5.0 Infrastructure and Services

The infrastructure, utilities, and public services to be provided to support development of the Subarea 29 Specific Plan are discussed in this section.

5.1 Circulation

The circulation plan for the Specific Plan area will provide efficient movement of vehicular traffic throughout the project as well as an environment for pedestrian circulation and bicycle traffic, reducing the reliance on the automobile as a means of travel. The plan reinforces the concept of traditional neighborhood design with a grid street pattern and traffic calming measures. The ***Master Circulation Plan, Exhibit 11*** illustrates the roadway system planned for the Specific Plan area, as well as new backbone street traffic signals.

The project site will be served by a system of new arterial roadways to be improved per the requirements of the City's adopted Transportation Implementation Plan and through proposed new local streets to be constructed as part of project development. Improvements will be constructed to Archibald Ave., Haven Ave., and Merrill Ave. adjacent to the site and elsewhere to accommodate traffic increases as specified in the traffic impact analysis and as required by the City. Proposed Bellegrave Ave. will be fully developed through the site to provide access to and from the project.

Within the development area, local collector roadways and local interior streets will provide for efficient movement of vehicles and pedestrians through the project. The developer will be required to submit a parking analysis to the City of Ontario to ensure the proposal is in conformance with the City's Parking Code for residential developments.

5.1.1 Streets

The developer(s) of the Subarea 29 Specific Plan area will be responsible for all offsite 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 Specific Plan area may be required to be constructed to the satisfaction of the City of Ontario and Omnitrans.

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

Merrill Ave.	45 m.p.h.
Bellegrave Ave.	45 m.p.h.
Haven Avenue	45 m.p.h.
Archibald Ave.	50 m.p.h.

The traffic study prepared for the Subarea 29 Specific Plan will verify the need for additional rights-of-way at critical intersections in order to accommodate additional left and right turn lanes.

On-street parking is prohibited on all master planned roadways, except that section of Bellegrave Ave. along the neighborhood parks.

Any walls and/or fencing exceeding 3 feet in height proposed within the 10-foot street (interior street) side yard setback area shall be setback a minimum of 5-feet from side yard property line. The 5-foot setback area shall be landscaped and maintained by the home owner and/or HOA.

Archibald Ave.

Archibald Ave. is designated as a Divided Arterial Parkway 1 A with Bikeway with a 165-foot right-of-way (north of Bellegrave Ave. to Edison Ave) and a Divided Arterial Parkway 1 A with a 160-foot right-of-way (south of Bellegrave Ave. to the County Line). Archibald Ave. will provide north/south access along the western portion of the Specific Plan. Access to this street via driveways from residential units and on-street parking will be prohibited. Improvements to Archibald Ave. are illustrated on ***Exhibit 12, Arterial Street Sections, Archibald Ave. and Archibald Ave. (East Side).***

Bellegrave Ave. and (Standard Arterial Streets)

Bellegrave Ave. is designated as a Standard Arterial street with a 108-foot right-of-way and will provide east/west access through the Specific Plan. Access to this street via driveways from residential units and on-street parking will be prohibited (on-street parking along the Neighborhood Parks will be allowed). Improvements to Bellegrave Ave. are illustrated on ***Exhibit 12, Arterial Street Sections Bellegrave Ave. and Bellegrave Ave. (North Side).***

Merrill Ave.

The Standard Arterial roadway, Merrill Ave., abuts the project site on the north. Merrill Ave. will be improved as a half-street along the project's northern boundary (from the Cucamonga Creek Channel to Haven Ave.). Improvements to be constructed to Merrill Ave. will include the south half-street and parkway improvements of the 108-foot right-of-way, as well as the additional neighborhood edge landscaped buffer. These improvements include 42 feet of pavement, including two (2) lanes for eastbound traffic, a 12-foot landscaped parkway, which includes a 5-foot sidewalk separated from the street by a 7-foot landscaped buffer; as well as 23 feet of additional landscaped buffer (35-foot total neighborhood edge), provided from the street right-of-way extending to the property line. Additionally, north side improvements to Merrill Ave.