

CD-06 South Euclid District Place Type

4. South Euclid District



**VISION**

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

**LAND USE**



| Land Use Designation   | Residential Density & Non-Residential Intensity  | Intention  |
|------------------------|--|--|
| Medium Density         | 20.1 to 25.0 dwelling units per acre <sup>1</sup>  | Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.   |
| Mixed Use - Great Park | 14.0 <sup>1</sup> to 65.0 dwelling units per acre<br>1.5 FAR for office uses<br>1.0 FAR for retail uses<br><i>Subject to Specific Plan<sup>1</sup></i> | The Great Park Mixed Use Areas are envisioned as the southwestern-activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road. |
| 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.   |

Note:

- All medium density and mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

**SOUTH EUCLID 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 design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of the “Great Park” and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

**Comfortable, Safe, Human Scale Public Realm**



The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to the “Great Park.” The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

**Complete and Connected Network**



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to the “Great Park”, linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

**Context Aware and Appropriate Building Design**



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, stand-alone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along the “Great Park” frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

**Active Frontages**



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

**Managed Infrastructure**



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.