Light Industrial Area Design Guidelines

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Introduction

The Light Industrial Design Guidelines are intended to serve as a point of reference to guide property owners, business owners, developers, architects, and other design professionals in understanding the objective of providing for well-designed, attractive, high quality industrial development in the Light Industrial Area (LIA). The LIA is contained within the City's El Toro Redevelopment Project Area and consists of 27 acres of light industrial, service commercial, and professional office development straddling the railroad tracks. The LIA is generally bound by El Toro Road to the north, Jeronimo Road to the east, Cherry Avenue to the south, and Front Street/Whisler Drive on the west.

Development standards and permitted uses for the LIA are listed within the El Toro Planned Community and the City's Zoning Ordinance. The Design Guidelines are intended to complement the two regulatory documents and will be used by the City to evaluate the design of industrial development in the LIA. The guidelines focus on industrial development only. Projects which are more retail commercial or office in nature should follow the applicable guidelines in the El Toro Redevelopment Project Area Design Guidelines.

The Design Guidelines should be viewed as qualitative rather than mandatory development standards and may be interpreted with some flexibility. Design Guidelines that utilize the term "shall" are to be applied as the preferred mechanism for developing projects. Guidelines that use the word "should" are discretionary and alternative measures may be considered if those measures meet or exceed the intent of the Guidelines.

Vision

As identified by LIA stakeholders during implementation of the Light Industrial Area Action Plan, the long-term vision for the LIA is a thriving, aesthetically-pleasing commercial and light industrial area that serves the community's needs while resulting in little impact to neighbors. The unique attributes of the area are well-suited to create unified themes for walls, landscape and signage.

Area Character

1. New development, including expansions, renovations, and any exterior modifications, should reflect the design characteristics of a surrounding area, including project design, architectural styles, and established landscape patterns, which are consistent with the LIA Design Guidelines.

2. Setback treatments for new buildings from streets should provide a positive image to the existing streetscape.

3. Generally, transitions between existing and new buildings should be gradual. The height and mass of new projects should not create abrupt changes in close proximity to existing buildings, unless the area is clearly transitioning to a more intense development pattern.

Site Design

1. Primary site and building entry points are strongly encouraged to generate visual interest with special design features such as decorative or textured paving, flowering accents, special lighting, monumentation, walls, shrubs, water features, and the use of sizeable specimen trees.

2. The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance.

3. On corner sites, establish a prominent streetscape presence and add visual interest by either locating buildings near the intersection to enliven the streetscape or using landscaping or planter walls to frame the intersection. Parking areas immediately adjacent to intersections are discouraged.

4. Project sites should be designed so that areas used for outdoor storage, and other potentially unsightly areas are screened from public view.

5. Consider views from the El Toro Road overpass and other views from above when siting and designing buildings, storage yards, utilities, and equipment.

6. Site accessories such as bicycle racks, trash receptacles, planters, benches, shade structures and lighting should be designed as an integral part of the project. The architectural character and use of materials for these accessories should be consistent with the overall project design.

7. Structures and site improvements should be located and designed to avoid conflict with adjacent uses.

8. When appropriate, integrate spaces into a site plan for use by employees or customers to sit or rest.

Interface with Residential Uses

Project sites and structures should be located, designed, and/or screened to minimize impacts to nearby residential properties.

1. Loading areas, access and circulation driveways, trash, and storage areas, and rooftop equipment should have an adequate separation from adjacent residences.

2. Window orientation for industrial buildings should preclude a direct line of sight into adjacent residential private open spaces or windows. First floor windows may be appropriate if screened with appropriate fencing.

3. When industrial buildings back up to residential properties, the industrial setback should be landscaped or screened, as well as functionally and/or visually combined with residential open space where possible.

Parking and Circulation

1. Vehicular and pedestrian connections between adjacent developments are a priority within the Redevelopment Area and should be established when feasible.

2. Whenever possible, provide common driveways for access to more than one site or development which reduces the number of driveways and contributes to a continuous streetscape.

3. Gates to parking areas shall be located to prevent vehicle stacking or queuing on the street

4. Gates to parking areas should be designed with materials and color that are compatible with the site.

5. Parking areas visible from public streets shall be separated from buildings by either a raised walkway or landscape strip at least 4 feet wide. Situations where parking aisles or spaces directly abut the building are discouraged.

6. Separate vehicles and pedestrians. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas. These features may be combined with required accessibility requirements.

7. Screen parking lots. Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallon.)

8. For new development, consider lowering the grade of the parking lot from the street or adding a landscaped berm buffer to screen views of automobiles while permitting views of buildings beyond.

9. The combined use of landscaping, and varied hardscape, such as contrasting pavement colors or materials, banding or pathways interspersed with alternate paver material, is encouraged.

Parking Structures

If used, parking structures should be designed with an integrated on-site circulation system.

1. Vehicular access to structured parking should be from a major street or the street where primary access to the site occurs.

2. Parking structures shall be architecturally consistent with the project. Plain, blank wall surfaces should be avoided. Ramped floors should not be visible from the street.

3. Setbacks for parking structures should match or exceed the setbacks for other on-site buildings.

4. Light fixtures within parking structures should be designed so that the light source is not visible from off-site. Exposed fluorescent tubes are strongly discouraged.

5. Design measures/features should be included to reduce noise generated from vehicles within the parking structure.

Storage Yards/Service Facilities

Providing adequate service facilities is critical to the efficient functioning of industrial buildings. The design of these facilities also presents an opportunity in preventing nuisance (noise, odor, visual) problems in the future.

1. Where appropriate and feasible, 'service yards' are encouraged over the dispersal of service facilities around the site. Service yards should include provisions for loading, trash bins (in-lieu of a trash enclosure), utility cabinets, utility meters, transformers, and other outdoor mechanical equipment, when possible.

2. Loading and outdoor storage activities should be concentrated and located in a manner to minimize nuisances for the surrounding area.

3. All service yards and outdoor storage areas shall be enclosed or screened

from view from local streets. When designing these facilities, also consider the views from the El Toro Road overpass. Screening may include walls, buildings, gates, landscaping, berming, or combinations thereof.

4. Service yards should be located and designed for easy access by service vehicles and for convenient access by each tenant.

5. The design of service yard walls and similar accessory site elements should be compatible with the architecture of the main building(s), and should use a similar palette of materials and colors.

Trash Enclosures

1. Trash and storage enclosures should be architecturally compatible with the project design. Landscaping should be used to screen and deter graffiti.

2. Trash enclosures should be unobtrusive and should be conveniently accessible for trash disposal and collection.

3. Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

4. Trash receptacle design should coordinate with other streetscape furnishings.

5. Roof structures for trash enclosures should be architecturally compatible with buildings on the site.

Loading Areas

1. To the fullest extent possible, loading areas and vehicle access doors should not be visible from public streets.

2. Loading driveways shall not back onto streets or encroach into landscaped setback areas.

3. Loading doors should be integrated into building elevations and given the same architectural treatment where feasible.

Utility Equipment

1. To the fullest extent possible, utility equipment should be located in a manner which minimizes visibility from the street or the front of a site.

2. Utility equipment such as electric and gas meters, electrical panels, and junction boxes shall be screened from view or incorporated into the architecture of the building.

3. Utility devices, such as transformers and backflow preventers, should not dominate the front landscape area. When transformers are unavoidable in the front setback area, they should be screened by an enclosure or thick landscaping, in accordance with utility company regulations.

4. All utility lines from the service drop to the site shall be located underground.

Mechanical Equipment

1. Mechanical equipment shall be located in a manner that minimizes visual impact and be screened from public view by enclosures or landscaping on all sides.

2. All mechanical equipment such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite dishes and

communications equipment, and any other type of mechanical equipment for the building shall be concealed from view of public streets, and to the fullest extent possible, public areas of neighboring properties.

3. For new construction, mechanical equipment shall not be located on the roof of a structure unless the equipment can be hidden by building elements that are designed as an integral part of the building design.

4. For exterior modifications of existing structures, all roof-mounted equipment must be screened in a manner that is compatible with the architecture and materials of the building.

Building Placement and Design

1. Buildings shall be designed with wall variations, such as insets and pop-outs. Façade elements, such as entryways, windows, etc should face the primary street frontage(s).

2. Buildings along streets should feature architecturally-detailed elevations and views of entries or activity areas.

3. Public entrances and primary building elevations should be oriented toward the street whenever possible.

4. Buildings in a single project should create a positive functional relationship with one another. Whenever possible, buildings should be clustered. This prevents long "barrack-like" rows of buildings. When clustering is impractical, a visual link should be established between buildings. This link can be accomplished through the use of landscape, an arcade system, trellis, colonnade, or other open structures.

Building Design

The design and placement of industrial buildings should respond to the general characteristics of the surroundings as well as to the vision of the Light Industrial Area.

Building Form and Scale

1. In order to relate to other nearby buildings, incorporate interesting building elements from surrounding buildings.

2. Buildings should contain the three traditional parts of a building in appropriate proportions: base, mid section, and top.

3. The scale of new buildings should be compatible with adjacent buildings. Use transitions to achieve compatibility between larger buildings next to small scale buildings; transition techniques should include building elements of different heights, building or roof articulation, and building projections such as covered walkways.

4. Franchise architecture is generally discouraged, although the use of corporate identifying elements may be appropriate on a building that otherwise reflects the desired vision of the area.

Building Elements

1. A consistent architectural style should be used for a building, auxiliary structure, and all related site elements, such as screen walls, planters, trellises, and street furniture.

2. Expansions to existing buildings should provide for continuity between the old building and the new addition. The addition need not strictly match the

existing building, but should include prominent design elements of the old building or the addition of architectural elements to the old building to provide architecture compatibility between old and new.

3. Building Base – The lowest portion of a building at grade creates opportunity to establish an architectural base. This base may be a projection, a change in surface texture, or a change in material or color. The size of the base should be in proportion to the overall size of the building.

    a. Base materials sh0uld be highly resistant to damage, defacement, and general wear and tear. Pre-cast decorative concrete, stone masonry, brick, slate, and commercial grade ceramic tile are examples of excellent base materials. The use of anti-graffiti coating on base materials is encouraged.

    b. In general, the base materials should appear "heavier" and "darker" in appearance than the materials and color used for the building's main exterior.

Windows, Doors, and Openings–

Windows, doors, and other openings should be detailed to emphasize them as important parts of the building.

Building Facades

1. Building entries should be framed with architectural embellishment for articulation, be visible from the street, and be easily recognizable.

2. Incorporate articulation (insets, pop outs, wing walls, etc.) to avoid unrelieved blank walls.

Roofs

Roofs should be an integral part of the building design and overall form of the structure. Views from the El Toro Road overpass shall be taken into consideration of roof designs.

1. Roof design should have the appearance of a full roof reflecting traditional forms (i.e., hipped, gabled, flat, etc.) and be integrated to the building, particularly on parapet walls and roof elements used to screen equipment.

2. Earth-toned and durable roof materials are strongly encouraged to create a unifying image of an area. Terra cotta-colored tile roofs, which represent specific architectural styles, should be minimized.

3. Decorative cornices and parapet walls should be used to screen flat roofs and to delineate the building's profile.

4. Vertical roof elements should be used to add interest to horizontally-oriented rooflines.

5. Roof overhangs and arcades are encouraged in that they complement a building's design.

Finish Materials

1. Industrial buildings should be constructed using durable but attractive materials which convey a substantial quality appearance.

2. Exterior building treatments, including colors, materials, and architectural detailing, should be consistent throughout the building.

3. Exterior building colors should generally consist of earth-toned or

neutral colors, with vibrant or bright colors reserved for trim or accent use.

4. Building materials reflecting natural elements, such as stone or wood, are strongly encouraged.

Signage Areas

Signage placement shall be considered in the façade design.

Discouraged Building Elements

The following building elements and materials are discouraged in that they generally lack architectural interest and are inconsistent with the vision of the LIA.

- Square "box-like" buildings
- Large, blank, flat wall silhouettes
- Unrelieved flat roofs
- Brightly-colored roofs
- Unpainted concrete or cinder block
- Highly reflective surfaces
- Corrugated metal as a primary building exterior
- Exposed pipe columns
- Red or orange tiled roofs
- Pre-fabricated metal walls
- Plain aluminum siding

Landscaping

1. Landscaping should enhance the quality of developments by framing and softening the appearance of structures, defining site functions, screening, and buffering adjacent uses.

2. Landscaping used for screening purposes should be suitable to its purpose. Use trees to screen buildings or undesirable views and use shrubs for screening equipment.

3. To the fullest extent possible, landscaped areas should generally incorporate planting utilizing a three-tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees, and taking into consideration the width of the planting area.

4. Landscaping may include accent treatments such as gravel, colored rock, tan-bark, and similar materials.

5. All landscaped areas should be served by an automatic irrigation system to ensure watering. Landscape design and construction should emphasize water-wise landscaping whenever and wherever possible. Water-conserving planting and irrigation design is encouraged.

6. The use of specimen trees (36-inch box or larger) at major focal points is encouraged.

7. Landscaping should be used to accentuate a building entry, when appropriate.

8. For vertical landscaping, vines and climbing plants on buildings or trash enclosures, trellises, and perimeter walls are encouraged.

9. For landscaping which abuts the public right-of-way, consider plant palettes that are compatible with nearby right-of-way (parkway or median) landscaping.

Parking Lot Landscaping

1. Parking lot landscaping should accent driveways, frame the major circulation aisles, and highlight pedestrian pathways.

2. Landscaping should be protected from vehicular and pedestrian encroachment

by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips separating turf and shrub areas should be provided.

3. A minimum of one shade canopy tree should be provided for the width of every 5 parking spaces and located in tree wells so as to visually break up long rows of parked vehicles. Landscaped planters should also be installed at the end of each drive aisle.

4. Landscaping materials which are used for screening edges of parking lots from the public right-of-way should be implemented by utilizing one or a combination of the following:

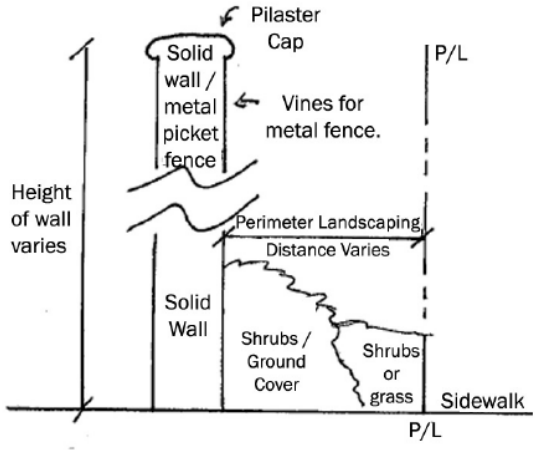
   a. Evergreen hedges

   b. Earth berm with a contoured, gradual slope and ground cover. (Maximum 42-inch)

Walls and Fences

All walls facing the public right-of-way should be consistent with the established perimeter wall and landscape "theme" for properties in the Light Industrial area, as shown in Figure 1.

Figure 1



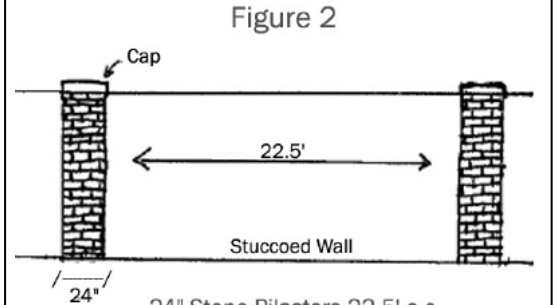
NOTE: In circumstances where a fence is located on or near a property line and precludes required perimeter landscaping, the applicant may request through an SDP that the requirement amount of landscaping be satisfied on the inside of the wall.

1. Perimeter walls may be solid or be a combination fence with a solid block base and metal picket fence.

2. Solid walls should be finished in cement plaster and painted using earth-toned colors.

3. Solid walls should incorporate 24" stone pilasters spaced at 22.5' on center, finished with stacked stone. Pilaster shall include a concrete cap, in accordance with Figure 2. Also, use a pilaster to frame each the main entrance.

Figure 2



24" Stone Pilasters 22.5' o.c. Stacked stone or similar, with concrete cap.

4. Metal fencing should be wrought iron or other durable metal, painted brown or black.

5. In circumstances where a fence is presently located or must be located on or near the property line, the required amount of perimeter landscaping must be satisfied on the inside of the wall.

6. Other walls and fences in public view should be built with attractive, durable materials such as wrought iron, or a solid wall with a finished cap. In general, all fences and walls should be designed to complement the site's architecture through the use of materials and colors.

7. Chain-link fencing is strongly discouraged when facing public view and should only be used as interior fencing.

8. Landscaping shall be used in combination with walls to soften the otherwise blank surfaces visible from public streets or public areas. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help discourage graffiti.

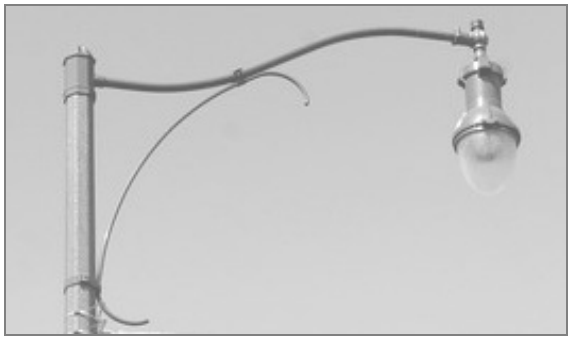
9. Security fencing – When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with metal fenncing.

10. Offset long walls – Walls should be varied in design, through offsets, height change, or landscaping, every 50 feet to reduce monotony. Landscape pockets along the wall should be provided at regular intervals, including perimeter walls.

Lighting

Lighting levels shall be sufficient for the safety of site occupants and visitors, but should not spill onto adjacent properties.

1. For safety, lighting should be provided for pedestrian walkways, parking lots, loading, and outdoor storage areas.



2. The height of light fixtures should be sensitive to areas adjacent to residential uses.

3. Parking area and vehicular circulation lighting should consider metal halide or high-pressure sodium cut-off type fixtures. Lighting for pedestrian activity areas (e.g., plazas, walkways) may use other lighting sources. Lighting of pedestrian paths with bollards and generally smaller fixtures at a human scale is encouraged.

4. Light standards should not exceed 25 feet in overall height from the finished grade of the parking facility. Light standards may be taller in larger parking areas (more than 500 spaces) if there will be no impact on surrounding uses, especially residential.

5. The general illumination of building walls is discouraged. This does not preclude illumination of wall signage.

6. Exterior light fixtures shall complement the architectural style of the building and add to overall design of the project.

Use Specific Guidelines

Vehicle Dealerships

1. Outdoor vehicle displays oriented toward streets should be limited to permanent at-grade display areas that are architecturally compatible with the project.

2. The showroom should be oriented toward major public streets.

3. Onsite loading areas, with access for trucks, should be made available for the unloading of vehicles from carriers.

4. No potentially noisy activity, such as vehicle repair, cleaning or testing, should be located outdoors or near and oriented toward residential properties.

5. Sufficient space should be provided for service drop-offs to prevent vehicle stacking on public streets.

6. The access points to the service bays should not be visible to the public.

7. All storage areas should be screened from public view from any adjoining property and from the public right-of-way by appropriately designed walls, fencing and landscaping.

8. Provisions should be made for a vehicle washing area. The wash rack should not be located visible or audible from any public street or residential area.

9. Landscaping should be provided along all display perimeters but may be maintained at a low level (less than 32 inches in height.)

Service Stations and Car Washes

1. Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

2. Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

3. Site-specific architectural design contextual to surroundings is strongly encouraged. Designs based solely on corporate or franchise models are strongly discouraged.

4. All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

5. Canopy light fixtures should be recessed into the canopy.

6. Outdoor equipment, such as vent risers and clean air separators, should be screened either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

Auto Repair Services

1. Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

2. The interior of work bays should not be visible from a public street or any adjacent residential property or designated open space.

3. Building design should be stylistically consistent, and compatible with surrounding buildings through use off similar scale, materials, colors, and/or detailing.

4. Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

Contractor, Building Supply, or Landscaping Yards

1. Locate the main office or building along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

2. Customer parking should be provided close to the building and not interspersed in the yard.

3. All outdoor contractor vehicle storage areas shall be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

Consumer Storage Facilities

1. A storage facility should be consistent with its surrounding area in scale and appearance, through the use of building size transitions, architecture, and landscaping.

2. The administrative office should be located in a building or building element that is human scale and located in proximity to the street.

3. Parking for visitors should be located near the administrative office, outside of any gated portion of the facility.

4. Loading doors for individual storage units should not face outward toward streets.

5. In order to break up the mass of larger buildings which containing storage units, provide horizontal and vertical articulation through the use of building offsets, windows, and variations in colors and materials.

6. Any area intended for the storage of automobiles and recreational vehicles should be located towards the rear of the site or screened with an enclosure of adequate height.

Sign Design Guidelines

As part of the vision of the Light Industrial Area, a unified and coordinated theme for signage is recommended. As such, properties should develop a common design (to be established through a Planned Sign Program) for monument signs, using materials and colors consistent with the unified wall and landscaping theme, which will be located at or near the entrance of the property.

For other signs, please consult the Sign Design Guidelines starting on Page 24 (Section G) of the El Toro Redevelopment Project Area Design Guidelines.