primary and secondary building materials are as follows:

   a. Primary building materials - concrete, sandblasted concrete, textured block, brick, granite, marble, and similar materials as approved by the Design Review Committee.

   b. Secondary building materials - glass, tile, polished brass or copper, brick, concrete, painted metal elements, painted accent stripe, and other similar materials as approved by the Design Review Committee.

8. All exterior wall elevations of buildings and screen walls shall have architectural treatment. Articulation of elevation surfaces is encouraged through the use of openings and recesses, which create texture and shadow patterns and provide variety to a building plane or surface.

9. At ground level, expanses of blank building walls shall be minimized with creative use of materials, textures, color, and/or building form.

10. Colors, materials, and finishes shall be coordinated in all exterior elevations of the buildings to achieve a total continuity of design.

11. Building materials, colors, and textures shall be compatible with those of adjacent or nearby buildings.

12. The use of prefab, all metal steel sheathing for buildings is prohibited from the Industrial Park and General Industrial categories. This is not to preclude the use of metal detail within architecturally designed buildings such as "Cortin" steel. Where used, metal buildings shall be architecturally designed to be compatible with surrounding land use and architecture.

13. The height and bulk of buildings shall not unduly block views and solar access of adjacent and other nearby buildings.

14. Maximum building or structure height shall not exceed four stories or 75 feet whichever is greater, unless approved through the Conditional Use Permit process.

K. Site Planning. The purpose of Site Planning Standards and Guidelines is to ensure for a functional, safe, and visually pleasing environment for those who may pass through or work in the area. The following standards and guidelines shall apply throughout the Industrial area.

1. Building placement shall be designed in such a way to create opportunities for plazas or other landscaped open spaces and encourage defined and spaciously enclosed open space on the same site or adjoining sites. Building orientation should include consideration of wind protection for site activities. The City Planner may require a detailed wind analysis of designs in question for adequacy (in wind protection) as a part of development application.

2. The access and circulation of a development should be designed to provide a safe and efficient system, both on- and off-site. Points of access shall be designed in conformance with the City's access regulations. The circulation system shall be designed to reduce conflicts between vehicular and pedestrian traffic, minimize impacts on adjacent properties, combine circulation and access areas where possible, and provide adequate maneuvering areas. Points of access shall not conflict with other planned or existing access points.

   Transit improvements such as bus shelters, pullouts, and pads shall be provided if determined necessary by the City Engineer and City Planner in consultation with the local transit provider.

3. Parking areas should not be the dominant element in the overall design of a project and should be designed to minimize visual disruption. Parking areas should be screened from streets through combinations of mounding, landscaping, low profile walls, and grade separations. The design of parking areas should also minimize vehicle noise, lights and glare, and ambient air temperature. This can be accomplished through the use of sound walls, general location, use of well-designed lights and landscaping throughout the parking lot.

4. Landscaping and open spaces should be designed as an integral part of the overall site plan design, and be designed to create visual interest and variety to the streetscape;