LU-02 Land Use Designations Summary Table

Land Use Designations	Residential Density & Non-Residential Intensity	Intention
Residential - A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. For developments that encompass multiple properties and contain more than one land use designation, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of the residential densities. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used.		
Rural	>0–2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting. Example
Low Density	>2.0–5.0 dwelling units per acre	Single-family detached residences. Example
Low-Medium Density	>5.0-11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes. Example.
Medium Density	>11.0-25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, stacked flats, and small lot single-family subdivisions. Example.
High Density	>25.0-45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes. Example.
Retail/Service - A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.		
Neighborhood General	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood. Example.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses. Example.
Office/ Commercial	0.75 FAR	An intense mixture of regional serving retail, service, tourist-serving, professional office, entertainment, dining, and supporting services uses that capitalize on strategic locations in Ontario. Example. This designation also includes professional offices including financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants. Example.
Employment – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community uses may also be allowed.		
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail. Example.
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. Example. If office uses and/or multiple tenant uses are developed on parcels fronting on the Millikan, Haven, and Archibald corridors, an FAR of 0.60 may be used.
Other		
Open Space– Non-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

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		parkways/medians, parking lots, and nurseries.
Open Space–Parkland	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Open Space–Water	Not applicable	Existing or planned water amenities that can accommodate recreational uses such as boating and fishing.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.
LA/Ontario International Airport	Not applicable	LA/Ontario International Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing. For more detail, see the Airport Environs Section.
Landfill	Not applicable	Restricts use to the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will consider a host of uses including a transit station and multi-modal transfer station.
Railroad	Not applicable	Railroad rights-of-way, stations, and facilities.

Mixed Use –An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. Examples

- Development in the Mixed Use land use designation requires approval of a master plan, such as an area plan, specific plan, or planned unit development, which focuses on the character, relationship of uses, public/private access, parking, pedestrian facilities, building form, integration with the roadways and pedestrian ways, public spaces, landscaping, and public amenities.
- Density, intensity and intended character varies by area, as generally described below.
- The densities and intensities of the mixed use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development.
- The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections. Further direction regarding land use distributions, densities and intensities within each area are provided by Area Plans and/or specific plans as noted below.

Downtown Mixed Use Area	• >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. See the Downtown Area Plan for more detail.
East Holt Mixed Use Area	• >14.0 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 and connect the Downtown and the Ontario Airport Metro Center. See the East Holt Boulevard Area Plan for more detail.
Meredith Mixed Use Area	• >14.0 to 125.0 dwelling units per acre • 3.0 FAR for office and retail uses • Subject to Area Plan for Ontario Airport Metro Center	Meredith is envisioned as one of the most intensive developments in Ontario and is intended to accommodate an intensive, horizontal and vertical mixture of commercial, office, and residential uses based around a transit station. The portion fronting I-10 will be the most intensive mixture of mid-rise buildings, regional-serving retail and office centers, while the northern area is generally a residential village comprised of single and multi-family residential districts surrounding a vertically mixed-use village core. There is an approved Specific Plan on this site that may require amendment to reflect the Ontario Airport Metro Center Area Plan. See Ontario Airport Metro Center Area Plan for more detail.
Mulitmodal Mixed Use Area	• >20.0 to 80.0 dwelling units per acre • 1.0 FAR for office and retail uses • Subject to Area Plan for Ontario Airport Metro Center	The Multimodal Mixed Use Area is the ideal location of our future multi-modal 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 should be an iconic structure befitting a key entry into the US and Ontario. See the

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		Ontario Airport Metro Center Area Plan for more detail.
Inland Empire Corridor Mixed Use Area	• >14.0 to 30.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses • Subject to Area Plan for Ontario Airport Metro Center	Located along Inland Empire Boulevard, this area is intended to provide a connection between Meredith and the Ontario Center and relate to the park immediately to the north. This area is envisioned as a lower-rise mixture of office, retail, and residential uses. There is an approved Specific Plan on this site that may require amendment to reflect the Ontario Airport Metro Center Area Plan. See the Ontario Airport Metro Center Area Plan for more detail.
Guasti Mixed Use Area	• >25.0 to 65.0 dwelling units per acre • 1.0 FAR for office and retail uses • Subject to Area Plan for Ontario Airport Metro Center	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. There is an approved Specific Plan on this site that may require amendment to reflect the Ontario Airport Metro Center Area Plan. See the Ontario Airport Metro Center Area Plan for more detail.
Ontario Center Mixed Use Area	• >20.0 to 125.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses • Subject to Area Plan for Ontario Airport Metro Center	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed-use buildings, iconic architecture, and regionally significant uses, such as the Events Center, and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, The Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to Rancho Cucamonga. There is an approved Specific Plan on this site that may require amendment to reflect the Ontario Airport Metro Center Area Plan. See the Ontario Airport Metro Center Area Plan for more detail.
Ontario Mills Mixed Use Area	• >25.0 to 85.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses • Subject to Area Plan for Ontario Airport Metro Center	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, lodging, and potentially residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to reflect the Ontario Airport Metro Center Area Plan. See the Ontario Airport Metro Center Area Plan for more detail.
NMC East Mixed Use Area	• >14.0 to 50.0 dwelling units per acre • 0.7 FAR for office and retail uses • Subject to approved Specific Plans	The New Model Colony East Mixed Use Area is within the Rich-Haven and Ontario Esperanza Specific Plans. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Edison and Milliken Avenues. See the New Model Colony Area Plan for more detail.
NMC West Mixed Use Area	• >14.0 to 65.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses • Subject to Specific Plan	The New Model Colony West Mixed Use Areas are envisioned as the southern activity centers of Ontario and the focus of the New Model Colony. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses in 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. See the New Model Colony Area Plan for more detail.
Hamner/SR-60 Mixed Use Area	• 1.0 FAR for retail and office uses • Subject to Specific Plan	The Hamner/SR-60 Mixed Use Area is envisioned as a mixture of retail and office uses that will create identity and place along the SR-60 corridor.
Euclid/Francis	• >14.0 to 25.0 dwelling units per	The Euclid-Francis Mixed Use Area is envisioned as a low-rise (3-5

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Mixed Use Area	acre • 1.0 FAR for retail uses • Subject to Specific Plan or other implementing mechanism	stories), mixture of retail and residential uses that will create identity and place along the Euclid corridor and serve the surrounding residents.
Overlays - An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within the overflight area of LA/Ontario International Airport and is impacted by noise and dust. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within the overflight area of LA/Ontario International Airport and is impacted by noise and dust. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Commercial Transitional Areas	Per the underlying designation unless a commercial use is developed in which case the density and use requirements of the General Commercial land use designations shall apply.	The City seeks viable commercial sites. This overlay allows residential uses to transition to a commercial land use if the project abuts an existing/approved commercial use and if the transition does not result in "remnant" parcels of residential uses. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Airport Influence Area	Varies	Identifies the required notification/disclosure areas around the LAONT and Chino airports. These areas will also be amended, as necessary, to comply with an adopted ALUCP. (See Airport Environs Map)
Restricted FAR Area	0.25 FAR	This Overlay, which corresponds with the clear zone of LA/Ontario International Airport, restricts the maximum FAR to .25.
Clear Zone	No Structures Allowed	Areas at the end of the airport runways that are clear and devoid of structures.
Chino Airport Overlay	Varies	An area within which area plans and specific plans, which are required prior to development in the New Model Colony, will be required to be coordinated with the airport authority for the Chino Airport to determine appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based upon the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. This overlay is intended as an interim solution and upon adoption of a Chino Airport Land Use Compatibility Plan (ALUCP) that is based on the adopted Airport Master Plan and accepted by Ontario, we will evaluate the continued need for this overlay.
Lake/Amenity	NA	Denotes an area where a lake and/or amenity acceptable to the City are required as the focal point of future development. For buildout purposes, the area of the lake/amenity is not assumed to generate any units.
SoCalf Preserve	Per underlying designation	Denotes areas where SoCalf owns and operates agricultural preserves within the New Model Colony. Development to the underlying designations is desired if the preserves can be relocated
I-10–Grove Interchange Area	Per underlying designation	This area will be impacted by the future I-10–Grove Avenue interchange, which may require future revisions to the Land Use Plan and Zoning Map. It is anticipated that the new interchange will result in new multi-family residential and commercial development opportunities that are created through lot consolidation and City and private reinvestment. These opportunities will result in safer, functional and aesthetically pleasing developments that provide

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		needed housing and viable commercial choices while addressing the changes in property access anticipated with the I-10/Grove Avenue interchange redesign.
Plan Required Overlay- Denotes areas where master plans are required prior to development. The master plan can include an area plan, specific plan, or planned unit development. In some instances, the Plan Required Overlay includes adopted specific plans. Click here to see adopted specific plans in the City (link to Adopted Specific Plans Map). The adopted specific plans shall be reviewed for conformance with the master plan and, in some cases, it may be desirable to amend the approved specific plans to reflect the vision of this Policy Plan. Click here for Additional Plan Map.		
Ontario Airport Metro Center	Per approved area plan and individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See the Ontario Airport Metro Center Area Plan or adopted specific plans for more detail.
New Model Colony	Per approved area plan and individual specific plans	Envisioned as a mixture of residential neighborhoods focused around town centers, which feature low to mid rise buildings (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses and local-serving village centers united through a network of greenways/trails, open spaces, amenities, and infrastructure and the "Great Park," a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. See the New Model Colony Area Plan or adopted specific plans for more detail.
Downtown	Per approved planned unit development and/or area plan	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. See the Downtown Area Plan for more detail.
I-10–Grove Interchange Area	Per approved planned unit development and/or area plan	This area is will be impacted by the future I-10–Grove Avenue interchange, which may require future revisions to the Land Use Plan and Zoning Map. It is anticipated that the new interchange will result in new multi-family residential and commercial development opportunities that are created through lot consolidation and City and private reinvestment. These opportunities will result in safer, functional and aesthetically pleasing developments that provide needed housing and viable commercial choices while addressing the changes in property access anticipated with the I-10/Grove Avenue interchange redesign.
Landfill Impact Area	Per approved area plan	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.