

CD-05 Guasti District Place Type

3. Guasti District



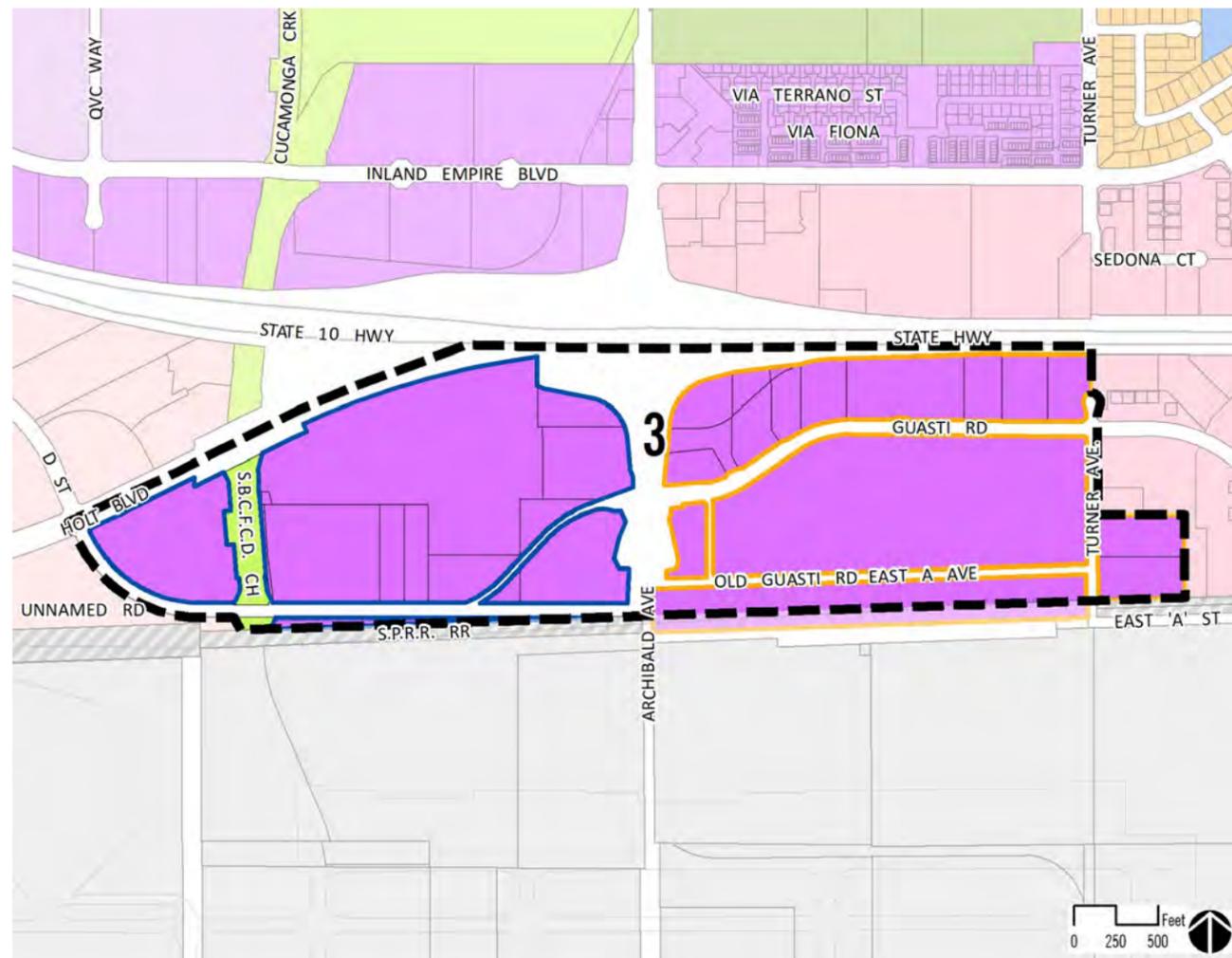
VISION

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and – appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike anything else in the city or broader region.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

GUASTI DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

Comfortable, Safe, Human Scale Public Realm



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

Complete and Connected Network

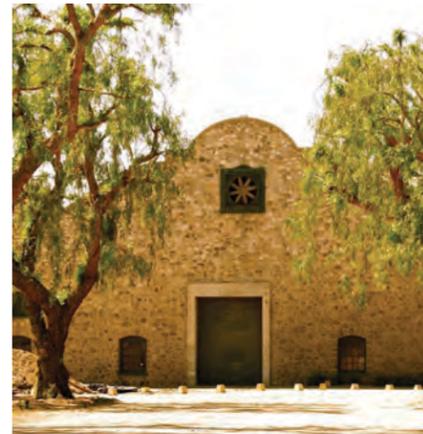


A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

Context Aware and Appropriate Building Design



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

Active Frontages



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

Managed Infrastructure



To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.