

CHAPTER III: CIRCULATION

A. Existing Setting

Regional access to the Ontario Gateway Specific Plan is provided by Interstate 10 (I-10), Interstate 15 (I-15), and State Route 60 (SR-60). Haven Avenue connects the site to I-10, which parallels the north side of the Specific Plan planning area. Direct access to uses within the site will be from Haven Avenue.

A.1 Existing Highways and Roadways

a. Freeways:

1. **San Bernardino Freeway (I-10).** This ten-lane freeway (four lanes plus a carpool lane in both directions) links the Inland Empire to Los Angeles and the rest of the United States. I-10 borders the north boundary of the Specific Plan with the Haven Avenue on-ramp abutting the northwest corner.
2. **Ontario Freeway (I-15).** The Ontario Freeway is a major north-south freeway located approximately 2 miles east of the project site. This freeway has a total of eight lanes within the project study area and connections to both the San Bernardino Freeway and the Pomona Freeway.
3. **Pomona Freeway (SR-60).** State Route 60 connects the Inland Empire area (mainly Riverside County) to the Los Angeles metropolitan area. This freeway, located approximately 3 miles south of the project site, is generally ten lanes (four lanes plus a carpool lane in both directions) in the City of Ontario.

b. East-West Arterials:

1. **Mission Boulevard.** Mission Boulevard provides four lanes and was formerly designated U.S. 60. It is located both south of the project site and south of the Ontario International Airport.
2. **4th Street.** Located north of Holt Boulevard, this arterial generally provides two to four travel lanes in the planning area.
3. **Airport Drive.** Located south of the Union Pacific Railroad tracks, this four-lane undivided arterial extends between Archibald Avenue to the west and Haven Avenue to the east.

c. North-South Arterials:

1. **Haven Avenue.** Haven Avenue is a major arterial providing six to eight lanes on the west side of the Ontario Gateway. Full

ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



interchanges exist at I-10 and SR-60. The intersection of Haven Avenue and Guasti Road is a signalized intersection.

2. **Milliken Avenue.** Milliken Avenue is a major arterial located east of the project site. Full interchanges exist at I-10 and SR-60.

d. **Collector Streets:**

1. **Guasti Road.** Guasti Road is currently not a through street within the project site. The roadway currently extends in a westerly direction from the intersection of Haven Avenue and is a four-lane collector street (88-foot right-of-way). Immediately east of Haven Avenue, Guasti Road is an unimproved driveway entrance for an existing manufacturing business currently in operation on the site. Beyond the project boundary to the east, Guasti Road continues connecting through to Milliken Avenue. In accordance with the Master Plan of Streets, Guasti Road is planned to be a through street, thereby linking both sides of Guasti Road.

A.2 Rail Facilities

The Southern Pacific rail line is adjacent to the southern boundary of the Specific Plan. Access to the property via a spur line from the rail line currently exists on site; however, it is not anticipated that this spur line will be used. None of the development scenarios proposed in the Specific Plan use the rail spur line.

A.3 Air Transportation Facilities

The Ontario International Airport is located approximately 0.5 mile southwest of the project site. The airport provides both passenger and cargo facilities.

A.4 Public Transportation

Public transportation within western San Bernardino County is provided by Omnitrans. No bus route currently serves the project area. The transportation route nearest the site is Transit Route 75 with a stop on Haven Avenue and Jurupa Avenue. This bus route operates at peak periods only.

B. Project Traffic Generation

The City of Ontario enlisted the RK Engineering Group, Inc. to prepare a traffic study of three hypothetical land use plans for the Specific Plan site. The RK Engineering traffic study documented the existing traffic conditions in the vicinity of the Specific Plan site; evaluated traffic conditions for future baseline conditions without the project; evaluated the future baseline conditions with three different hypothetical project scenarios; and determined the on-site and off-site improvements and system management actions necessary to maintain City of Ontario level of service requirements. The Traffic Impact Analysis, available at the City of Ontario, analyzed the potential traffic and circulation

ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



impacts associated with three City-determined hypothetical scenarios at three intersections. These three intersections included Haven Avenue/I-10 Westbound Ramps, Haven Avenue I-10 Eastbound Ramps, and Haven Avenue/Guasti Road. The project site was assumed to have only one access at the east leg of Haven Avenue and Guasti Road. Both the morning (a.m.) and evening (p.m.) peak period trips plus the daily trips were analyzed in the study. It should be noted that RK Traffic did not analyze the proposed Specific Plan traffic generation but rather the traffic generation of three hypothetical site plans created by the City. This RK Engineering traffic study was done before the Ontario Gateway Specific Plan was completed. A Traffic Impact Analysis specific to the Ontario Gateway Specific Plan is part of the Ontario Gateway Specific Plan Environmental Impact Report. The results of the EIR traffic analysis were not known at the time the Ontario Gateway Specific Plan was completed and, therefore, the EIR traffic analysis was not used in the Specific Plan traffic analysis.

The RK Engineering Traffic Study projected three different land use scenarios for the Ontario Gateway site. The RK Engineering Traffic Study land use scenarios assumed the land uses shown in Table 3.A (Traffic Study Potential Land Use Scenarios).

Table 3.A: Traffic Study Potential Land Use Scenarios

Land Use	Intensity
Scenario 1:	
Hotel(s)	400 Rooms
High Turnover Sit-Down Restaurant	5,334 square feet
Business Park	121,500 square feet
Retail – Support	52,272 square feet
“Big Box” Retail	192,325 Square Feet
Office	110,250 square feet
Scenario 2:	
Hotel(s)	400 rooms
High Turnover Sit-down Restaurant	5,445 square feet
Business Park	121,500 square feet
Retail – Support	52,272 square feet
High-Intensity Office	314,938 square feet
Low-Intensity Office	91,476 square feet
Retail	84,942 square feet
Scenario 3:	
Hotel(s)	400 rooms
High Turnover Sit-down Restaurant	5,445 square feet
Business Park	121,500 square feet
Retail – Support	52,272 square feet
Office	175,000 square feet
Retail	170,000 square feet

Source: RK Engineering Group, Inc.

ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



These three future hypothetical scenarios determined by the City were projected in the RK Engineering Traffic Study to generate the trips as shown in Table 3.B (Traffic Study Projected Trips).

Table 3.B: Traffic Study Projected Trips

Land Use	Daily Trips	A.M. Peak Trips	P.M. Peak Trips
Scenario 1	19,160	1,072	1,614
Scenario 2	16,378	1,248	1,599
Scenario 3	17,611	984	1,599

Source: RK Engineering Group, Inc.

From these projected trips, the City of Ontario further refined the traffic generation for a project at the Haven at Guasti intersection. The City determined that the maximum peak period trip generation or trip budget for the site would be 1,700 p.m. peak hour trips or 20,000 daily trips.

The conceptual land use scenario proposed in the Ontario Gateway Specific Plan includes the land uses shown in Table 3.C (Ontario Gateway Conceptual Land Use).

Table 3.C: ONTARIO GATEWAY CONCEPTUAL LAND USE

Land Use	Square Footage
Scenario 1:	
2 Hotels	400 rooms total
Hospital	200 beds
Auto Dealership	80,000 square feet
Office	250,000 square feet
Flex Office – Medical Office	75,000 square feet

The proposed conceptual site plan for the Ontario Gateway Specific Plan is projected to generate trips as shown in Table 3.D (Ontario Gateway Specific Plan Projected Trips).

Table 3.D: ONTARIO GATEWAY SPECIFIC PLAN PROJECTED TRIPS

Land Use	A.M. Peak Trips	P.M. Peak Trips	Daily
Auto Dealership ¹	164	211	2,667
Flex/Medical Office ²	186	279	2,710
Hospital ³	226	260	2,362
Hotel 1 ⁴	112	118	1,634

ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



Table 3.D: ONTARIO GATEWAY Specific Plan Projected Trips

Land Use	A.M. Peak Trips	P.M. Peak Trips	Daily
Hotel 2 ⁴	112	118	1,634
Office ⁵	373	388	2,753
Total Trips	1,173	1,374	13,760

Notes:

- 1 Rates based on Land Use 841 "New Car Sales," from Institute of Transportation Engineers (ITE), *Trip Generation*, 7th Edition.
- 2 Rates based on Land Use 720 "Medical-Dental Office Building," from ITE, *Trip Generation*, 7th Edition.
- 3 Rates based on Land Use 610 "Hospital," from ITE, *Trip Generation*, 7th Edition.
- 4 Rates based on Land Use 310 "Hotel," from ITE, *Trip Generation*, 7th Edition.
- 5 Rates based on Land Use 720 "General Office Building," from ITE, *Trip Generation*, 7th Edition.

Source: LSA Associates, Inc

As shown in Table 3.D, the estimated p.m. peak trips of 1,374 are below the maximum p.m. peak trip budget of 1,700 set by the City of Ontario. The City's daily trip budget of 20,000 is also not exceeded; the conceptual plan is expected to generate 13,760 daily trips.

According to the RK Engineering Traffic Study, future baseline conditions under the hypothetical land use plans could, with the recommended mitigations, provide Level of Service D or better at all of the study intersections. The RK Engineering Traffic Study recommended improvements for Haven Avenue at Guasti Road, including an additional right-turn lane and an additional left-turn lane on Guasti Road. A right-turn lane is also proposed from northbound Haven Avenue to Guasti Road. Traffic signal modifications to accommodate these new lanes are also necessary. The Traffic Study, which will be completed for the Specific Plan EIR, may recommend other necessary traffic improvements. The Specific Plan development will comply with the traffic mitigation measures that are approved with the Specific Plan EIR.

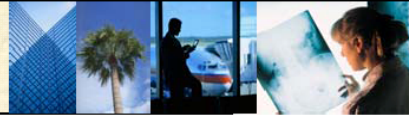
The Interstate 10 westbound and eastbound ramps at Haven Avenue were also analyzed in the RK Engineering Traffic Study and were found to require improvements to accommodate future 2030 traffic and the project traffic. According to the RK Traffic Study, improvements necessary at these ramps include an additional westbound off-ramp lane within the existing westbound ramp right-of-way and one eastbound off-ramp lane within the existing eastbound ramp right-of-way. As these two freeway ramps serve regional transportation needs, the project would only be required to pay its fair share toward these improvements.

C. PROJECT ROADWAY IMPROVEMENTS

Development of the Specific Plan includes improvements to the circulation system, which serves the development. Guasti Road and Haven Avenue are the public roadways to be either constructed or improved as part of the Ontario

ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



Gateway Specific Plan. Ultimate improvements to these roadways shall be as required by the City of Ontario. All improvements will be consistent with the City of Ontario Master Plan of Streets and will be dedicated to the City of Ontario upon completion. The full-access signalized entry to the project is located at Haven Avenue and Guasti Road. A description of the project road improvements follows.

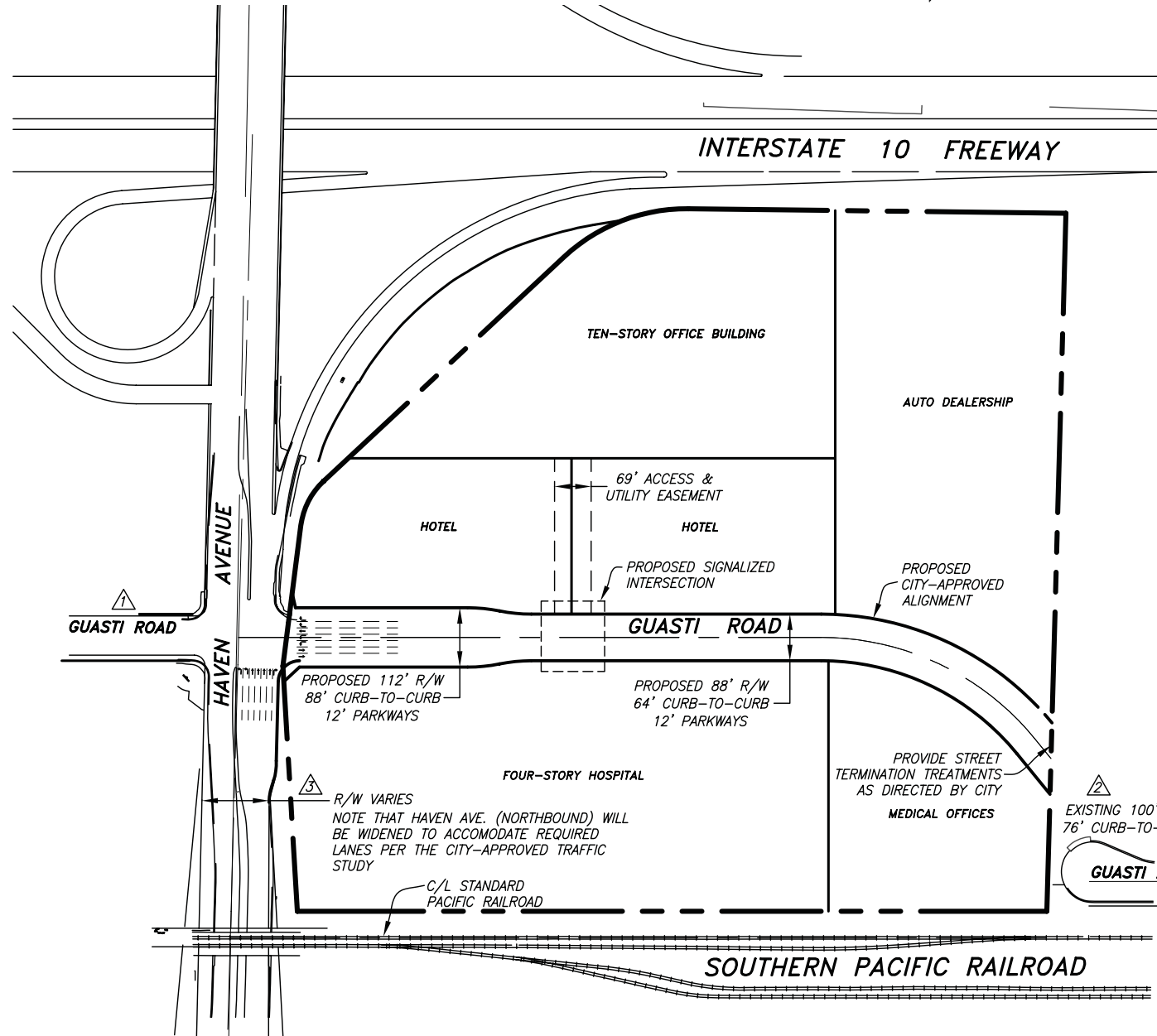
C.1 Guasti Road Improvements

Guasti Road will be extended and widened from Haven Avenue to the easterly boundary of the project area as shown in Figure 3.1 (Circulation Plan). The majority of the improved Guasti Road will be constructed to its maximum four lanes with an ultimate 88-foot right-of-way as shown in the roadway cross-section in Figure 3.2 (Typical Street Sections). A portion of Guasti Road between Haven Avenue and approximately 300 feet east of Haven Avenue will require a 112-foot right-of-way, which includes 88 feet to accommodate the through lanes and turn pockets required at the intersection Haven Avenue and Guasti Road. The portion of Guasti Road containing 88-foot right-of-way includes 64 feet of roadway. A 7-foot landscaped parkway and 5-foot sidewalk area are required on both sides of Guasti Road within the Specific Plan boundary. The proposed Guasti Road will end in a cul-de-sac or other turn-around at the eastern project boundary. This cul-de-sac or other turn-around will meet the Fire Department's requirements for turn-around radius and it will eventually become a through street when the connection is completed.

The setbacks for developments facing Guasti Road are based on the 88-foot right-of-way. The parking setback from the dedicated public right-of-way will be 13 feet. The building setback will be 25 feet from the dedicated public right-of-way.

Phasing of the Dedication of the Right-of-Way. The right-of-way for Guasti Road will be dedicated in multiple phases, with the initial dedication of 64 feet of right-of-way being dedicated on the overall subdivision map for the entire Specific Plan area. The initial phase of right-of-way dedication shall include the construction and maintenance easements on the north and south sides of Guasti Road approximately 600 feet east of Haven Avenue as required for the new traffic signal. An additional 12 feet from each parcel fronting Guasti Road will be dedicated by separate instrument to the City upon the close of escrow with each of those buyers. It is the sole responsibility of the Master Developer to ensure the additional dedication to the City occurs no later than one month after the completion of the required Guasti Road improvements. The Master Developer assumes the initial liability of those improvements constructed within those frontage areas, until such time those areas are dedicated to the City. The City will only assume responsibility of those improvements once the required right-of-way has been dedicated.

ONTARIO GATEWAY Specific Plan



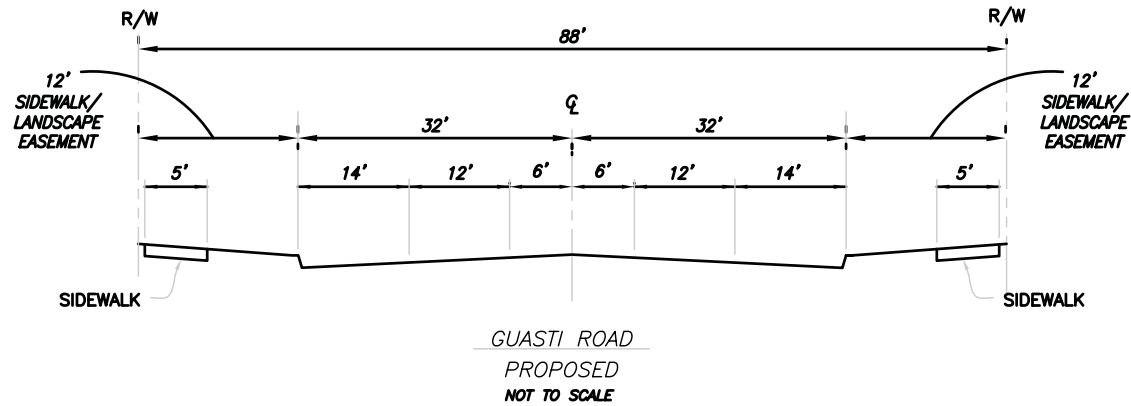
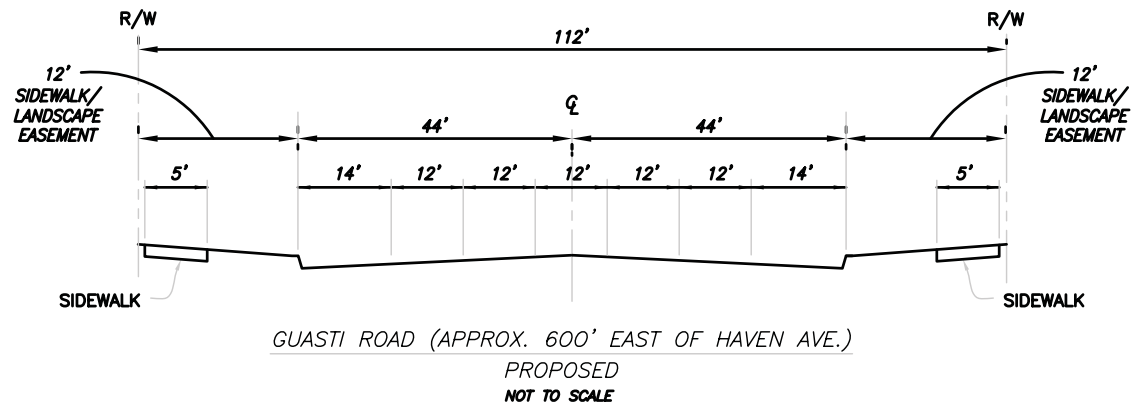
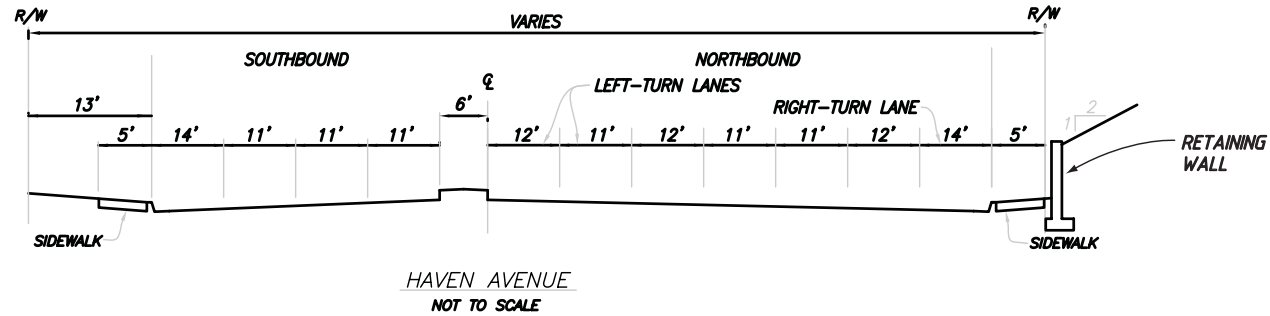
- △ GUASTI ROAD WEST OF HAVEN AVENUE IS CONSTRUCTED AS A COLLECTOR STREET
- △ GUASTI ROAD EAST OF PROJECT BOUNDARY IS CONSTRUCTED AS AN ARTERIAL STREET
- △ HAVEN AVENUE IS CONSTRUCTED AS A DIVIDED ARTERIAL STREET

SOURCE: TGA Development & Engineering, Inc.

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Circulation Plan 3.1

ONTARIO GATEWAY Specific Plan



ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



The roadway will be blocked at the easterly project site boundary with City-approved fencing and parkway landscaping to match the adjacent (north-south) fencing at the eastern roadway terminus.

All improvements required per the conditions of approval within the ultimate 88-foot right-of-way will be completed as part of the improvements required under the overall subdivision map.

It has been determined that a traffic signal is warranted at the intersection Guasti Road and the driveway located approximately 600 feet east of Haven Avenue. The Master Developer is responsible for the design and construction of the signal. In addition, the Master Developer shall be responsible for designing and constructing bus turnouts along the north and south sides of Guasti Road at the departure legs of the signalized intersection to the satisfaction of the City Engineer and Omnitrans.

C.2 HAVEN AVENUE IMPROVEMENTS

The project proponent shall be responsible for providing four (4) northbound through lanes along Haven Avenue between Airport Drive and Guasti Road. The street improvements along the property frontage of Haven Avenue, south of Guasti Road shall be designed and constructed in accordance with applicable standards and to the satisfaction of the City Engineer. In addition, the project proponent shall be responsible for providing a 14-foot wide northbound right-turn pocket with the necessary pavement transitions/bay tapers at the intersection of Haven Avenue and Guasti Road along the property frontage. The design and construction of the signing and striping improvements necessary to accommodate the street improvements shall be the responsibility of the project proponent.

The project proponent shall be responsible for designing and constructing traffic signal modifications at the intersection of Haven Avenue and Guasti Road as needed to accommodate new street improvements to the satisfaction of the City Engineer. The traffic signal shall include a battery back-up system and emergency vehicle preemption system to the satisfaction of the City Engineer.

C.3 Local Access

Local access to uses within the project site will be provided directly from Guasti Road. An extended access easement will be constructed to Office Planning Area 1. This access easement will run north and south between the proposed hotel sites within the Entertainment Planning Area and terminate in Office Planning Area 1 as shown in previously referenced Figure 3.1 (Circulation Plan). Curb return radii and driveway widths will be adequate to provide for truck turning movements and will meet the requirements of the City of Ontario Engineering Department at all access points.

ONTARIO GATEWAY SPECIFIC PLAN

III CIRCULATION



All local access entries shall be constructed and maintained by the property owners with the exception of the extended access easement to Office Planning Area 1. The construction and maintenance of the extended access easement shall be through a joint agreement of the affected property owners. The joint agreement shall be a condition of the sale of the affected parcels.

D. PEDESTRIAN CONNECTIONS

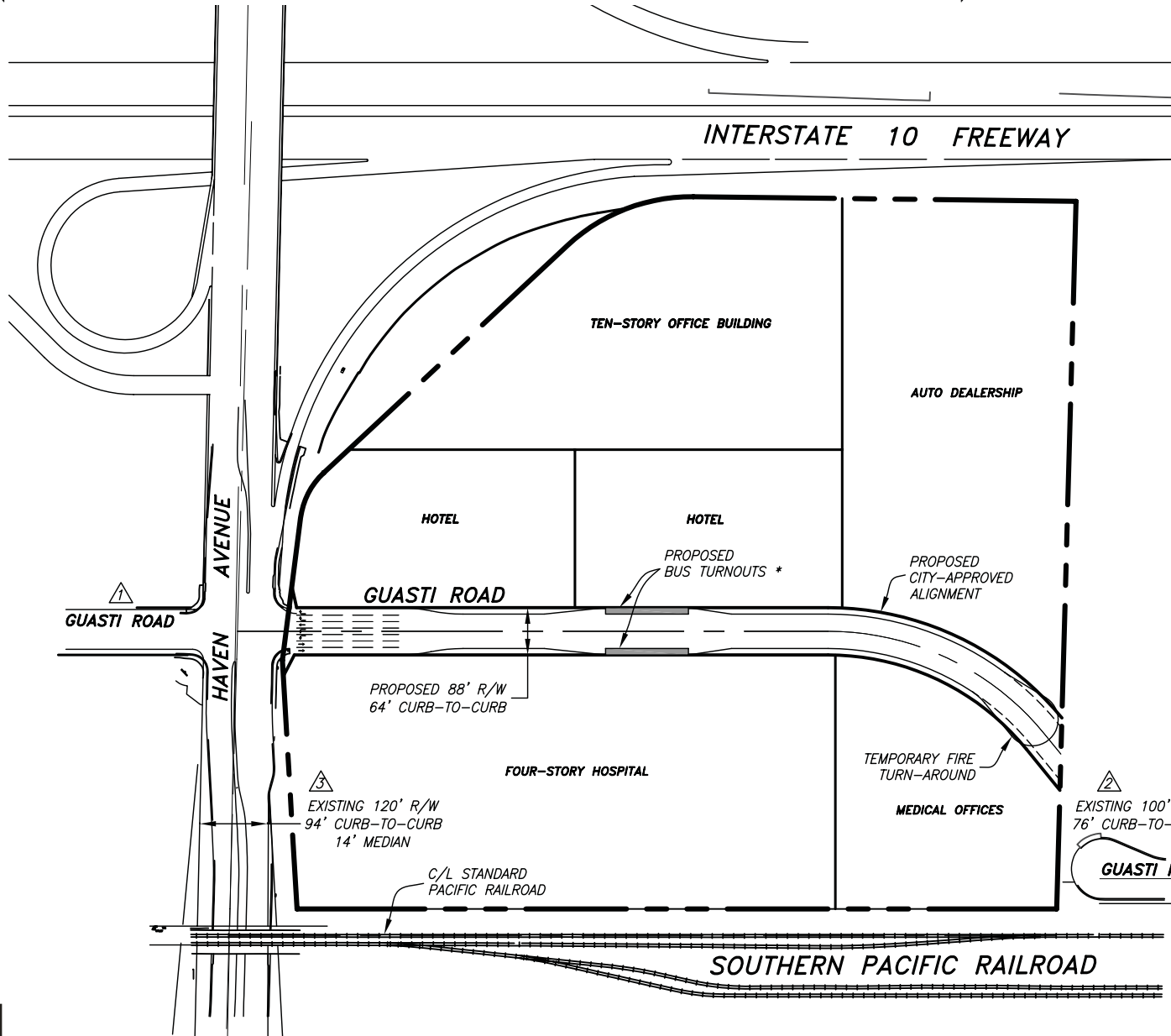
In addition to vehicular circulation, a pedestrian circulation system utilizing sidewalks, greenways, and plazas will be provided within the Ontario Gateway Specific Plan. Sidewalks will be provided along both sides of all public streets within the Specific Plan area, and will be a minimum of five (5) feet wide. A 5-foot wide sidewalk shall be provided on the east side of the access easement terminating in the Office Planning Area 1. All sidewalks shall be constructed of concrete as part of adjacent roadway improvements in accordance with City standards. For further details, refer to Chapter V (Design Guidelines).

- a. Walkways will connect to major building entries from the public sidewalk along the interior streets.
 1. Ideally, pedestrian walkways will be adjacent to buildings and be overlooked by frequent entries or windows.
 2. Walkways with decorative pavers or other special design features are preferred where the walkway will be visible from public streets and will connect private gathering places.
 3. Walkways will provide a direct route without conflicting with parking and loading areas or vehicular access and egress points to parking and loading areas.
 4. Decorative features within public rights-of-way are not permitted in accordance with City standards.

E. BUS FACILITIES

According to Omnitrans regulations, bus turnouts are not requested or required on non-through streets as buses are unable to turn around at dead ends or cul-de-sacs; however, as Guasti Road is anticipated to become a through street sometime in the future, bus turnouts will be provided on Guasti Road. At the request of Omnitrans, a bus turnout will be located on the south side of Guasti Road, east of the conceptual hospital entrance and on the north side of the roadway, east of the entrance to Office Area 1, as shown in Figure 3.3 (Conceptual Guasti Road Bus Turnouts). Although Omnitrans does not currently provide bus service to the project area, future routes may include the area when Guasti Road becomes a through street sometime in the future. Bus Shelter design guidelines are discussed in Chapter V. Design Guidelines.

ONTARIO GATEWAY Specific Plan



① GUASTI ROAD WEST OF HAVEN AVENUE IS CONSTRUCTED AS A COLLECTOR STREET

② GUASTI ROAD EAST OF PROJECT BOUNDARY IS CONSTRUCTED AS AN ARTERIAL STREET

③ HAVEN AVENUE IS CONSTRUCTED AS A DIVIDED ARTERIAL STREET

* NOTE: SHOULD A NEW TRAFFIC SIGNAL BE CONSTRUCTED AT THE INTERSECTION OF GUASTI RD. AND THE DRIVEWAY LOCATED APPROX. 600 FEET EAST OF HAVEN AVE., THEN THE BUS TURNOUTS WILL NEED TO BE PROVIDED ALONG THE NORTH AND SOUTH SIDES OF GUASTI RD. AT THE DEPARTURE LEGS OF THE SIGNALIZED INTERSECTION.

SOURCE: TGA Development & Engineering, Inc.

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Conceptual Guasti Road Bus Turnouts 3.3