

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor



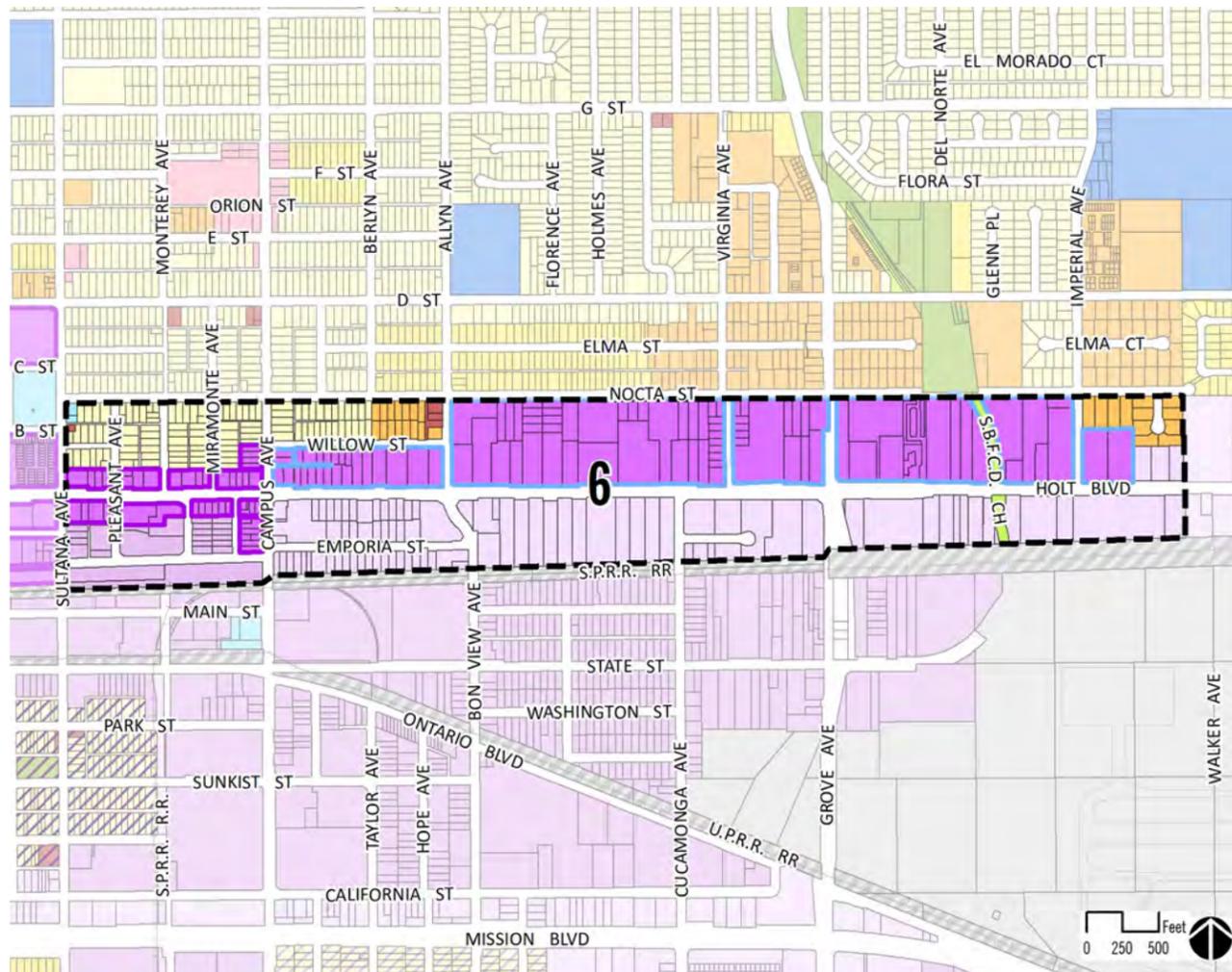
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown <sup>1</sup>	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd <sup>1</sup>	14.0 <sup>2</sup> to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
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.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

- Subject to PUD at City's discretion.
- Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

**CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)**

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**



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

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



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

**Complete and Connected Network**



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

**Context Aware and Appropriate Building Design**



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, “step down” building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

**Active Frontages**



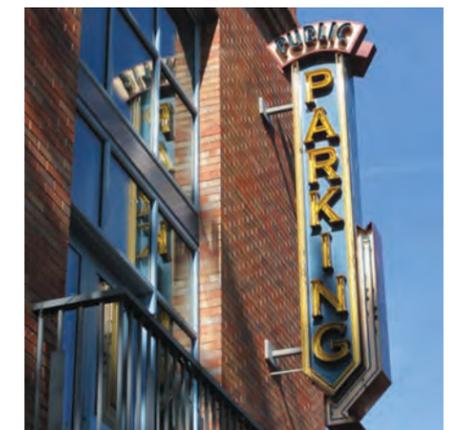
Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide “eyes on the street” from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

**Policy CD-3.6 Managed Infrastructure**



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.