

CD-07 South Employment District Place Type

5. South Employment District



VISION

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



◀ The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
 Mixed Use - Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses <i>Subject to Specific Plan¹</i>	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
 Open Space - Recreation	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 mixed use parcels within the South Employment 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 EMPLOYMENT 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 South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the “Great Park,” higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.

A roadway between the mixed use area and the southern park boundary will provide public access to the “Great Park” from within the District, and attract visitors to the area outside of office hours.

Comfortable, Safe, Human Scale Public Realm



A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.

The “Great Park” will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.

The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.

Complete and Connected Network



The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.

Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the “Great Park,” and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.

Context Aware and Appropriate Building Design



Buildings in this District are expected to range from 2 to 4-stories in height, with simple massing, and modern design.

Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. “Clean industrial” and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.

To ensure compatibility within and adjacent to the District, housing should be located near the “Great Park.” oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.

Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.

Active Frontages



Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.

Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.

Shared parking strategies 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.