

SECTION 4
CIRCULATION PLAN

4.1 Circulation Plan Description

The main objective of the Circulation Plan is to provide direct and convenient access to individual residential planning areas, employment and service land uses through a safe and efficient transportation network including Divided Arterial Parkway 2-2, Standard Arterial, Collector and Interior Streets and a pedestrian, bicycle paseo/sidewalk system.

4.2 Vehicular Circulation

Existing roadways, which will provide access to and from the Project Site, include Riverside Drive (Standard Arterial Street) serving as the northerly boundary of the Project Site; Haven Avenue (Divided Arterial Parkway 2-2) serving as the easterly boundary of the West Haven community; Turner Avenue (Collector Street) serving as a partial westerly boundary and Chino Avenue (Collector Street) providing east/west access through the Project Site. Additionally, off-site regional access to and from the SR-60 Freeway will be from Archibald Avenue, located to the west, and Haven Avenue, serving as the eastern boundary of the West Haven Specific Plan. The design speed for each street is as follows:

Haven Avenue and Riverside Drive	45 mph
Chino Avenue and Turner Avenue	40 mph

On-site circulation within the West Haven Specific Plan will be provided through a system of local streets to be constructed internal to the project. All interior neighborhoods will have a minimum of two (2) points of access. Riverside Drive and Chino Avenues will connect east/west traffic and Haven and Turner Avenues will connect north/south traffic flow. The elementary school site will have driveway access limitations (right turns in and out) and all student dropoffs and pick-ups, either by bus or private automobile, shall be accommodated on the school property. Further information regarding traffic reports, impacts and mitigation measures will be presented in the West Haven Specific Plan’s Project EIR.

The backbone circulation system proposed as part of the West Haven Specific Plan is illustrated on *Exhibit 4-1, “Circulation Plan.”*

The developer(s) of the West Haven Specific Plan area will be responsible for all off-site improvements for the entire project frontage or as otherwise indicated. Phasing of the improvements will be implemented as required by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Additionally, bus turnouts within the project site may be required to be constructed to the reasonable satisfaction of the City of Ontario and Omnitrans.

In addition to the typical street section described and depicted, additional right-of-way and geometric enhancements such as additional left turn and right turn lanes at intersections, may be required to adequately mitigate impacts identified in the Traffic Impact analysis/Specific Plan EIR.

What follows is a more detailed description of roadway circulation for the West Haven Specific Plan.

4.2.1 Divided Arterial Parkway 2-2 – Haven Avenue

The Divided Arterial Parkway 2-2, Haven Avenue, is designed to carry regionally oriented traffic safely and efficiently between the various points of ingress/egress of the West Haven Specific Plan area. The improvements will be based on a minimum design speed of 45 m.p.h. Parking along, and access to this street via driveways from residential units, will be prohibited.

Exhibit 4-2, “Divided Arterial 2-2 (Haven Avenue – West Side),” illustrates the proposed improved Haven Avenue (West Side).

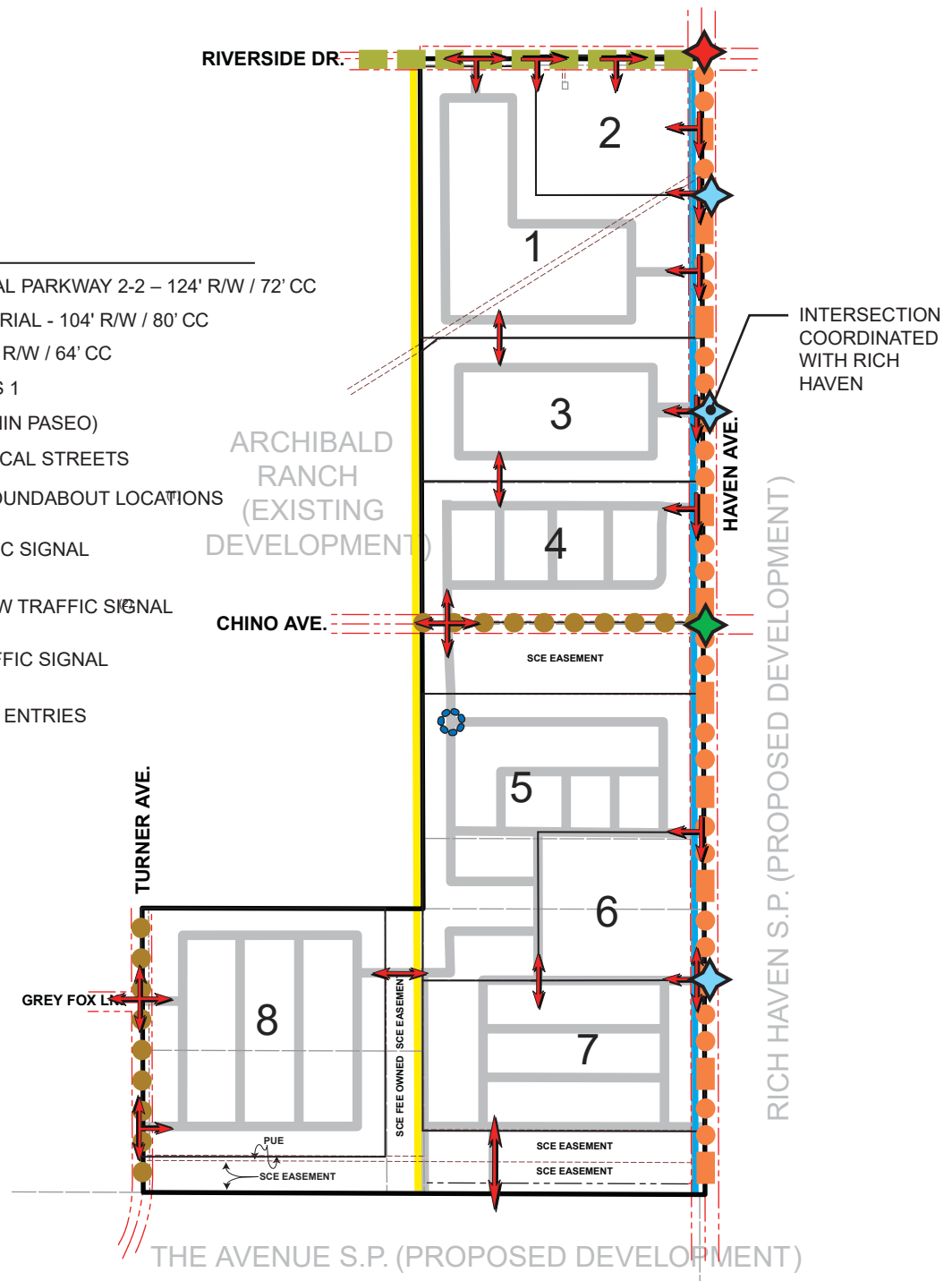
To accommodate school related traffic, Haven Avenue shall have an additional southbound right turn lane along the southern portion of the elementary school frontage (additional rights-of-way shall be dedicated).

The developer will be responsible for those improvements to Haven Avenue as determined by the

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Legend

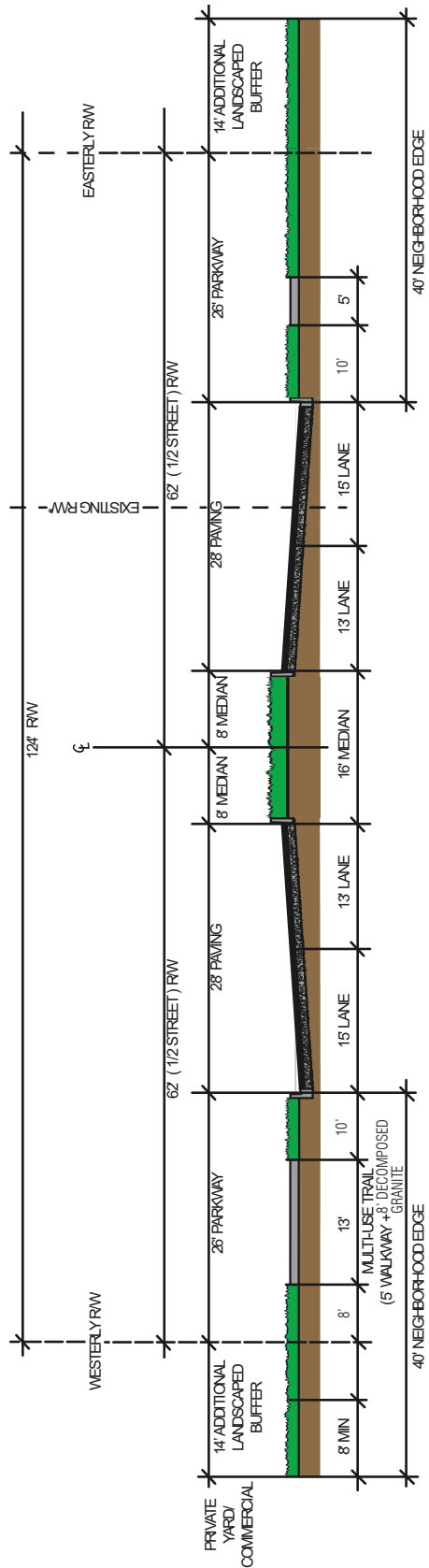
- DIVIDED ARTERIAL PARKWAY 2-2 – 124' R/W / 72' CC
- STANDARD ARTERIAL - 104' R/W / 80' CC
- COLLECTOR - 88' R/W / 64' CC
- BIKE PATH CLASS 1
- BIKE PATH (WITHIN PASEO)
- CONCEPTUAL LOCAL STREETS
- CONCEPTUAL ROUNDABOUT LOCATIONS
- EXISTING TRAFFIC SIGNAL
- ANTICIPATED NEW TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- NEIGHBORHOOD ENTRIES



(1) Proposed roundabouts within internal streets must be approved as to location and design by the City of Ontario Engineering Department.

(2) Anticipated new traffic signal per New Model Colony Access Guidelines and Traffic Indices (June 2005)

Exhibit 4-1: Circulation Plan



DIVIDED ARTERIAL PARKWAY 2-2
72' CC/124' ROW
HAVEN AVENUE
 (ON STREET PARKING IS PROHIBITED)

*Existing east side R/W varies from 25' to 60' per Assessor's Parcel Map #0218-161

Exhibit 4-2: DIVIDED ARTERIAL 2-2 (HAVEN AVENUE – WEST SIDE)

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City Engineer and pursuant to the mitigation measure identified in the EIR and/or the Conditions of Approval established on the approved tentative maps

for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans.

4.2.2 Standard Arterial – Riverside Drive

The Standard Arterial street, Riverside Drive, is designed to carry traffic safely and efficiently between destinations within the Ontario Ranch. Improvements to the north side of Riverside Drive exist. Riverside Drive will be improved based on a 45 m.p.h. minimum design speed along the Project Site's northern boundary. Parking along and access to this street via driveways from residential units will be prohibited. *Exhibit 4-3, "Standard Arterial (Riverside Drive)"* illustrates the Riverside Avenue (South Side) proposed improvements.

The developer will be responsible for those improvements to Riverside Drive as determined by the City Engineer and pursuant to the mitigation measure identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans.

4.2.3 Collector Street – Turner Avenue

Turner Avenue, a Collector street along the Project Site's most westerly boundary, will be improved with a minimum design speed of 40 m.p.h. The west side street improvements for Turner Avenue currently exist. Access to this street, via driveways from residential units, will be prohibited.

Exhibit 4-4, "Collector Street (Turner Avenue and Chino Avenue)" illustrates the Turner Avenue proposed improvements.

The developer will be responsible for those improvements to Turner Avenue as determined by the City Engineer and pursuant to the mitigation measure identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans.

4.2.4 Collector Street – Chino Avenue

Chino Avenue, a Collector street, which bisects the Project Site at approximately the north/south midpoint, will be improved with a minimum design speed of 40 m.p.h. Access to this street via driveways from residential units will be prohibited.

Exhibit 4-4, "Collector Street (Turner Avenue and Chino Avenue)" illustrates the Chino Avenue proposed improvements.

The developer will be responsible for those improvements to Chino Avenue as determined by the City Engineer and pursuant to the mitigation measure identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be required to the satisfaction of the City of Ontario and Omnitrans.

4.2.5 Primary Residential Entry Streets

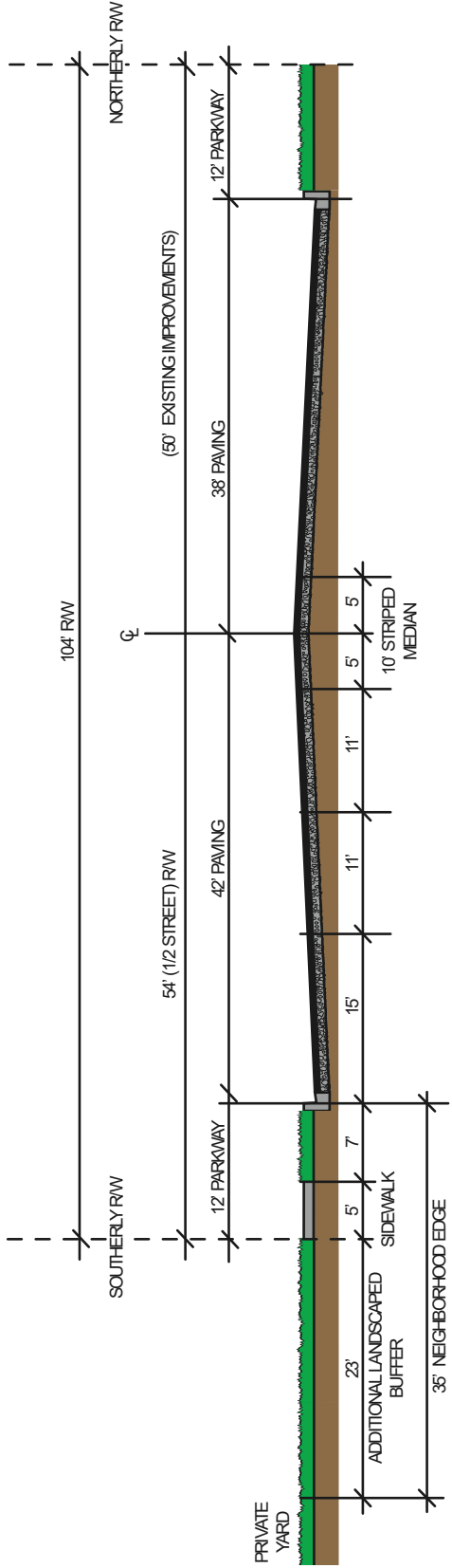
Each Primary Residential Entry Street will include 36-feet of paving (60-foot Right-of-Way) with 8 feet of additional Neighborhood Edge (20-feet total) landscaping. The entry street improvement will extend from the master planned street right-of-way to the first internal street intersection. Parking along the entry streets will be prohibited.

The Primary Residential Entry Street section is shown on *Exhibit 4-5, "Primary Residential Entry Streets."*

4.2.6 Interior Streets, Alleys and Cul-De-Sac Streets

Interior Streets will be constructed with a 60-foot wide right-of-way. The interior streets and cul-desac streets section is shown on *Exhibit 4-6, "Interior Streets."*

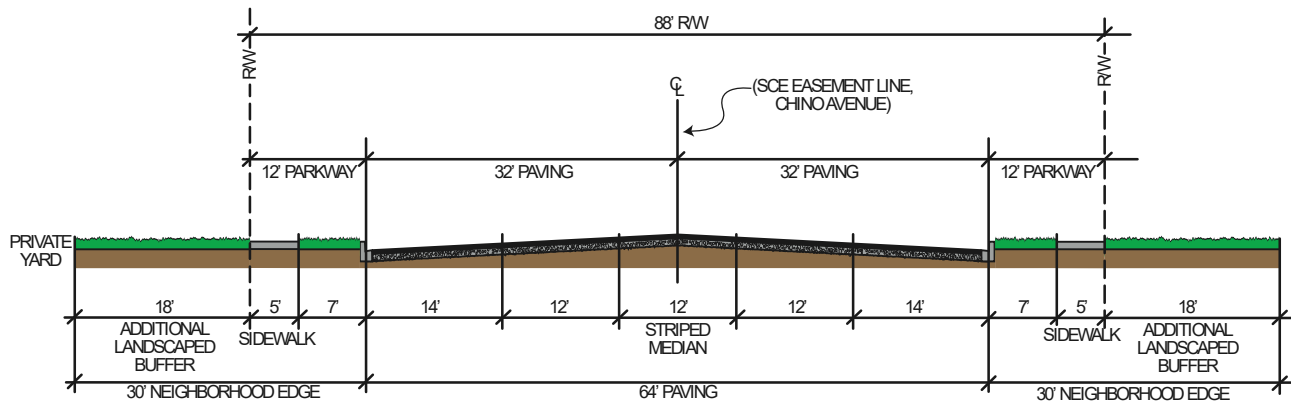
Private alleys are to be utilized within the residential development. Alleys will be private, but will offer a public utility easement (as needed by the City) along the paved section. Where private alleys are utilized for non-emergency access, a 20-foot minimum paved



STANDARD ARTERIAL
 80' CC/108' ROW
RIVERSIDE DRIVE
 (ON STREET PARKING PROHIBITED)

Exhibit 4-3: STANDARD ARTERIAL (RIVERSIDE DRIVE)

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COLLECTOR
64' CC/88' ROW
TURNER AVENUE / CHINO AVENUE
EXHIBIT 4-4: COLLECTOR STREET (TURNER AVENUE AND CHINO AVENUE)

section with five-foot (5') minimum landscaping on each side will be used. Where emergency access alleys are to be used within the residential development, a 24-foot minimum paved section with four foot (4') minimum landscaping on each side will be utilized. *Exhibit 4-7, "Alleys"*, depicts the typical emergency and non-emergency lane sections.

4.2.7 Traffic Calming

The West Haven Specific Plan includes design features within residential neighborhoods to encourage drivers to proceed slowly and reduce traffic noise on streets contributing to safe and livable neighborhoods in which to walk, bike, and drive.

Traffic calming within the West Haven Specific Plan is designed to address the following goals:

- Reduction in traffic speeds
- Reduction in traffic related noise
- A safe and pedestrian friendly circulation system to encourage walking

The following design features will be implemented in the roadways within West Haven.

Local Neighborhood Street Design

Neighborhood Streets within the West Haven

Specific Plan are designed in a "modified grid" with landscaping on either side within parkways to add interest in the street encouraging drivers to slow their travel speed and observe their surroundings. Incorporating intersection chokers as well as roundabouts, as illustrated on *Exhibit 4-8 "Traffic Calming Measures,"* may reduce traffic speeds on local residential streets.

Landscaping

Landscaping adjacent to streets within the West Haven Specific Plan will combine the use of shade trees, shrubs, and groundcover adjacent to sidewalks to create a more intimate streetscape encouraging drivers to reduce driving speeds. The landscape concept for West Haven is designed to contribute to a sense of the street system as a pedestrian protected area to promote slower traffic speeds.

4.3 Bicycle Plan

Exhibit 4-1, "Circulation Plan" of the West Haven Specific Plan illustrates the Project Site's two (2) bike paths, as proposed by the TOP on Figure 5-5, "Bike Paths." Class 1 bike paths are proposed along the west side of Haven Avenue and through the West Haven Specific Plan's proposed paseo system, located within SCE Easements/Parcels.

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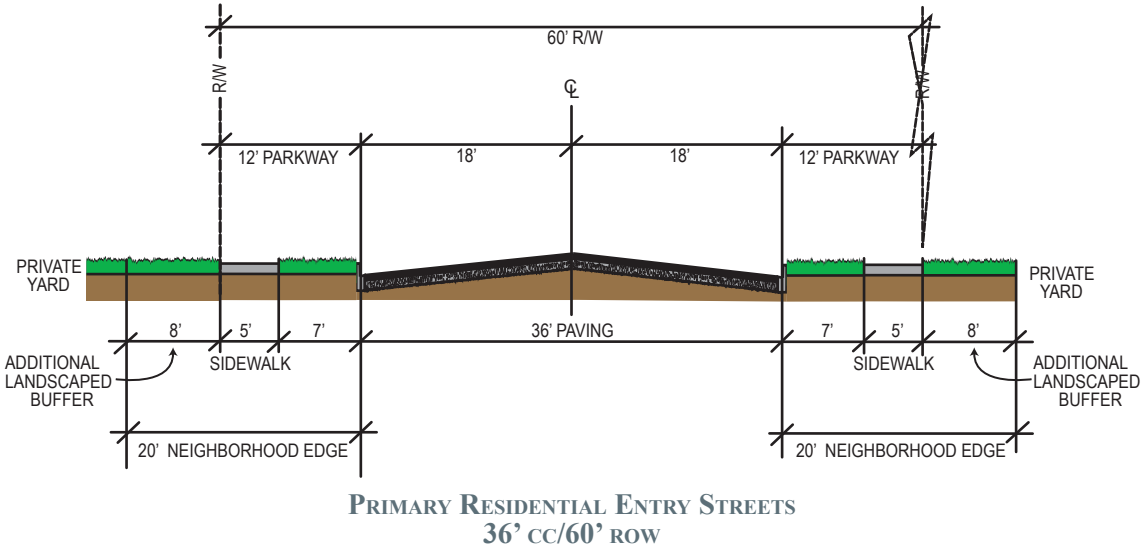


Exhibit 4-5: PRIMARY RESIDENTIAL ENTRY STREETS

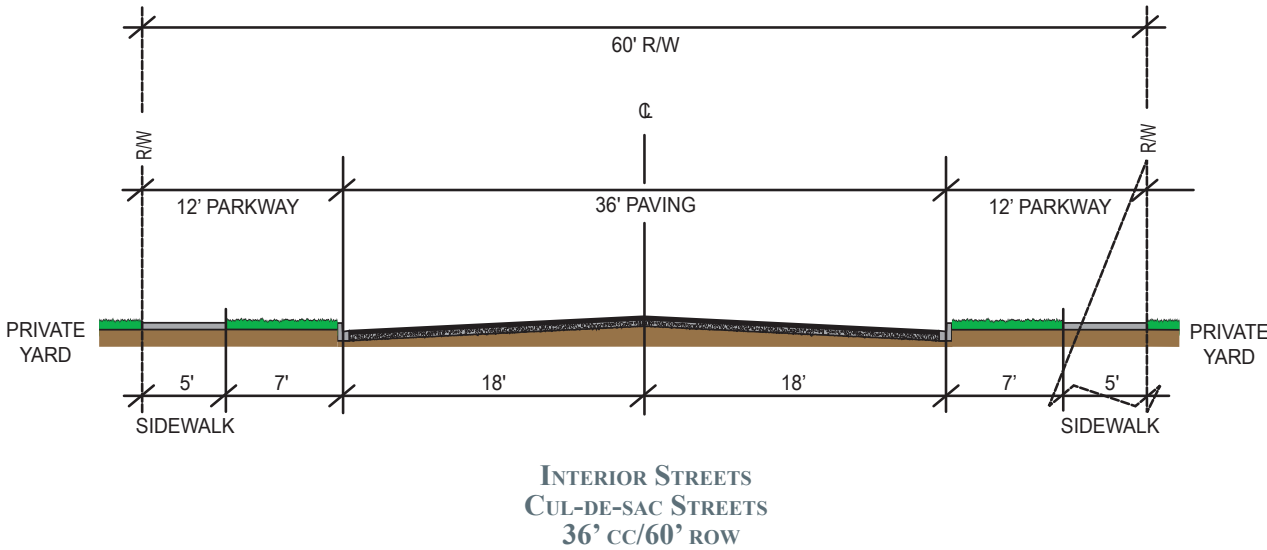


Exhibit 4-6: INTERIOR STREETS

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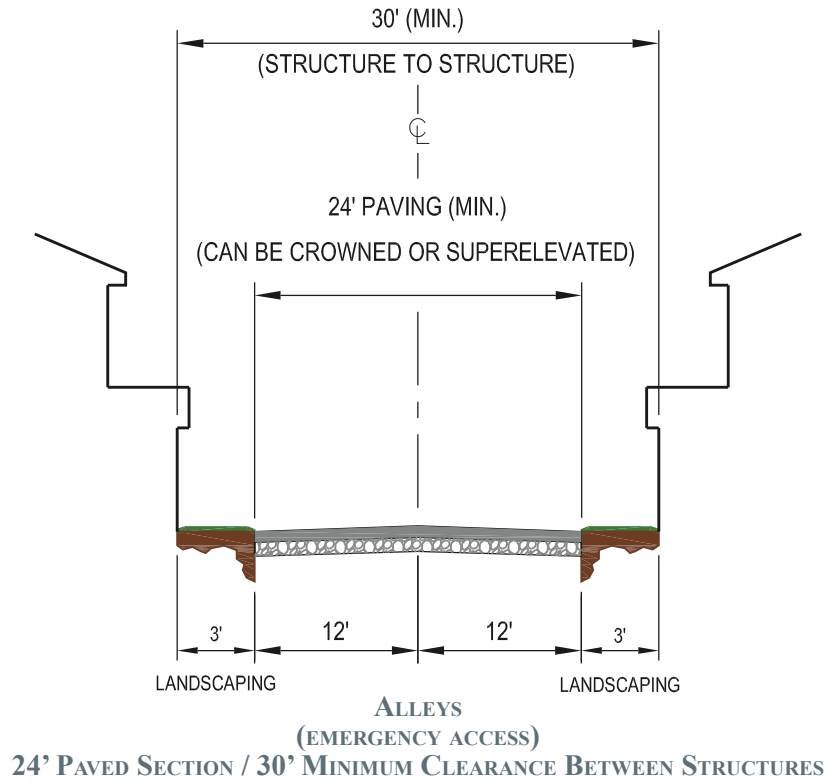
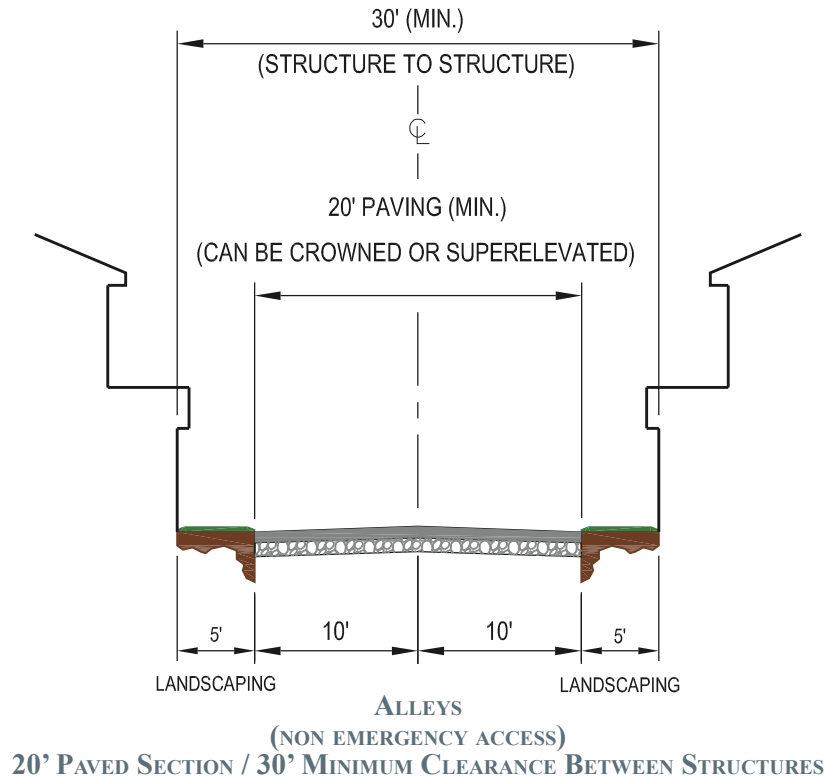


Exhibit 4-7: Alleys

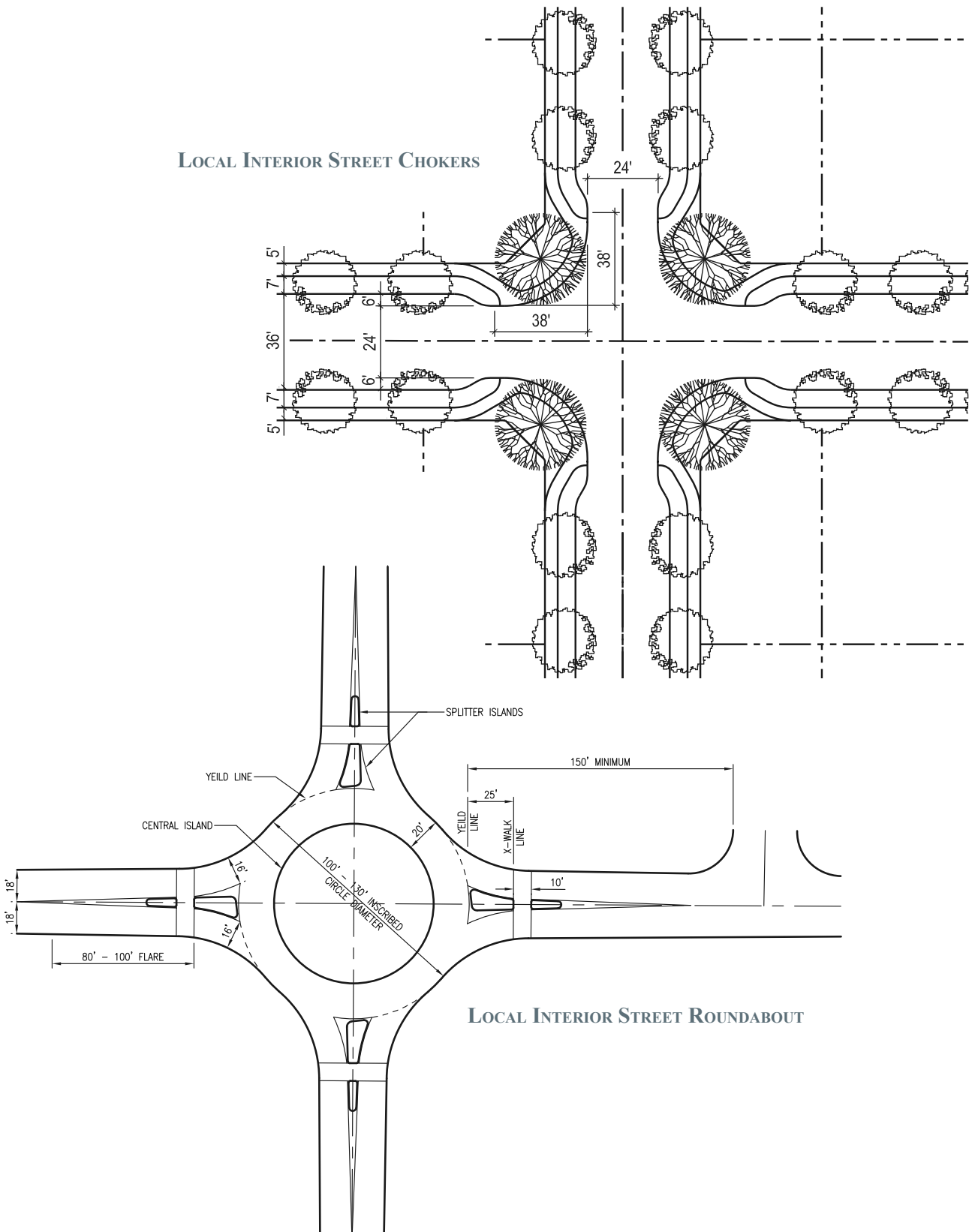


Exhibit 4-8: TRAFFIC CALMING MEASURES

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