Section 5. Infrastructure and Services

The infrastructure, utilities, and public services to be provided as part of the development of the Esperanza Specific Plan are discussed in this section.

5.1 Circulation

The circulation plan for Esperanza reinforces the objectives of providing a traditional neighborhood design. In addition to providing safe and efficient movement of vehicular traffic through the project, the Circulation Plan also provides a safe environment for pedestrian movement and bicycle traffic reducing the reliance on the automobile as a means of travel. In addition, transit stops and bus turnouts will be provided as required by Omnitrans, along the Master Plan streets, which are a part of the Esperanza community. The "Master Circulation Plan," Exhibit 10 establishes the hierarchy and general location of roadways within Esperanza.

The minimum design speeds to be used for centerline curve radii, super elevation, corner sight distance; vertical and horizontal alignment and sight distance, etc. are listed below:

Milliken Avenue	50 m.p.h.
Merrill Avenue	40 m.p.h.
Bellegrave Avenue	45 m.p.h.
Mill Creek Avenue	45 m.p.h.
"A" Street	45 m.p.h.

5.1.1 Master Planned Roadways

The Esperanza Specific Plan is bounded on the east, south, west, and is bisected by four City of Ontario Master Plan roadways, which will provide access to and from the Specific Plan area. Additional rights of way may be needed at critical intersections to accommodate additional left and right turn lanes pursuant to the recommendations of the traffic study prepared for the NMC. Milliken Avenue bounds the Specific Plan area to the east and is the county line between San Bernardino and Riverside Counties; Bellegrave Avenue bounds the Specific Plan area to the south and is also the county line between San Bernardino and Riverside Counties; Mill Creek Avenue bounds the Specific Plan area to the west, and Merrill Avenue bisects the Specific Plan area in an east/west direction.

Where the Specific Plan limits extend to the centerline of any roadway, the development project shall construct the full half-width street improvement, plus a 14-foot travel lane with a 5-foot paved shoulder beyond the centerline. If the roadway includes a raised median, the project shall construct the full median, and the additional 14-foot travel lane with a 5-foot paved shoulder. The 14-foot travel lane is a minimum that may be increased as necessary pursuant to the requirements of the City Engineer.

5.1.1.1 Milliken Avenue

Milliken Avenue abuts the Specific Plan area on the east. Milliken Avenue is a designated Divided Arterial Parkway 1-1 roadway with a total right-of-way of 148 feet. Milliken Avenue will carry regional traffic to and from Esperanza and will provide access to the specific plan area along the eastern boundary of the specific plan area. Exhibit 11, "Milliken Avenue" illustrates the improvements for Milliken Avenue. The developer of the Specific Plan area adjacent to Milliken Avenue will be responsible for all on site improvements for the westerly half of Milliken Avenue as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and the Conditions of Approval established on the approved tentative maps for the project. Bus turnouts will be