

7.0 CIRCULATION PLAN

7.1 PROPOSED IMPROVEMENTS

Proposed circulation improvements to the site include the construction of public streets within the Business Park area. Circulation within the Bulk Warehouse Retail area will be within private drives.

The City of Ontario will enter into a Reimbursement Agreement to reimburse the project sponsor for the costs of providing street improvements along the Archibald Avenue frontage of the parcel immediately to the south of the site.

7.2 STREET SECTIONS

EXHIBIT 51 depicts the typical mid-block street section for Archibald Avenue, a six lane, divided arterial highway. The actual section widths along Archibald Avenue in front of the subject property vary due to changes in median width, left turn pockets, and transitions, or "bubbling," to an off-ramp and an on-ramp onto the Pomona Freeway. One of the left turn pockets will be two northbound lanes, two hundred feet in length, at the intersection of Philadelphia Street. The second left turn pocket will also be northbound, will be two hundred feet in length and will turn into the site at a driveway located approximately 365 feet south of the centerline of Philadelphia Street. Southbound on Archibald Avenue, adjacent to the second, northbound left turn pocket, a modified right turn pocket will be provided to increase turning access into the Bulk Warehouse Retail area. A plan view of Archibald Avenue (EXHIBIT 52), prepared by the project traffic engineer and based upon discussions with City Staff, depicts the locations of medians, turn pockets, etc.

EXHIBIT 53 is a mid-block section of Philadelphia Street, a four lane, standard arterial highway. One eastbound, right turn lane will also be provided from Philadelphia Street onto Archibald Avenue. Two eastbound left turn lanes, 200 feet in length have also been provided onto Archibald Avenue.

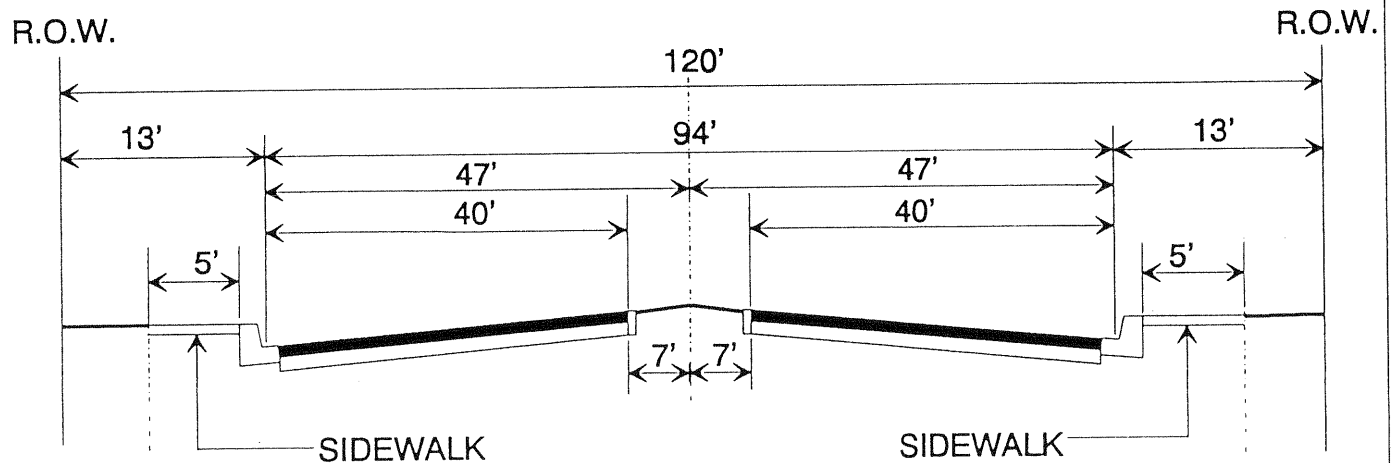
EXHIBIT 53 also depicts the mid-block section of Local Streets within the Business Park area of the specific plan which varies from the city standard drawings, replacing sidewalk with landscaping.

EXHIBIT 54 illustrates an amendment request to permit the "B" Street cul-de-sac to have less than a 100 foot tangent on each side. The tangents requests are more than 90 feet. Most important in this request is that the cul-de-sac design requested will

MID-BLOCK STREET CROSS SECTIONS

ARCHIBALD AVENUE

EXHIBIT 51



ARCHIBALD AVENUE

N.T.S.



ARCHIBALD CENTER SPECIFIC PLAN

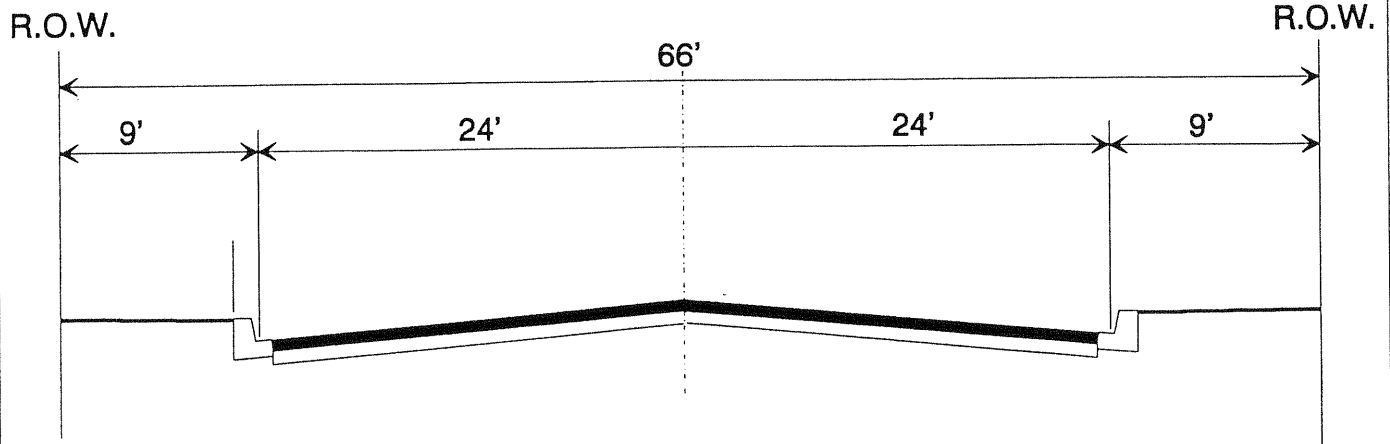
ONTARIO, CALIFORNIA

129

MID-BLOCK STREET CROSS SECTIONS

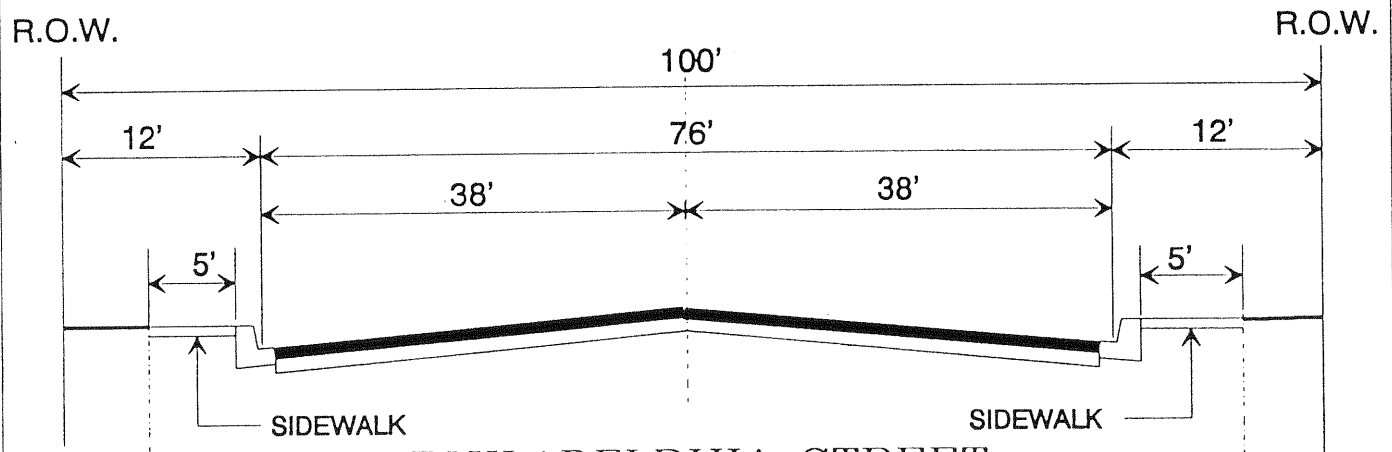
LOCAL AND PHILADELPHIA STREETS

EXHIBIT 53



LOCAL / INDUSTRIAL STREET

N.T.S.



PHILADELPHIA STREET

N.T.S.

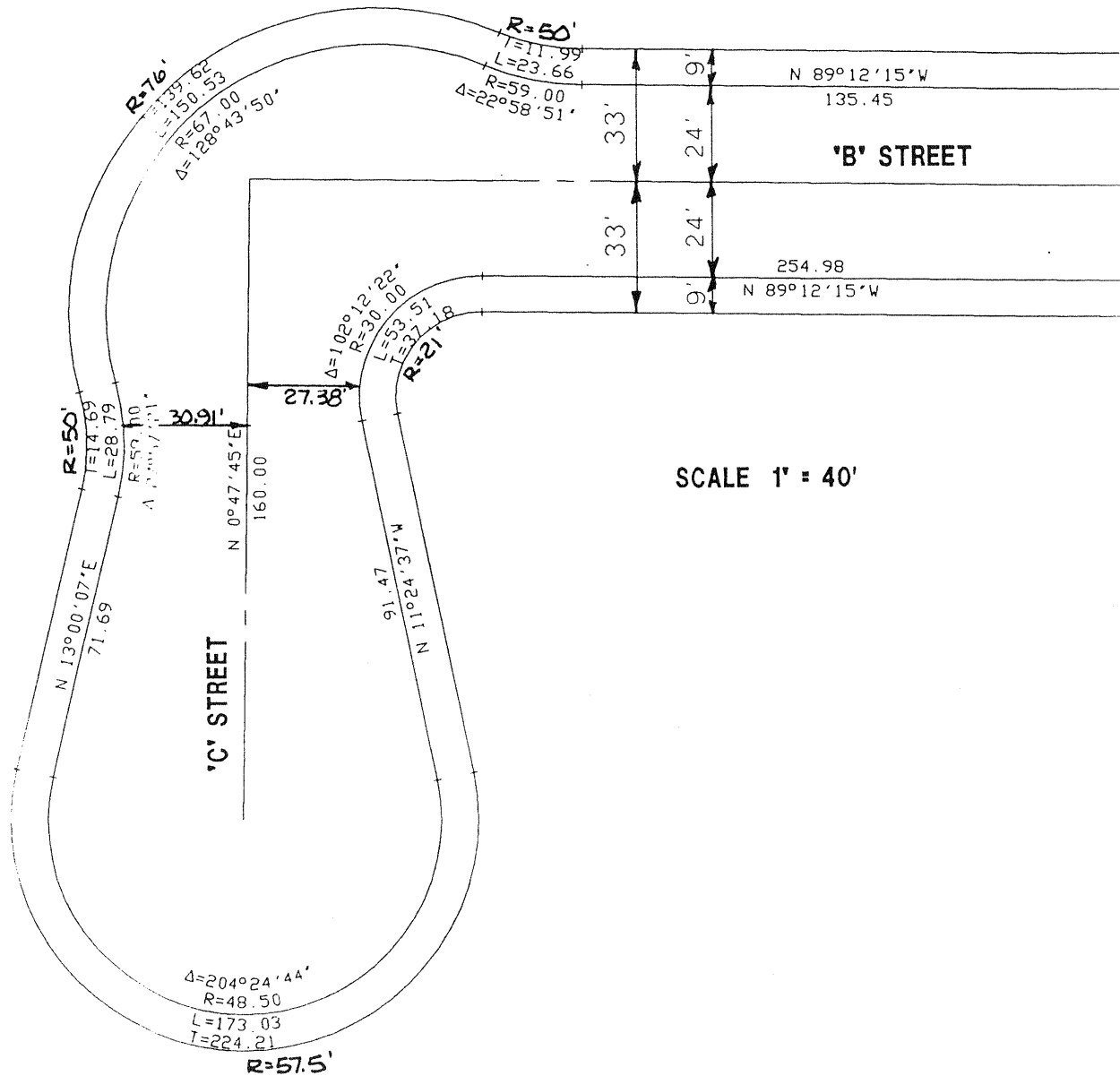


ARCHIBALD CENTER SPECIFIC PLAN

ONTARIO, CALIFORNIA

131

CUL-DE-SAC STANDARDS REVISION



ARCHIBALD CENTER SPECIFIC PLAN

permit the same turning movements for automobiles and trucks that the the City's standard cul-de-sac would permit.

The precise centerline of streets within and adjacent to the Archibald Center Specific Plan will be determined as part of the subdivision review process.

7.3

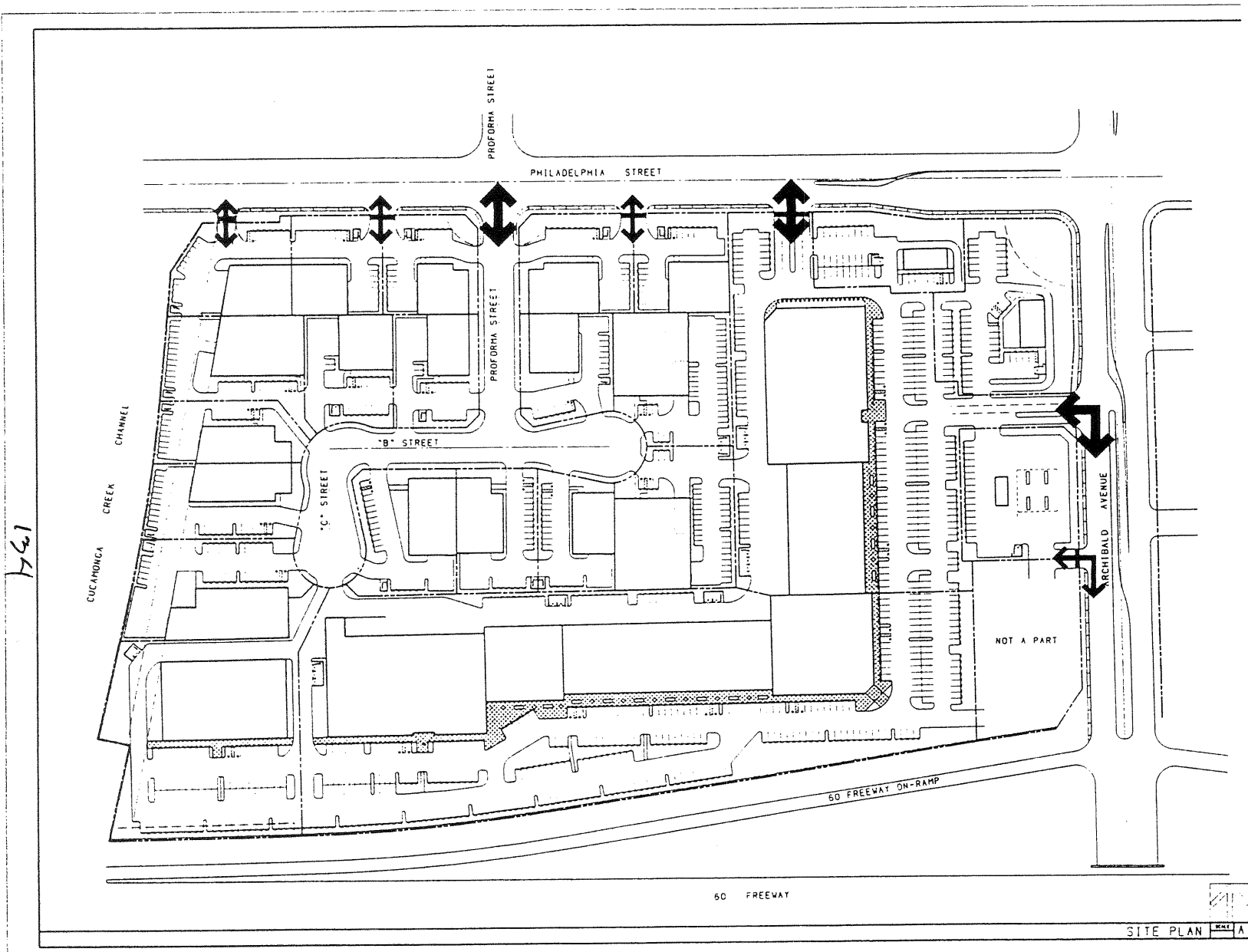
SITE ACCESS

Access to the Business Park portion of the Archibald Center Specific Plan will be provided from Philadelphia Street primarily off of Proforma Avenue. Additional access will also be provided by three driveways off of Philadelphia Street. Access from Philadelphia Street into the Bulk Warehouse Retail and Support Commercial portions of the specific plan will be provided by an entry located approximately 508 feet west of the centerline of Archibald Avenue.





Primary access to the Bulk Warehouse Retail and Support Commercial portions of the site from Archibald Avenue will be provided by an entry located approximately 365 feet south of the centerline of Philadelphia Avenue. This entry is coordinated with the northbound left turn pocket located on Archibald Avenue. Due to the median located on Archibald Avenue, left-out turns are not possible from this entry.

Additional access from Archibald Avenue is provided by another entry located at the south boundary of the site adjacent to Archibald Avenue. Only right-out and right-in turning movements are possible for this driveway due to the Archibald Avenue median. This driveway is also the logical access point for the adjacent parcel, owned by World Oil. The project sponsor will make their best effort to secure a Reciprocal Easement Agreement with the owners of this parcel. If such an agreement is not completed prior to the issuance of building permits, the project sponsor will agree to cooperate in the future, in order to provide for mutual ingress and egress, including a provision that the entire driveway will be built on the project sponsor's land.

Entry and exit points for the site are depicted in EXHIBIT 55.



LEGEND

-  MAJOR ENTRY/EXIT
-  MINOR ENTRY/EXIT
-  MAJOR ENTRY/EXIT
RT. AND LT. TURN IN
RT. TURN OUT ONLY
-  MINOR ENTRY/EXIT
RT. TURN IN
RT. TURN OUT ONLY

7.4 TRAFFIC ANALYSIS

A traffic report has been prepared for the project by Linscott, Law and Greenspan, traffic engineers. The report is included as Appendix "B".

The report indicates that project traffic is not expected to significantly increase beyond anticipated 2010 buildout traffic levels within the vicinity of the project.

7.5 TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

In addition, Transportation Demand (TDM) programs, required by South Coast Air Quality Management District's Regulation XV, should significantly reduce traffic volumes within the project vicinity. The project sponsor will participate in the implementation of Regulation XV. The project sponsor will also participate in city adopted Traffic System Management Programs designed to implement Regulation XV.

The traffic report provides information regarding the estimated daily and peak hour trips generated by the project. The proposed development will be limited to the total peak hour trips stated in the approved traffic analysis, included in Appendix "B". The project sponsor, upon request by the city, will furnish the city with the total number of trips generated from portions of the site as they develop. This information will be used to monitor the accumulative total trips generated.