

7. Inland Empire Boulevard Corridor

Corridor Key



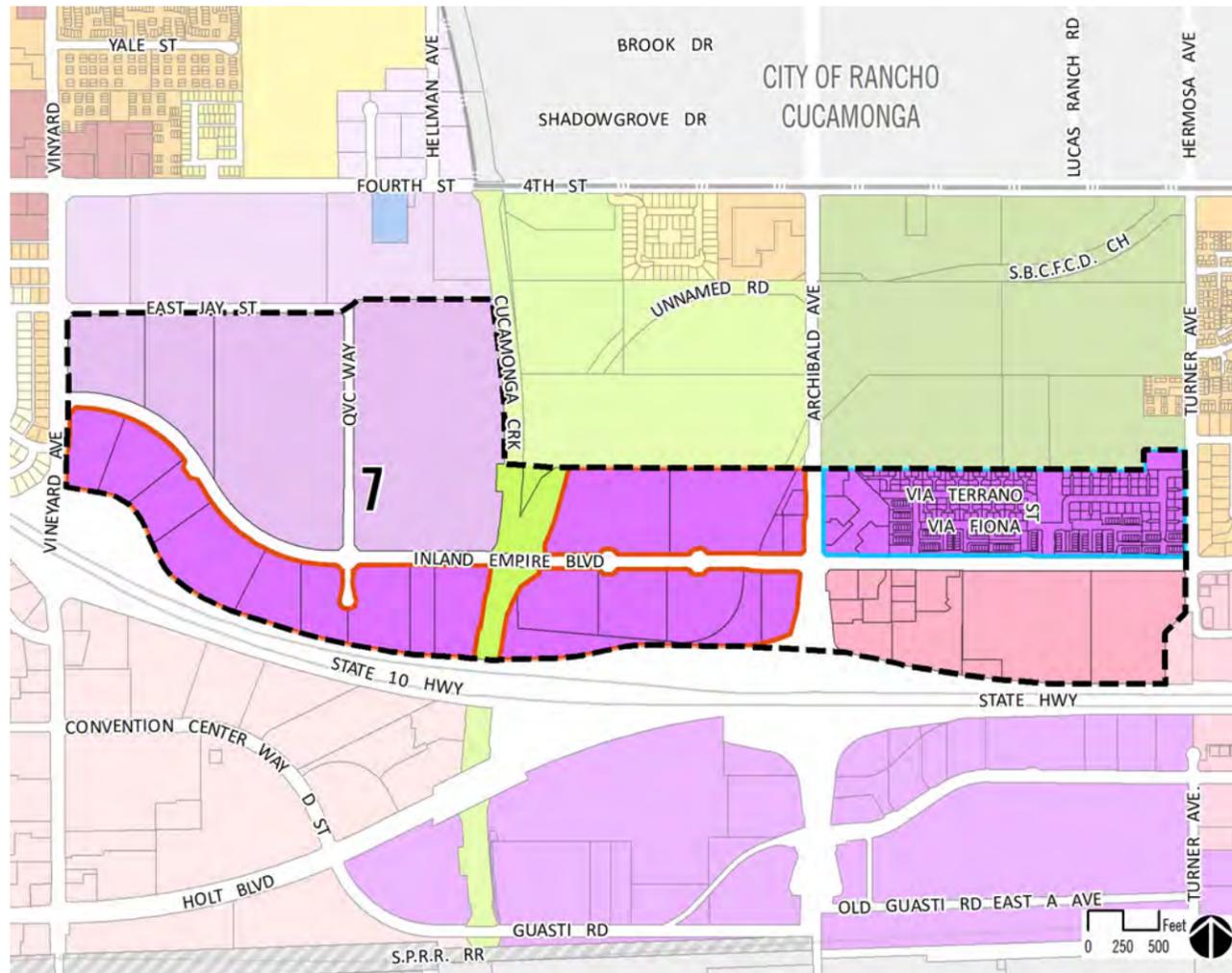
VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	14.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
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.

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



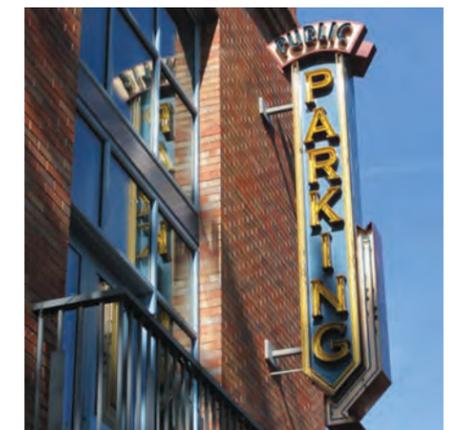
Frontages within corridors should enable and promote human activity in the public realm.

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.