Part Four:
Design Guidelines

4.1 INTRODUCTION

Individual parcel developments will ultimately determine the overall character of Acco Airport Center. The site-specific aspects of their planning - grading, parking, site design, landscaping, lighting and signage - are the subject of this Chapter.

The design guidelines set forth here supplement the regulations set forth in **Part Three: Development Regulations.** They are meant to assure design consistency and cohesion as the development fabric of Acco Airport Center evolves.

The nature of "guidelines", and this Chapter, is advisory. These are not "regulations". They illustrate aspects of development which must be addressed by each project to assure the quality intended by the Specific Plan but for which there is some latitude in terms of response. The use of the word "shall" here does not imply that a certain defined response is mandatory. It is the intent of these guidelines that must be met in order for a project to be approved during Development Plan Review.

The following purposes are served:

- To provide the City of Ontario with the necessary assurance that the Specific Plan area will develop in accordance with the quality and character proposed;
- To provide a design framework to developers, builders, civil engineers, architects, landscape architects, and other professionals in preparing plans for construction; and
- To lend guidance to staff, the Planning Commission and the City Council in the review and evaluation of development projects in the Specific Plan area.

The Design Guidelines are intended to be flexible and illustrative. They are intended to provide criteria for design, and limitations on innovation and individual initiative are not intended.

4.2 GRADING

All rough grading activity in the Specific Plan area shall be in conformance with the approved Master Grading Plan for Acco Airport Center Ontario on file with the City of Ontario Engineering Department at the time of construction.

Detailed grading plans for each development parcel or sub-project shall be prepared prior to any on-site grading and submitted first to the Approving Agent and thereafter to the City of Ontario for approval.

Minimum Requirements

1. Grading work shall be balanced on-site to the extent possible.

2. In instances where a grading plan involves import or export, the applicant shall obtain approval for the import/export location from both the Approving Agent and the City of Ontario prior to obtaining a grading permit.

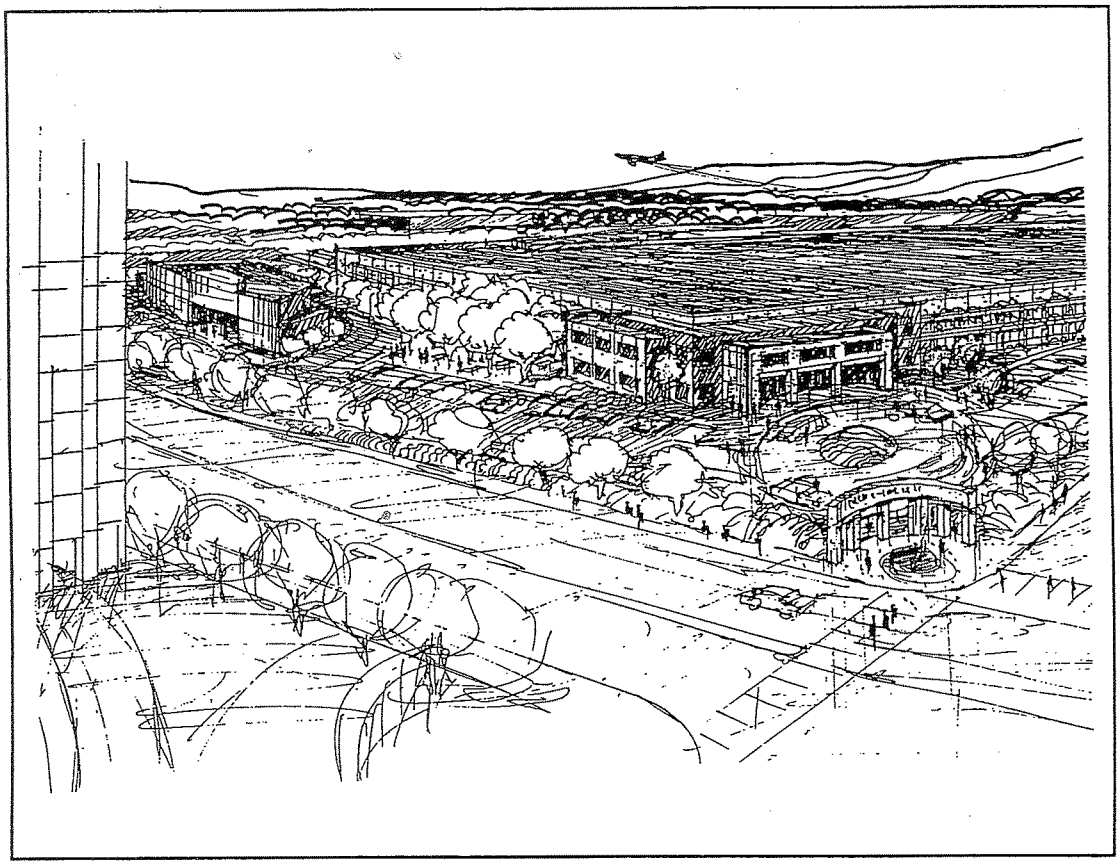
3. All grading plans shall include reference to specific techniques to be employed for dust control and to prevent runoff and erosion during and after the grading process, approximate time frames for grading activity, and identification of areas to be graded during higher probability rain months (January through April). Site drainage measures shall be described and clearly noted as interim or permanent.

4. Immediately following rough grading, the graded area shall be hydromulched with natural grasses, fescue or wildflowers if no construction activity is anticipated sooner than 90 days. Temporary irrigation shall be required on all revegetation. Soil sealants may be used only where other means prove impractical.

5. All permanent graded areas shall be stabilized immediately following grading, irrigated and planted with trees, shrubs and groundcovers as listed hereinafter.

6. Ditches, or other swales, shall be lined with natural erosion control materials or earthen-colored concrete. Drainage conduits shall be buried where possible; no metal or plastic lines shall be permitted to remain exposed.

7. All berms and slopes shall be constructed at inclinations not to exceed 2:1 in shrub and groundcover areas nor 3:1 in turf areas. Berms are to be graded in full, gentle, undulating naturalistic forms: no straight or steep slopes or visible "hinge points". Provisions are to be made for drainage around or through berms as required. Berms shall not exceed a height of forty-eight (48") inches from top of the adjacent curb.



Illustration, "parcel guidelines" applied

4.3 SITE DESIGN

Minimum Requirements

1. The site design of each and every development parcel shall give careful consideration to the use of setbacks, building massing, building orientation, the distance between buildings and landscape as design tools to maintain solar access, to provide shelter from the prevailing wind, and to thoughtfully shape views both to and from the site.

2. All buildings shall be designed in three-dimensions and all facades and the "roofscape" shall receive equal consideration.

3. All site designs submitted for development plan review shall contain clear and direct indications on the plans as to how these criteria have been satisfied.

Parcels Abutting Haven and Francis

The following design guidelines shall apply to the development of any parcel abutting Haven Avenue and Francis Street, in order assure a higher degree of articulation and pedestrian-friendly functional and scale relationships on these critical project frontages;

1. At least 50% of the subject frontages shall be functionally allocated to office, dining, retail or showroom use, either as a primary use or a support function to an attached industrial use;

2. Building walls on these frontages shall be modulated at least five (5') feet both horizontally and vertically at least once every one hundred (100') feet;

3. Building facades on these frontages shall incorporate the primary public entrances to on-site facilities and shall utilize glazing, courtyards, patios, enhanced paving, and significant landscape treatment to grace and "soften" these entries; and

4. No service or trash enclosure shall be visible on these frontages.

Parcels Abutting The "Spine"

An easement for public access, variable in width but averaging 15', shall be provided to connect affected parcels and define the length of the main pedestrian "spine".

Individual buildings and major building complexes shall be required to orient their entries directly to the spine as well as to adjacent fronting roads during their site plan development. Also during site plan development, clear and direct "paseos" shall be identified for further design reinforcement to link more remote buildings of the Business Park to this main pedestrian corridor.

Loading and Storage Areas

1. Provisions shall be made on each site for all necessary vehicle loading. No on-street vehicle loading shall be permitted.

2. Loading docks or staging areas shall be located in the rear or side-yard of buildings, recessed and/or screened so as not to be visible from neighboring properties or public rights-of-way. In no event shall a loading dock be closer than seventy-five (75) feet from a property line fronting upon a street, and no storage area shall extend into a setback area.

3. No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon any site except inside a closed building or behind a screen so not to be visible off-site.

4. Temporary buildings such as portable modules, mobile homes and metal system buildings are prohibited. Trailers associated with on-site construction activity are permissible only during construction.

5. Earth berms, landscape materials, fencing or walls, and appropriate combinations thereof, shall be used for screening purposes. Chain link may not be used to screen storage or truck loading areas, and where employed, the metal fabric must be substantially obscured by vines or other plant material.

Refuse Collection Areas

1. No refuse collection areas shall be permitted between a street and the front of a building.

2. Refuse collection areas shall be so designed as to contain all refuse generated on-site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.

3. Recycling facilities shall be contained within trash receptacle enclosure areas. All trash enclosures shall be of adequate size and configuration to accommodate receptacles to facilitate separation and collection of materials such as glass, paper, metals, plastics and trash. Trash compactors shall be encouraged for large waste generators to reduce wastestream volumes and to minimize impacts to county landfill capacities.

4. Collection areas shall be located upon the lot so as to provide clear and convenient access to refuse collection vehicles.

5. All outdoor refuse containers shall be visually screened within a durable 6'0" non-combustible enclosure, so as not to be visible from streets or adjoining properties.

6. Enclosures shall be provided with full-height wood or metal doors on metal frames, with landscape on at least two sides.

7. Screen walls and enclosures should be visually connected to the primary building structure where possible and designed to be harmonious in style, material, finish and color with the overall architectural theme.

Utilities and Exterior Equipment

1. All utilities, including drainage systems, sewer, gas and water lines, electrical, telephone, and communications wires and related equipment shall be installed and maintained underground.

2. Temporary overhead power and telephone facilities shall be permitted only during construction.

3. No antenna or device for transmission or reception of any signals including telephone, television and/or radio, shall be placed on any lot so that it is visible from 5'0" above the ground or ground floor level at a distance of 500' in any direction, unless specific written approval is granted by the City Planner.

4. No transformers, processing equipment, HVAC or any other unsightly apparatus shall be visible on-site or from adjacent property.

5. No exterior components of such mechanical equipment (e.g. piping, stacks and ductwork, fans and compressors) shall be mounted on any building wall unless they are an integrated architectural design feature.

6. Roof mounted mechanical equipment shall be hidden from view by building parapets of equal height.

7. If building parapets do not provide adequate screening of mechanical equipment from the upper floors of adjacent buildings, screening shall be installed as an integral part of the overall architectural design, and painted such a color as to allow its blending with its visual background.

8. Electric transformers, utility pads, cable TV and telephone boxes shall be located out of public rights-of-way and undergrounded or screened with walls, fences or vegetation or otherwise enclosed in a manner harmonious with the overall architectural theme.

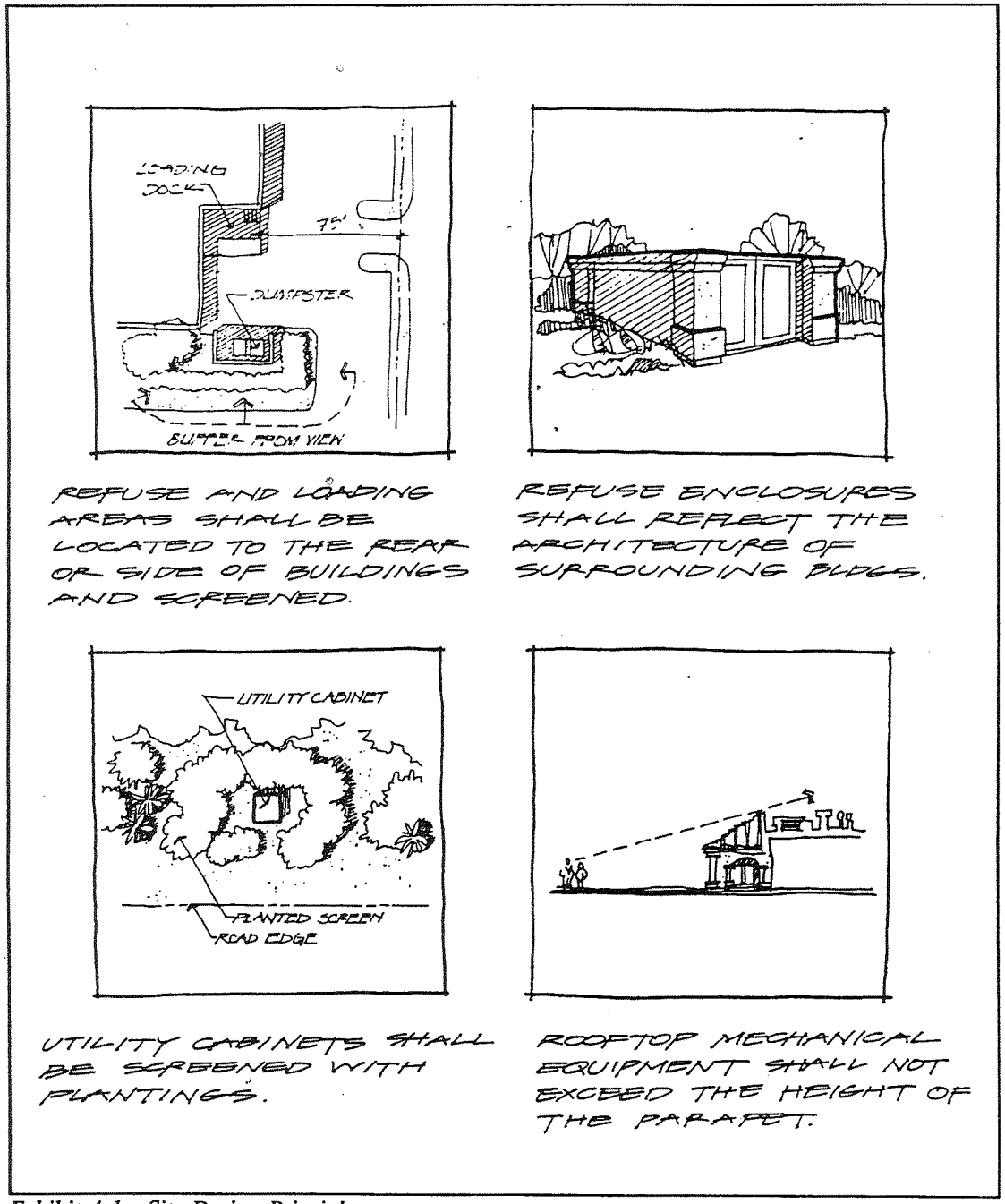


Exhibit 4-1: Site Design Principles

Perimeter Fencing & Screening

Each parcel perimeter shall be adequately landscaped and fenced or screened as necessary.

Screen walls shall be a logical physical extension of building architecture where possible. If freestanding, screen walls shall be made of materials consistent with the primary building structure and/or integrated into overall project design.

Where the need for perimeter fencing is indicated and screening is not an issue, the use of simple wrought iron fencing is recommended.

4.4 PARKING

Parking is an important site planning consideration inasmuch as parking areas take over half of the ground space in most developments.

In Acco Airport Center parking shall be actively incorporated into overall project design. Parking shall be shown on all Site Plans submitted for approval and on-site signage shall be clearly identified.

The following guidelines supplement the parking requirements set forth in **Part Three: Development Regulations**:

Minimum Requirements

1. No on-street parking shall be permitted within Acco Airport Center. Signage will designate no parking on public streets and rights-of-way.

2. All employee and visitor parking shall be provided either on-site or on a contiguous site unless otherwise approved in writing by the City Planner.

3. When parking is provided on a non-contiguous site and/or a site of different ownership, a recorded document signed by the owners of the alternate site, stipulating to the permanent reservation of use of the site for said parking, must be approved by the City Planner.

4. Parking demand shall be governed by the Ontario Municipal Code. Shared parking by complementary uses shall be encouraged.

5. Changes in occupancy or type of use, and increases in the intensity of use on any site may result in changes in parking demand. Sufficient parking to meet the adjusted demand to the fullest degree possible shall be required.

6. All handicapped spaces shall be constructed to comply with California State Accessibility Standards, Title 24. They shall be located as near to a building's primary entrance as possible.

7. Bicycle racks shall be provided in locations convenient to building access.

Layout and Design

1. Adequate parking must be provided adjacent to the uses that will require that parking, unless otherwise approved by the City Planner.

2. The design of parking areas shall allow for the relatively free flow of vehicular traffic.

3. Commercial area parking shall be configured to provide ready access to short-term visitors, and shall be arranged to allow easy pedestrian movement from the parking to the destination.

4. Employees shall be encouraged to park in designated areas least convenient to visitors, and vehicular access to parking lots shall be clearly marked with clear distinctions between long-term and short-term parking.

5. Thought shall be given to the "entry sequence" that channels a visitor from the street to each building entrance, with a logical path to and from the parking space clearly apparent. Drivers shall be allowed to orient themselves and perform drop off and pick-up functions with conveniently located right-side passenger drop-offs at main business entries.

6. Parking shall be designed so that it may easily accommodate expansions to buildings without ruining the integrity of the parking lot design and circulation systems. It shall also allow for the integration with adjacent parking areas and through circulation to facilitate shared parking.

7. Covered parking and/or structure parking is encouraged provided the structure blends with the surrounding architectural theme.

8. Parking structures shall be landscaped on all sides. Terracing and facade detail and variation is encouraged and may be required to reduce the visual impact of structures from public areas.

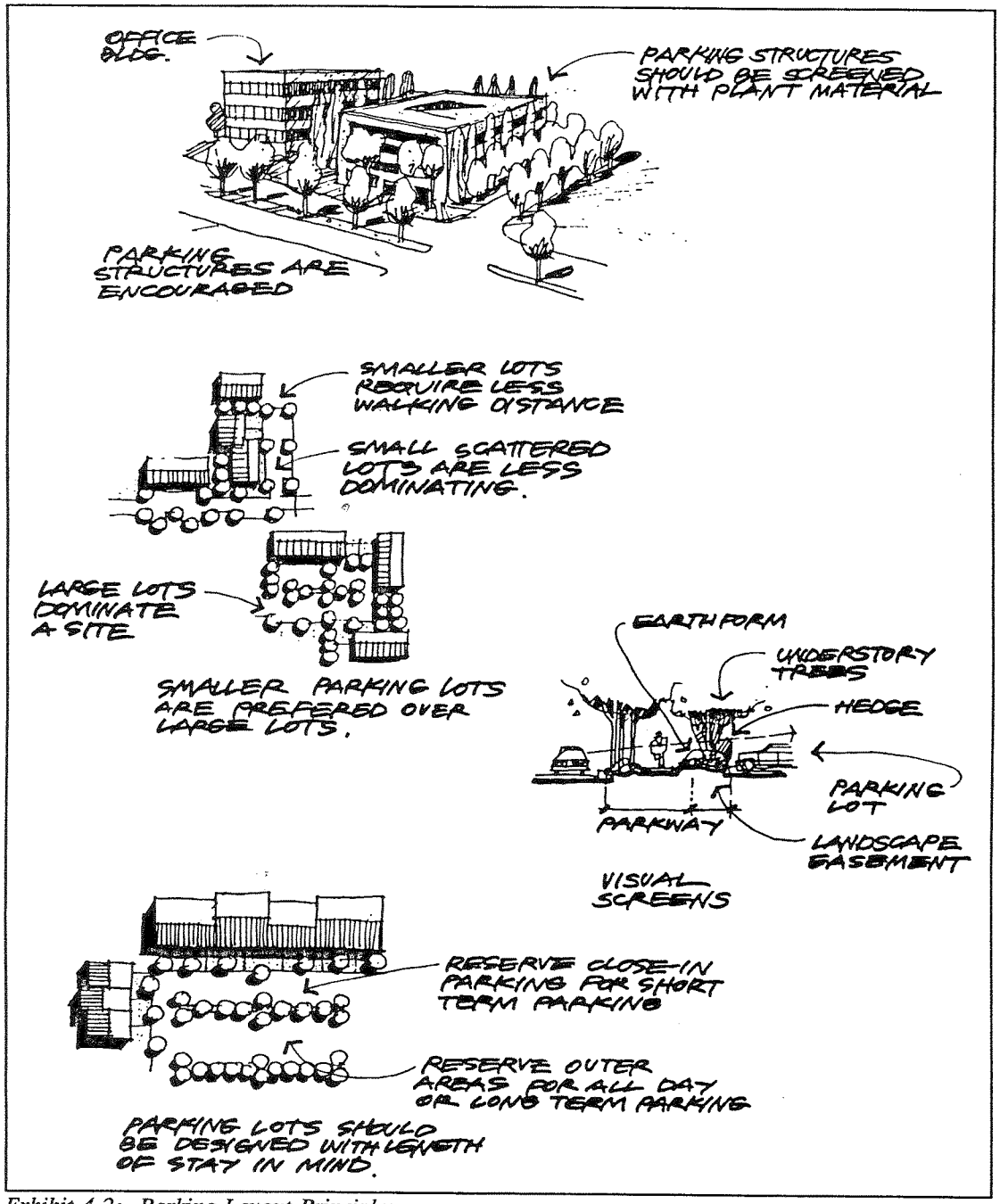


Exhibit 4-2: Parking Layout Principles

Landscape Treatment

Large areas of asphalt or concrete paving for parking lots can be uninteresting and can deflect heat into nearby buildings. Expanses of parking shall be broken into lots of smaller scale ("parking plazas") and shall be so landscaped to reduce reflective surface areas and to screen the parking from the view of the public right-of-ways.

1. Every parking lot shall be bordered by a 4-foot (48") high screen which will consist of a wall, hedge, landscaped berming or some combination thereof. Hedges may increase the effective height of berms.

2. If the parking lot layout is more than two rows deep, walking space with a minimum of four feet between stalls shall be provided every ten spaces and at key locations to create pedestrian corridors.

3. Planting "islands" between parking rows shall measure six (6) feet from the outside edge of the curb (or five (5) feet inside dimension) to provide adequate space for tree trunks, hedges or parking lot light standards.

4. As appendages to or at the ends of planting islands, planting fingers every five (5) stalls shall be used to provide additional planting area for trees and ground cover.

5. Within parking areas, trees shall be installed at a rate of one for every five (5) parking stalls. Trees may be randomly dispersed, but shall average a minimum 24-inch box size. Planter boxes shall provide deep root barriers and be adequately irrigated.

6. Vehicles shall be prevented from overhanging into landscaped area through extended curbs or the use of concrete wheelstops.

7. Parking "plaza" landscaping, where possible, shall be vertically layered through the creation of an overstory of vertical accent trees, a midstory of canopy trees and an understory of shrubs and groundcover.

8. All unpaved areas not utilized for parking and storage shall be landscaped utilizing ground cover, shrubs, appropriate landscape and tree materials.

9. The maintenance of all parking lot landscaping is to be the responsibility of the property owner.

4.5 LANDSCAPING

Detailed landscape and irrigation plans for each development parcel and project, prepared by a registered Landscape Architect, shall be submitted to the Acco Airport Center Approving Agent for concept approval. The approved landscape and irrigation plans shall then be submitted to the proper reviewing agencies of the City of Ontario for their approval prior to issuance of building permits.

Minimum Requirements

1. At least 15% of the gross area of each development parcel shall be landscaped. Emphasis shall be placed on street frontages.

2. For each development parcel, 35 trees per acre are required. One third (33%) of the trees shall be 24-inch box size or larger; all others shall be a minimum of 15-gallon in size.

3. Landscaping shall exhibit a "dynamic" concept with at least 20% of the material displaying color variation during the year. A minimum of 30% of all trees shall be evergreen.

4. The City of Ontario encourages the combination of trees with large and small canopies.

5. The predominant tree size on property frontages shall be 24-inch box. Multi-trunk or specimen-size trees are encouraged at project entries.

6. Trees shall be planted in side and rear yards adjacent to structures wherever possible. One tree shall be required for each 30 lineal feet of the combined length of rear and side walls or portion thereof.

7. Shrubs and groundcover will also be required plantings. The minimum shrub size is 5-gallon, spaced no further than 48" on center.

8. No more than 30% of any groundcover treatment within the project area may be turf. Turf should be used as an accent or for functional purposes only.

9. Vines or trellis plantings shall be required along walls or other ancillary structures with more than 120 sq. ft. of continuous surface area. Vines shall be required on metal fencing of any significant length.

10. All landscape areas shall be served by an automated irrigation system and shall conform to the City's Landscape/Water Conservation Ordinance. Water conservation measures, including moisture sensors, shall be incorporated where possible.

Layout and Design

1. All landscape materials should be matched to the soil, exposure and irrigation conditions where they shall be located.

2. Landscape plantings shall not degrade vehicular or pedestrian safety.

3. All front, rear and side yard areas of each development parcel shall be landscaped and maintained by the parcel owner.

4. All property lines are to be landscaped even when walls are used for visual, noise and security screening reasons.

5. Plantings shall be installed and maintained to screen and soften structures where necessary without obscuring tenant recognition or creating hazards to users. The location and type of plant material is critical for screening unattractive areas and framing views from buildings.

6. Bermed landscaping shall be incorporated whenever possible within landscape setback areas, adjacent to buildings, and within parking/loading areas.

7. The design of berms shall be undulating to provide variety and visual interest to the streetscape. Slope gradients shall not exceed 2:1 in shrub and groundcover areas nor 3:1 in turf areas.

8. The use or combination of screen walls, berming and landscaping shall be used to screen parking and loading areas, and refuse collection areas from the public view.

9. Within parking lots, trees shall be planted in planters with deep root planter guards at the rate of one tree per five parking stalls.

10. To soften building elevations, a minimum of a 5-foot wide landscaped area shall be required adjacent to perimeter walls. Where trees are proposed, additional planting width shall be required.

11. All landscaped areas within parking areas are to be delineated with minimum 6-inch concrete curbs. Adequate well space (minimum 10' to 15' wide planters) shall be provided for canopied trees.

12. Berms shall be provided in parkways contiguous to streets and arterials and have a maximum height of four feet (48") measured from the adjacent curb. Maximum slope shall not exceed 2:1.

General Provisions

1. The strategic placement of "annual color" as a visual accent, particularly in pedestrian areas, is encouraged.

2. Generally, landscape materials should be of the "long lived" variety. The use of "short-lived" materials such as flowering annuals or perennial is encouraged to accent or supplement to "longer lived" elements.

3. Landscape within the front setback or visible from the public right-of-way shall either be a continuation of or form an adequate transition with street-edge landscaping.

4. Building and parcel perimeters and parking areas shall be planted with trees, shrubs and groundcovers selected from the Plant Palette in this Chapter as appropriate to the individual project's design theme.

5. Projects with adjacent parcels reserved for future expansion shall fully install the required frontage and perimeter landscape at the time the first phase of development occurs.

6. Simple palettes of materials in simple compositions are recommended to achieve an overall unified design treatment.

7. Trees, both lines and masses, shall be utilized to demarcate and enclose each development parcel or project and provide physical protection from sun and wind.

8. Where hedges are used, they shall either be massed and clipped into linear or geometric forms or permitted to remain unpruned and natural. Topiaries are prohibited. Consideration should be given to avoiding obstruction of vehicular sight-lines.

9. Thorough soil preparation is essential to plant survival. Extensive use of mulch is encouraged to aid water conservation. Specifications shall specifically address soil treatment and preparation.

10. As water management is critical, conservation is a key design consideration for irrigation plans. Low volume and/or drip systems shall be considered wherever possible. These systems shall be coordinated with specific planting requirements.

11. Drought tolerant planting (xeriscape concepts) and the use of California native material is encouraged.

Material Selection

Table 4-1 on the following pages identify a range of plant materials for use in Acco Airport Center.

The recommended plant palette was developed to include a wide variety of materials which are compatible with the Ontario climate.

The majority of plants proposed for use are "drought tolerant" (denoted by asterisks *). The term "drought-tolerant" as it is used here refers to plants which are able to thrive on less water than is typically applied to more traditional plantings. Some of the plants indicated as drought-tolerant will only become so once established and may require conventional levels of irrigation during early phases of growth; others will require low levels of irrigation throughout their lifelines.

The use of "barrier plants" is encouraged in areas where a physical separation or barrier as well as visual buffering is required. Barrier plants include species which are capable of preventing or discouraging unwanted entry, either by their dense growth or by thorns or serrated foliage.

It is recommended that plant selection for all common maintenance areas be limited to and drawn from this list. For privately maintained areas, variety in plant materials is encouraged but designers should keep in mind that both simplicity and unity are major design criteria for overall site development.

Note: Materials denoted with a "+" symbol added to list in Amendment One, August, 1995.

Evergreen Trees

Arbutus unedo	Strawberry Tree*
Cinnamomum camphora+	Camphor tree+
Cupaniopsis anacardiodes	Carrotwood+
Eucalyptus sp.+	Eucalyptus*+
Ficus macrophylla+	Moreton Bay fig+
Geijera parviflora	Australian willow*
Magnolia grandiflora+	Southern Magnolia+
Melaleuca leucadendra+	Cajeput tree+
Olea europaea Fruitless	Fruitless olive*
Phoenix canariensis+	Canary Island Date Palm+
Pinus canariensis	Canary Island pine*
Pinus halepensis	Desert pine*
Pinus pinea	Italian stone pine*
Pittosporum rhombifolia	Queensland pittosporum*
Podocarpus gracilior	Fern pine*
Quercus agrifolia	California live oak*
Quercus ilex	Holly oak*
Quercus virginiana	Southern live oak
Rhus lancea	African sumac*
Schinus molle	California pepper*
Schinus terebinthifolius	Brazilian pepper*
Washingtonia filifera+	California fan palm+

Deciduous Trees

Albizia julibrissin	Mimosa tree*
Alnus cordata	Italian alder
Alnus rhombifolia	White alder
Cercis occidentalis	Western Redbud*
Chorisia speciosa+	Floss silk tree+
Ginko biloba	Maidenhair tree
Gleditsia triacantos	Honey locust*
Jacaranda mimosifolia	Jacaranda*
Koelreuteria bipinnata	Chinese flame tree*
Koelreuteria paniculata	Golden rain tree*
Lagerstroemia indica "Indian tribe"	Crape myrtle*
Liquidambar styraciflua	Sweet gum
Liriodendron tulipifera+	Tulip tree+
Pistacia chinensis	Chinese pistache*
Platanus acerifolia	London plane tree
Platanus racemosa	California sycamore*
Prunus cerrasifera+	Purple-leaf plum+
Salix babylonica	Weeping willow
Tabebuia chrysotricha+	Golden trumpet tree+
Tipuana tipu	Tipu tree

Shrubs

Abelia "Edward Goucher"	Edward Goucher abelia*
Agapanthus africanus	Lily of the Nile
Arbutus unedo "Compacta"	Strawberry tree*
Archtostaphylos species	Manzanita*
Callistemon species	Bottlebrush*
Camellia species	Camellia
Caesalpina gilliesii	Bird of paradise bush*
Cassia artemisioides	Feathery cassia*
Ceanothus species	California lilac*
Cistus species	Rockrose*
Clivia miniata	Clivia
Cocculus laurifolius	Snailseed*
Cortaderia selloana	Pampus grass*
Cotoneaster species	Cotoneaster*
Dendromecon harfordii	Island bush poppy*
Dendromecon rigida	Bush poppy*
Dietes bicolor	Fortnight lily
Hebe coed	Veronica
Hemerocallis species	Day lily
Ilex species: cornuta and vomitoria	Chinese and Yaupon holly*
Iris douglasiana	Beardless iris
Leptospermum scopartium	Austrailian tea tree*
Leucophyllum frutescens	Texas ranger
Ligustrum japonicum	Japanese privet*
Lonicera japonica "Halliana"	Hall's honeysuckle*
Magnolia soulangeana	Saucer magnolia
Mahonia aquifolium "Compacta"	Oregon grape*
Nandina domestica and *Compacta*	Heavenly bamboo*
Nerium Oleander	Oleander*
Osmanthus fragrans	Sweet olive
Phorium tenax	Flax*
Photinia fraseri	Photinia*
Pittosporum tobira "Wheelers dwarf"	Mock orange*
Plumbago auriculata	Cape plumbago*
Prunus caroliniana "Compacta"	Carolina laurel cherry*
Prunus ilicifolia	Hollyleaf cherry*
Punica granatum	Pomegranate*
Pyracantha species	Firethorn*
Raphiolepsis indica "Springtime"	Pink indian hawthorn*
Rhus ovata	Sugar bush*
Ribes sanguinum	Pink winter currant*
Ribes speciosum	Flowering fuschia*
Romneya coulteri	Matilija poppy*
Ternstroemia symnanthera	Ternstroemia
Trachelospermum jasminoides	Star jasmine*
Viburnum suspensum+	Sandankwa viburnum+
Xylosma congestum	Xylosma*

Vines

Bougainvillea sp. +	Bougainvillea +
Cissus antarctica	Kangaroo treevine
Cissus hypoglauca	Cissus
Macfadyena unguis-cati	Cat's claw vine
Ficus pumila	Creeping fig*
Gelsemium sempervirens	Carolina jessamine*
Jasminum mesniyi	Primrose jasmine*
Jasminum polyanthum	Jasmine
Lonicera japonica	Japanese honeysuckle*
Parthenocissus tricuspidata	Boston ivy*
Trachelospermum jasminoides	Star jasmine*
Wisteria sinensis	Wisteria*

Ground Covers

Aptenia cordifolia	Red Apple*
Archtostaphylos edmundsii	Little Sir manzanita*
Baccharis pilularis "Twin Peaks"	Coyote brush*
Campanula poscharskyana	Serbian bellflower
Cotoneaster buxifolius	Rock cotoneaster*
Drosanthemum floribundum	Rosea ice plant*
Duchesnea indica	Indian mock strawberry
Festuca species	Fescue
Gazania rigens leucolaena	Trailing gazania +
Hedera helix "Needlepoint"	English ivy*
Lonicera japonica	Honeysuckle*
Nandina domestica "Harbor Dwarf"	Dwarf heavenly bamboo*
Verbena peruviana	Verbena
Zoysia tenufiolia	Korean grass
Potentilla verna	Spring cinquefoil
Rosmarinus officinalis	Rosemary*

Barrier Plantings

Thorny Stems or Leaves

Berberis	Barberry
Bougainvillea sp. +	*Bougainvillea sp.* +
Pyracantha	Firethorn
Rosa var.	Rose
Carissa grandiflora	Natal plum

Dense Foliage

Abelia grandiflora	Glossy abelia
Dodonea viscosa	Hopseed bush
Euonymus japonica	Evergreen euonymus
Osmanthus fragrans	Sweet olive
Photinia sp.	Photinia
Prunus lyonii	Catalina cherry
Xylosma congestum	No common name

4.6 LIGHTING

Acco Airport Center will be defined by a warm, simple lighting design vocabulary. Downlighting and reflective lighting is encouraged. All sources must be concealed. High pressure sodium, halogen and incandescent light is recommended. Neon and multiple miniature "points of light" may be used selectively in commercial locations to highlight building forms, to create ambience, and to dramatize the nightime image.

Lighting shall be included on all architectural and landscape plans and the concept clearly articulated. All proposals shall be subject first to the approval of the Acco Approving Agent and thereafter by the City of Ontario.

Minimum Specifications

1. Mercury vapor or exposed high intensity lights are prohibited in exterior applications. The use of fluorescent sources are subject to approval of the Acco Approving Agent.

2. No lighting shall blink, flash, or be of unusually high brightness.

3. All fixtures shall be appropriate in scale, intensity, and height to the use they are serving, and light quality shall reflect the specific use of each development area.

4. All sources of illumination shall be concealed.

5. No glare incidental to any use shall be visible beyond any boundary line of any parcel.

Building Exteriors

1. The exterior lighting of buildings is intended to give expression to their architectural form and to attract attention to these buildings during the night hours. The lighting of buildings is often a subtle and dignified, yet highly effective, form of advertising.

2. The lighting system shall be architecturally compatible with the building and consistent with the character of Acco Airport Center.

3. A limited number of lights may be used to create shadow, relief or outline effects.

4. The use of neon and multiple miniature "points of light" shall be acceptable only in commercial situations.

5. Interior lighting shall be left on at night in commercial areas, to the extent that energy use is justifiable, to encourage pedestrian activity.

Parking Areas

1. Light standards shall not exceed 20 feet in height or the height of the building, whichever is less. Standards shall be attractive to look at during the day when the pole, base and light add another dimension to the urban scene.

2. Parking lot illumination level shall achieve a uniformity ratio of 3 to 1 (maximum to minimum foot-candles).

Walkways

1. Low "pedestrian" level lighting shall be installed along the pedestrian walkways. Illumination with soft light from numerous small fixtures is preferred. Bollard lighting not to exceed 3' in height is recommended.

2. Landscape accent uplighting, "moonlighting" and reflected lighting is also encouraged.

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4.5 SIGNAGE

Criteria for graphics and signage within Acco Airport Center have been established to assure adequate sub-project identity while maintaining an uncluttered visual environment and reinforcing the desired character of development.

A sign program shall be submitted to the Acco Approving Agent in conjunction with the submittal of a site plan and/or architectural plans for Development Plan Review. The Acco Approving Agent will have the authority to interpret these criteria for general conformance, in order to allow for creativity in architectural design.

All signs shall conform to the guidelines set forth hereinafter. If a specific condition is not addressed, then the Ontario Municipal Code shall apply. If there is conflict, the more restrictive shall prevail.

Types of Signs

Signs may provide an address, identify a business, a building complex or multi-use area, locate tenants, reinforce "district" themes or generally provide directions and information. Signage may also provide for public safety and ease of circulation.

Freestanding Monument Signs

a. Driveway Entry Monuments: Monument signs located at perimeter access points to a development parcel defining the entries to the development, often combined with Complex or Building Identification signage.

b. Complex/Building Identification: Monument signs identifying the street address and/or the owner, principal tenant or name of the complex or building.

c. Building Address: Monument signs identifying individual buildings on multi-building parcels, located at or near the building entry(ies).

d. Multi-Tenant Roster: Monument signs located either at the street or along pedestrian approaches to multi-tenant complexes identifying facilities, businesses, tenants, and addresses.

Other Ground Signs

e. Tenant Directories: Signage illustrating the project layout and listing and locating the establishments therein.

f. Public Service Signs: Signs, either ground or wall-mounted, providing general information to direct the way to such public facilities as information centers, commercial areas, food, rest rooms, telephones, parking, handicapped access, etc.

g. Directional and Regulatory Signs: Signs, either ground or wall-mounted, within individual projects which control and direct the circulation of vehicles and pedestrians and the type and location of parking.

Wall and Parapet Signs

h. Building or Major Tenant Identification: Signs mounted on the face(s) of buildings which identify the building or the major building tenant.

i. Building Address: Signs mounted on the face(s) of buildings designating the street address number.

Projecting and Hanging Signs

j. Small Business Identification: Signs identifying individual tenants in multi-tenant areas, located hanging under eaves facing parking or along and parallel to, or projecting perpendicular to, pedestrian covered arcades or walkways.

Temporary Signs

k. Temporary Signs: Any sign, barrier, pennant, valance, or advertising display used for marketing purposes for a short period of time.

Prohibited Signs

l. Prohibited Signs: Signs prohibited either by the Acco Airport Center Specific Plan or by the City of Ontario Municipal Code.

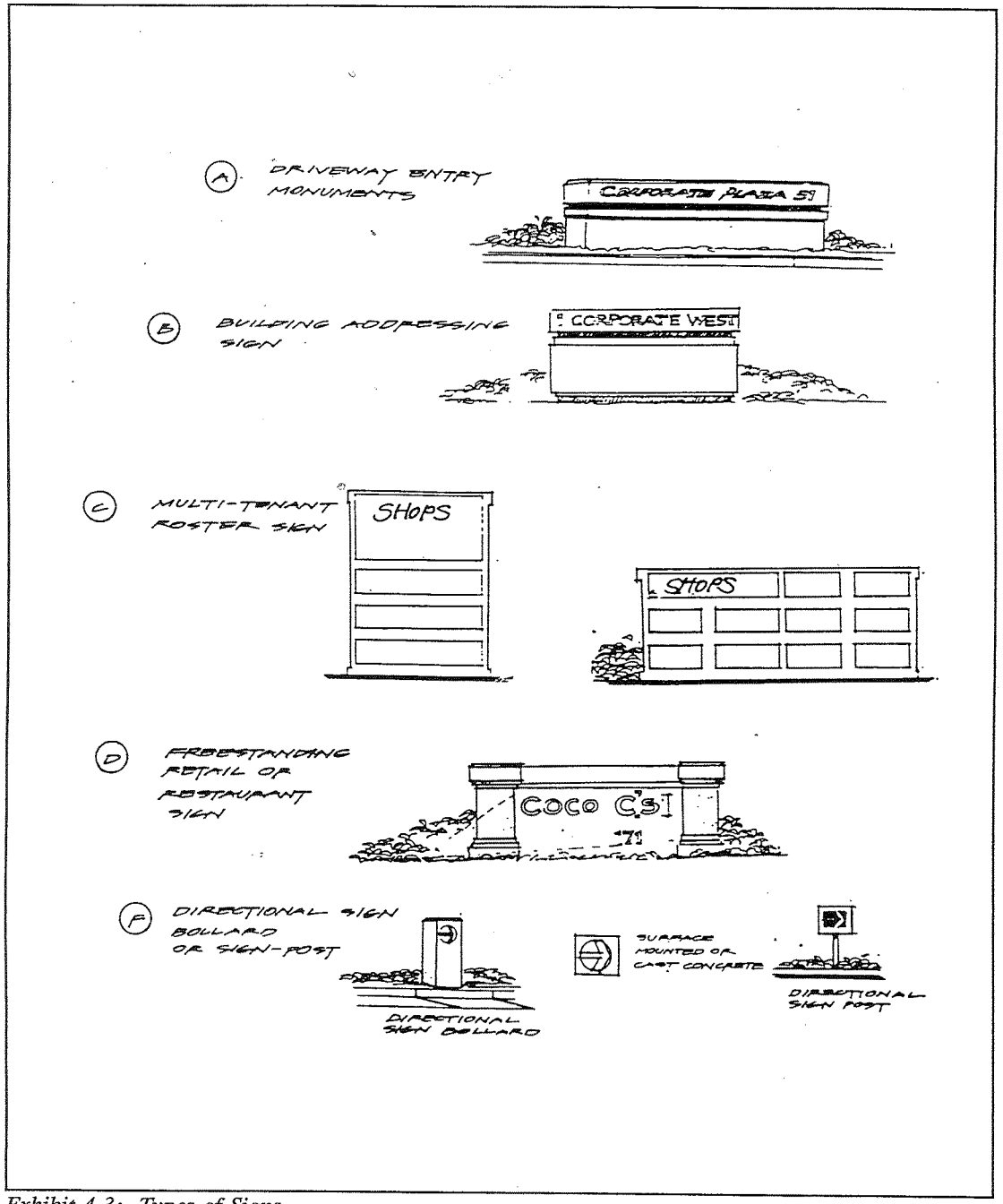

Exhibit 4-3: Types of Signs

Size of Signs

There are no "hard and fast" rules concerning size selection; however, no sign shall exceed City requirements.

General design parameters are indicated in the **Types of Signs** graphic, **Exhibit 4-3.**

Size shall ultimately be governed by aesthetic balance with the size of related buildings and development parcels. The following are guidelines only:

Table 4-2
ACCO Airport Center Specific Plan
Sign Size and Area Guidelines

Number of Stories	Sign Area (Sq. Ft.)	Maximum Height of Sign or Letters (inches)
1-2	120	18
3	200	20
4	225	25
5	250	30
6	275	40
7	300	45
8-10	350	50

Definition of Sign Area: The area of a sign having an integral part of a building, wall, awning, canopy, marquee, or other part of a structure as its background shall be the area enclosed within the shortest line drawn to include all letters, designs, tubing, direct illumination sources, or other components of the sign, including all intervening spaces.

Design and Location

Single Building Occupant Identification

Ground Signs

1. Freestanding monument signs shall be placed at access drive locations.

2. Signs shall be positioned perpendicular to the street and set back behind the property line.

3. The double-faced sign shall be integrated with the landscape.

4. Design of monument signs shall consist of a standardized concrete base and a customized cap to accommodate the message content. The caps may be constructed of a variety of materials consistent with the adjacent architecture, including but not limited to concrete, brushed or polished metal, anodized aluminum, ceramic tile, granite, or fiberglass.

5. Graphics on the sign will consist of the tenant name and/or logo, address and street name.

6. Typography may vary according to the user's identity.

Wall-Mounted Signs

1. The business name and/or logo may be mounted on the face of the building in an architecturally appropriate position, per requirements of Exhibit *. Building identification signage is permitted for buildings of three (3) stories or more.

2. These graphics shall be aluminum or metal plate elements individually mounted. Individual letters or logos may have interior illumination; metal "can" signs will not be allowed. All conduits, raceways, and wiring shall be subsurface; no clips or support brackets will be visible from the frontal elevation.

3. The scale and proportion of graphics shall be in consonance with the architecture.

4. All design and layouts shall be reviewed and approved by ACCO Approving Agent through site plan review prior to implementation.

Multiple Tenant Office, Industrial, or Commercial Building or Multiple Building Complex Signage

For each multiple tenant building or multiple building complex, a customized signage program will be implemented to identify the individual businesses at their respective entries.

The criteria for these systems will be based on the architectural and detailing of the building, and will include form, size, and finish of the elements and their relationship to entries, fenestration, structural members and materials.

Directional and Informational Signs

Directional signs provide functional directions, such as "shipping and receiving." Signs shall be consistent with the Building Occupant Identification Signs. Size, design, layout, and color shall conform to project standard (to be submitted with overall sign design). Copy will be as succinct as needed to convey the message. Signs will be located as utility and safety dictate, with placement approved by ACCO Approving Agent.

Traffic Control Signage

All street signage shall conform to City of Ontario standards.

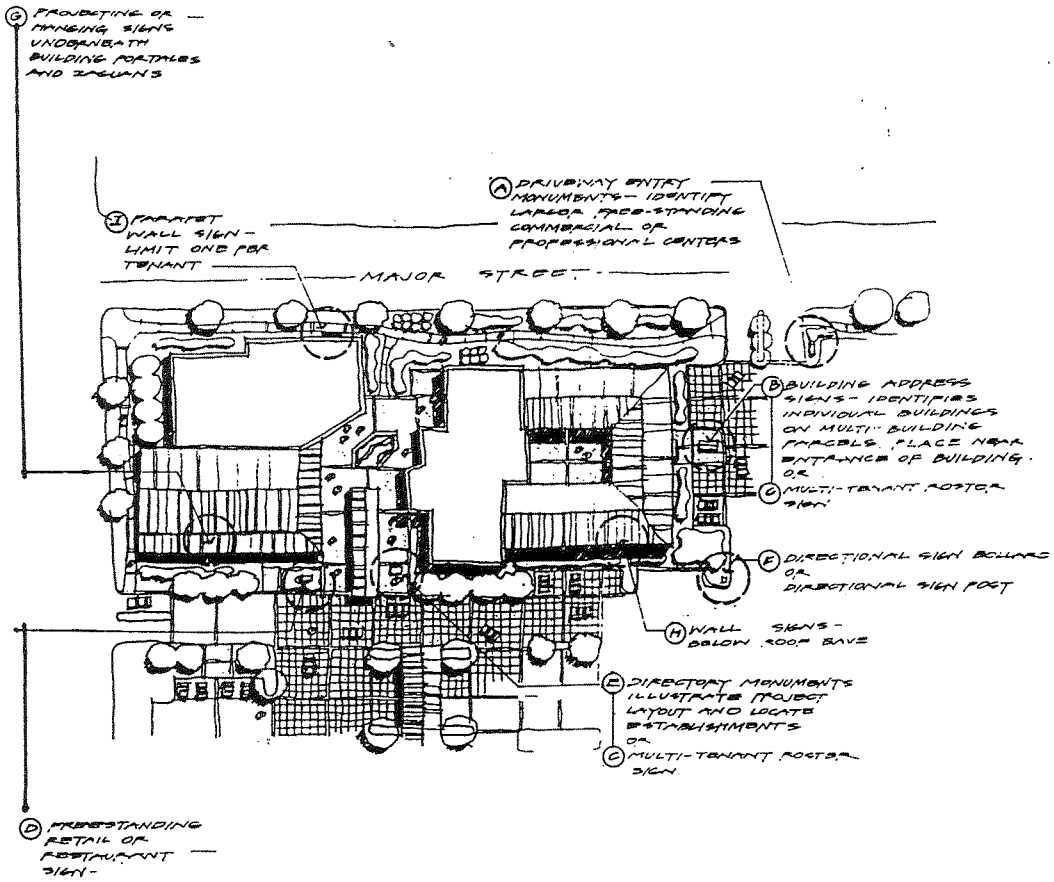

Exhibit 4-4: Sign Locations

Temporary Signs

Signage identifying uses or activities temporary in nature, such as signage associated with real estate sales, leasing and/or the development and construction of buildings, are permitted but shall remain in-place for no more than twelve (12) months. This period may be extended upon written approval of the permitting authority referenced below.

One temporary free-standing sign, the purpose of which is to disseminate information pertinent to a site's development, is permitted per development parcel. The multitude of signs associated with development, design, construction and leasing, offering names and telephone numbers, shall be combined into this single sign.

The temporary signage must be located within the parcel 10' from the property line, in close proximity to the uses identified. No temporary promotional signs shall be placed on adjacent public right-of-way.

- Wood construction with a painted sign surface is recommended in this application.
- Maximum sign dimensions shall be 5'in height by 4' in width.
- The sign face may include responsible parties, names and telephone numbers, and a rendering/sketch of the intended parcel use.

Signage shall be designed to last the length of its intended use without significant fading, warping, peeling, blistering, cracking, rotting, or delamination. Acco Airport Center reserves the right without liability to require and cause removal of any sign deemed to be in deteriorated or damaged condition.

Sign removal must occur after 95% occupancy or lease out or within six months of the date a certificate of occupancy is issued, whichever is sooner.

Applications and plans for temporary signage, setting forth dimensions, materials of construction, mounting height, color(s) and graphic format, shall be subject to the review and approval of the Acco Airport Center Approving Agent and the City of Ontario, as set forth in **Part Five: Implementation.**

Minimum Requirements

1. All signing shall be of materials compatible with exterior building colors, materials, and finishes, and be of a high quality of fabrication.

2. No signing will be permitted which does not directly relate to the primary service or function of the given Owner/Tenant activity.

3. All owner(s)/tenant(s) shall be responsible for the proper maintenance of all their signs. On notice by the City of Ontario or the Acco Approving Agent, an Owner/Tenant will be required to restore or repair any signing which is not properly maintained.

4. Signs are to be free of all labels and fabricator's advertising, except for those required by code.

5. All electrical service to any sign shall be fully concealed, and shall be on the Owner/Tenant's meter. All signs will conform to appropriate building and electrical codes, and bear the U.L. label, if illuminated.

6. No sign is to be located higher than the second story, except for commercial or office buildings (including hotels and restaurants) which are three (3) stories or more, and which may have a maximum of two (2) building identification signs above the top story and below the parapet per the requirements of Exhibit 4-3 and Exhibit 4-4 and Table 4-3.

7. The Owner/Tenant will be responsible for the design, fabrication, and installation of individual owner/tenant signs. All permits and fee requirements for signs shall be obtained from the City of Ontario and paid for by the Owner/Tenant prior to installation.

8. Each Owner/Tenant shall submit three (3) sets of professionally executed sign drawings, first for approval by the ACCO Approving Agent and then by the City of Ontario. These drawings shall be of a scale of 1" = 1' or larger, showing sign locations, size, layout, design, colors, letter styles, and materials.

9. No sign shall have visible moving parts or simulate movement by means of fluttering, rotating or reflecting devices.

10. No sign shall have flashing, blinking, or moving lights, or any other illuminating device which has changing light intensity, brightness, or color, except for parts designed to give public service information such as time, date, temperature, or similar information.

11. All building-mounted signs shall be constructed so as not to have exposed wiring, raceways, ballasts, conduit, or transformers.

12. All freestanding signs shall be integrated with landscaping and grading.

Prohibited Signs

Obsolete or Abandoned Signs: Any sign located on vacant or unoccupied property that was erected for a business which no longer exists, or any sign which pertains to a time, event or purpose which no longer exists, shall be removed within 30 days of its abandonment or obsolescence.

Temporary Signs on Public Property: Eg. streets, median islands, parkways, sidewalks, traffic control sign posts, utility poles, trees, etc.

Traffic Hazards: Signs constituting a potential traffic hazard or simulating any traffic sign or signal.

Animated or Moving Signs: Signs consisting of any moving, swinging, rotating, flashing, blinking or otherwise animated parts.

Pole Signs, Pylon Signs: Any freestanding sign mounted on a pole or pylon which exceeds four feet in height above grade.

Portable Signs, Off-Premise Signs: Any freestanding sign not permanently affixed, anchored or secured to the ground or a structure; any sign not related to the premises upon which the sign is located.

Vehicle Signs: Signs on or affixed to trucks, vans, autos, trailers or other vehicles which identify or provide directions to a use or activity not related to the lawful making of deliveries or sales of merchandise or rendering of service from such vehicles.

Other Prohibited Signs: Advertising signs, billboards, inflatable signs or balloons, magnetic signs, plastic flags and banners, temporary paper signs affixed to window glass, unless approved in writing by the Acco Airport Center Approving Agent.

Table 4-3

ACCO AIRPORT CENTER SPECIFIC PLAN
SIGNAGE AND GRAPHICS CRITERIA

LAND USE	SIGN TYPE	NO. OF SIGNS	PLACEMENT & LOCATION	SIGN AREA	LETTER SIZE	SIGN HEIGHT	FORM & MATERIALS	MESSAGE & LAYOUT	COLOR	ILLUMINATION
Warehousing Manufacturing Research and Development (Single Building)	Freestanding	1 per parcel per street frontage	Perpendicular or parallel to street, 25' from driveway, 10' from property line	24 sq. ft. Maximum	NA	60" Height. See signage sizes.	NA	May be 2 sided name of owner/ tenant or building & street address	Must relate to architectural style	Ground lit
	Tenant Identification Wall	1 per occupant	At primary entrance	See Table	See Table	NA	Individual letters; metal, fiberglass or acrylic; must relate to arch. style	Owner/tenant or business name and/or logo	Must relate to architectural style	Halo lit letters or interiorly illuminated
Industrial/Business Park Multi-Tenant Complex Note: A sign program is required	Complex Identification Freestanding	1 per complex street frontage	Perpendicular or parallel to street, min. 25' from driveway, min. 10' from property line	24 sq. ft. maximum	NA	60" Height. See signage sizes.	NA	May be 2 sided name of owner/ tenant or building & street address	Must relate to architectural style	Ground lit
	Occupant Identification Wall	1 per complex street frontage	At primary entrance	See Table	See Table	NA	Individual letters; metal, fiberglass and acrylic; must relate to arch. style	Tenant or business name and/or logo	Must relate to architectural style	Ambient
Commercial and Office Buildings Including Restaurants, Retail, and Hotels Note: A sign program is required for a multi-building complex	Freestanding	1 per building or 1 per complex if more than 1 building	Perpendicular or parallel to street, min. 25' from driveway, min. 10' from property line	24 sq. ft. Maximum	NA	60" Height. See signage sizes	NA	May be two (2) sided; name of project and street address	Must relate to architectural style	Ground lit
	Tenant Identification Wall	1 per tenant	1 at tenant entrance	See Table	See Table	NA	Individual letter; metal, fiberglass and acrylic; must relate to arch. style	Tenant or business name and/or logo	Must relate to architectural style	Halo lit or interior illuminated

NOTES:
1. Logo on building subject to approval by ACCO Approving Agent.
2. Letter type to be bold can lights or backlit individual letters.
3. Conduit, raceways, etc. shall be screened from view.

4.9 TRANSPORTATION DEMAND MANAGEMENT

Since the majority of air pollutant emissions burden is the result of mobile emissions, strategies focusing on transportation sources shall be a primary focus. It is estimated that a strategy of this nature can be up to ten percent effective at reducing vehicle trips, and even more effective if extensive employment measures are utilized or access to a major transit node is available.

Project Design Mitigation

The following mitigations and trip reduction measures have been considered in the preparation of this Specific Plan:

1. Land use planning shall support mixed uses in proximity to each other so that shorter trip distances are realized and a diminution of motor vehicle trips occurs.

2. Information kiosks and other pedestrian amenities shall be developed within the project to encourage walking as a mode of transportation on-site.

3. Design features shall be incorporated in the project to facilitate public transit usage, such as safe waiting locations, safe pedestrian access, bus shelters, and short distances between bus stops/transit nodes and buildings.

4. A mix of services shall be encouraged on-site to provide amenities for employees and visitors to reduce off-site vehicle trips, such as postal service and banking.

Additionally, the following mitigations and trip reduction measures should be considered at the parcel or "development plan" level of design:

5. A bicycle rack or secured locker for every 30 parking spaces (each project to include at least one bike rack capable of holding three bicycles.

6. An on-site pedestrian walkway and bicycle path connecting each building to the public streets.

7. A passenger loading area or driveway turnout for projects with 100 or more parking spaces (the area to be provided is equivalent to a minimum of 5 parking spaces).

8. A shower facility for persons bicycling or walking to work for projects generating 250 or more peak hour trips.

9. Parking spaces for carpool/vanpool vehicles.

10. Transit improvements (such as bus pullouts, bus pads, and bus shelters) as needed.

11. On-site video conferencing facilities for office buildings with a capacity of 1000 or more employees.

Transportation Strategies

Circulation system planning should meet the projected travel demand associated with the project, seek to minimize on and off-site congestion, and reduce subsequent motor vehicle emissions.

1. Any traffic signals installed in conjunction with the project should be synchronized with other signals in the project vicinity.

2. Parking lot layouts should be designed to limit access so that a parking control could be easily added if parking pricing becomes a city-wide or region-wide strategy.

3. Parking layout should further provide for future electric vehicle spaces by identifying preferential locations that have access to an electrical supply. Conduit access to electrical supply should be available so that reconstruction is not necessary to convert spaces.

Other strategies include a variety of low-capital investment measures to improve transportation service. The spectrum of measures include techniques to reduce auto usage in congested areas or time periods, increase transit ridership through improved transit service and efficiency and to reduce vehicle trips/trip lengths associated with the project.

4. Future employers that locate on-site will be encouraged to provide their employees with the option of modified work schedules, i.e., traveling to/from work during off-peak hours, in the following ways:

   - Staggered work hours (spreading out arrival and departure times of various types of employees to avoid congested hours); and
   - Four day, 40-hour work week (allowing shifts of 4 ten-hour work days to alleviate Monday and Friday congestion).

5. Employers that located on-site should take steps to encourage a larger percentage of their employees to utilize public transit by:

   - Allowing modified work schedules (employees can adjust their schedules to meet transit schedules, thus making transit usage a more viable option);
   - Reimbursing employees for all or part of the cost of a monthly transit pass (thus reducing the number of parking spaces needed);
   - Distributing information on transit routes and schedules; and
   - Providing convenient bus shelters.

6. Employers that locate on-site can take steps to increase vehicle occupancy by:

   - Creating carpools and vanpools;
   - Providing preferential parking locations for carpools/vanpools;
   - Participating in a matching program for prospective carpool riders; and
   - Implementing a parking fee on-site as a disincentive to single occupancy vehicles.

7. Bicycle storage facilities should be provided adjacent to major business users and at connection points to other travel modes.