

Renaissance

SPECIFIC PLAN



RENAISSANCE SPECIFIC PLAN
NOVEMBER 23, 2010

CITY OF RIALTO

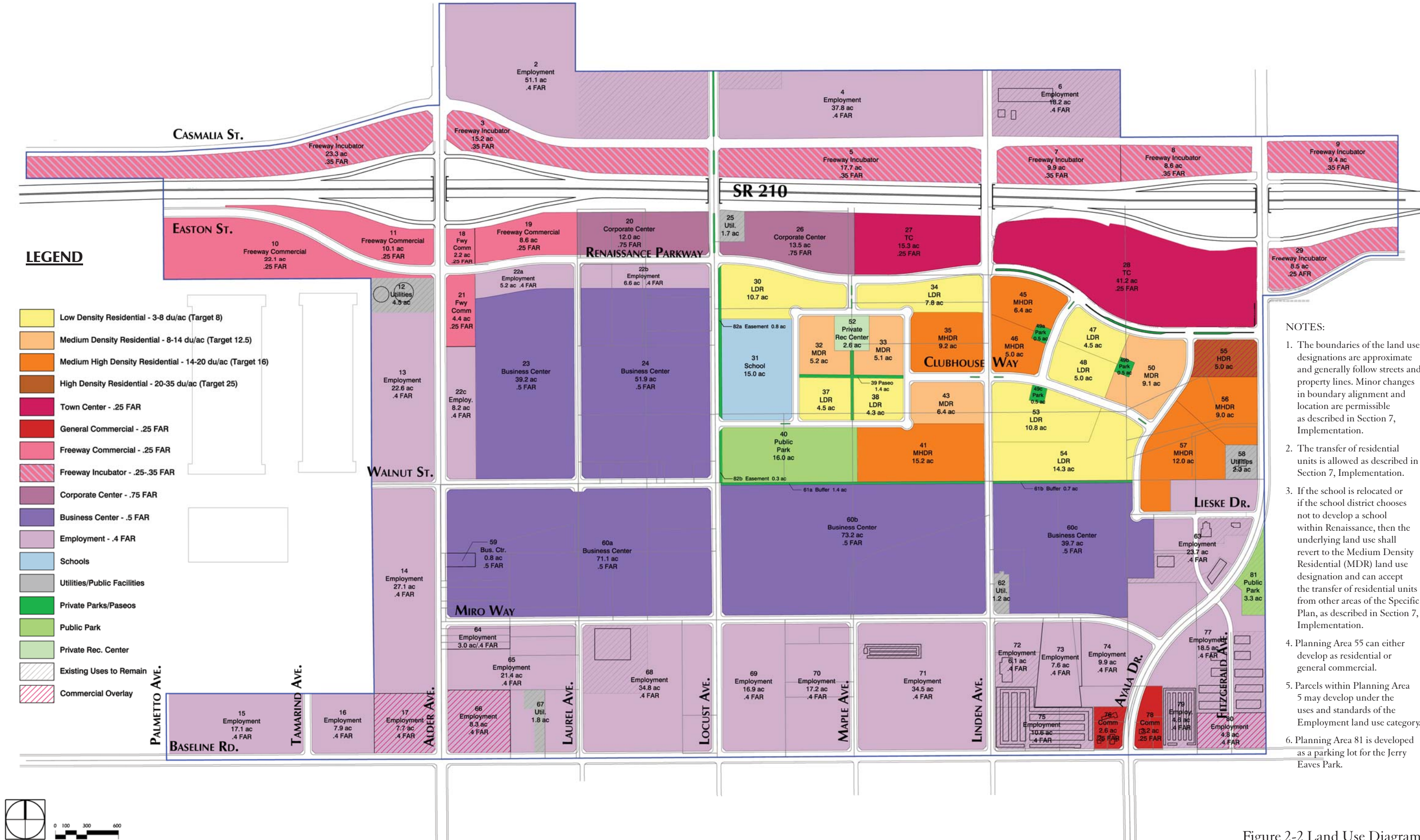
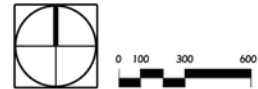
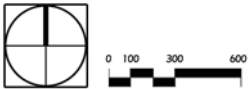
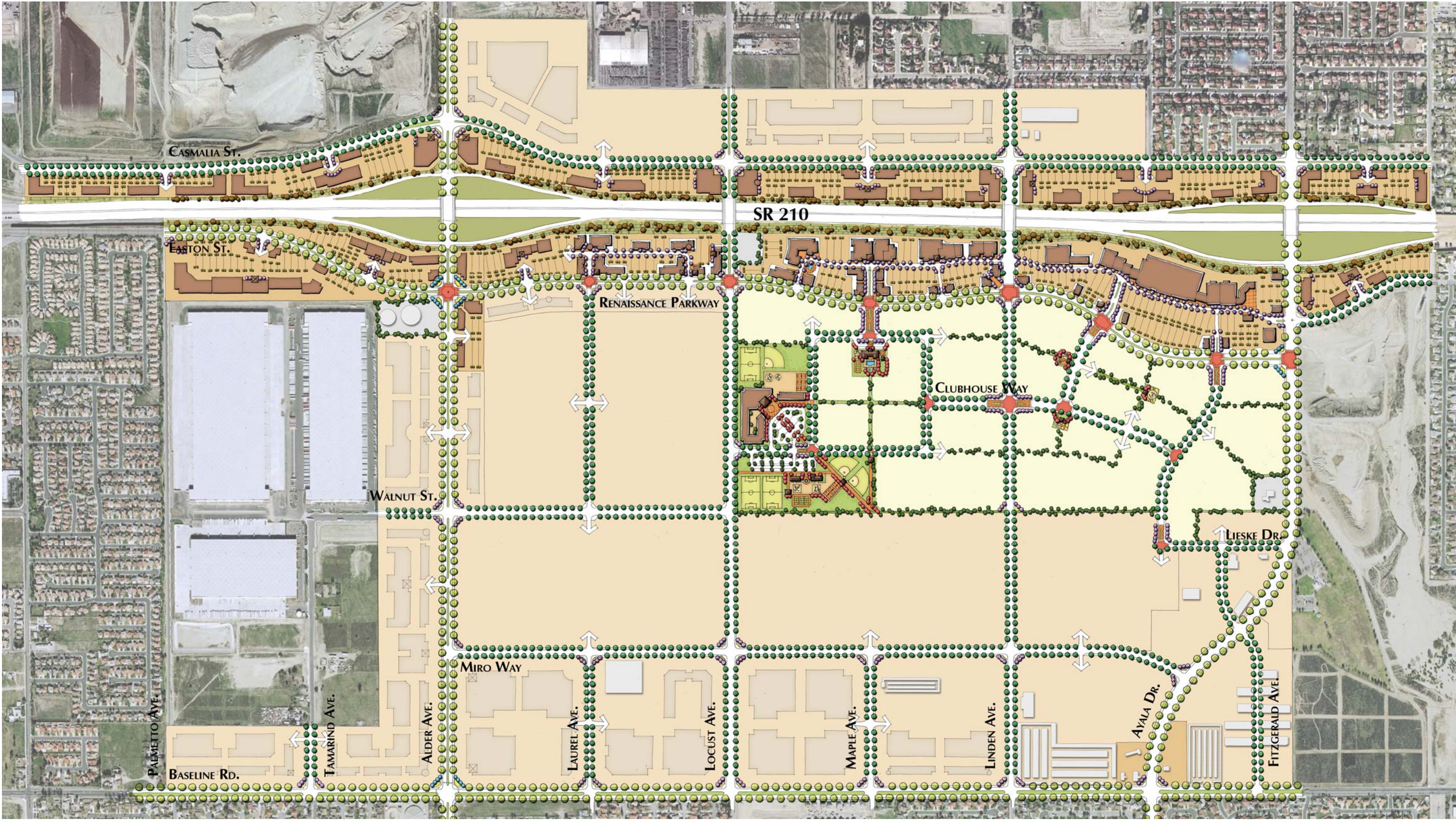


Figure 2-2 Land Use Diagram





NOTE: This drawing is the artist's interpretation for illustrative purposes only. The placement, arrangement, design, and footprints of the structures and amenities depicted are not to be considered the final plan.

Figure 2-1 Illustrative Conceptual Plan

complies with the provisions of this Specific Plan. Redevelopment Agency participation requires approval of a development agreement.

Mobility Plan

Renaissance is designed for more than the automobile; it provides mobility options to allow convenient access to the region and promote a healthy lifestyle. Renaissance is designed with an efficient internal and external circulation system that includes a network of roadways, multiple-use trails, and paseos that provide a range of options for vehicular, pedestrian, bicycle, and transit mobility.

Vehicular Circulation

As shown in Figure 3-1, *Vehicular Circulation Plan*, the Renaissance Specific Plan includes a vehicular circulation plan that fits into and complements the existing surrounding roadway system. Similar to the City's surrounding grid-pattern circulation system, Renaissance's roadway system consists of a hierarchy of streets, including arterials, secondary arterials, collectors, local and private streets, and private drives, as described below.

State Route 210

SR-210 is a Caltrans facility that serves as a new east–west connection between San Bernardino and Los Angeles counties. SR-210 stretches 28.2 miles through the cities of La Verne, Claremont, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino. Through Rialto, SR-210 is a depressed, eight-lane freeway (three lanes plus a carpool lane in both directions) with intersections at Ayala and Alder Avenues, Riverside Drive, and Pepper.

Major Arterials (Figure 3-2 through 3-4)

Major Arterial roadways are intended to carry large volumes of relatively high-speed traffic between the region, different parts of the City, and Renaissance. The Major Arterials in Renaissance include:

- ❖ Renaissance Parkway
- ❖ Alder Avenue
- ❖ Baseline Road

Secondary Arterials (Figures 3-5 and 3-8)

Secondary Arterials are smaller than Major Arterials but are extremely important in creating a backbone circulation system. They serve as the primary roadways within Renaissance, carrying the majority of traffic into and throughout the site. The Secondary Arterials in Renaissance include:

- ❖ Ayala Drive
- ❖ Casmalia Street
- ❖ Locust Avenue

- ❖ Miro Way
- ❖ Linden Avenue

Residential Collectors (Figures 3-9 and 3-10)

Residential Collectors are used by local traffic within the Village. These two-lane roads are intended to allow slow-speed traffic and on-street parking. Residential Collectors are designed to complement the character of surrounding uses. The circulation plan and street layout within the Village may be modified during the tract map process with approval of the Development Review Committee and Traffic Engineer.

Commercial Collectors (Figure 3-11)

Commercial Collectors are used by local traffic within commercial areas. These two-lane roads are intended to provide access to businesses and provide on-street parking. Commercial Collectors include:

- ❖ Laurel Avenue
- ❖ Maple Avenue
- ❖ Tamarind Avenue
- ❖ Palmetto Avenue
- ❖ Walnut Street

Local Streets (Figure 3-12)

While not shown on the Circulation Plan, Local Streets will be developed within each residential and business neighborhood. The circulation plan and street layout within the Village may be modified during the tract map process with approval of the Development Review Committee and Traffic Engineer.

Private Drives

Private drives may be found in some residential neighborhoods depending upon the type of product. Private drives help to create a more attractive street scene in the front by moving the car to the rear of the building, which breaks the monotony of front-entry garage products with driveways along the street. Private drives are not depicted on the Vehicular Circulation Plan, as they will be the function of individual projects and approved during the tract map process.

Gated Entries

Gated entries are permitted in Renaissance. Potential locations are shown on Figure 3-1. The locations, number, and design of gated entries may be modified based upon the final circulation patterns in the Village, precise site design, plotting, and construction documents with ministerial approval from the Development Review Committee. A conceptual section and site plan of a Major Gateway, which may be used to mark the primary entry into the Village, are shown on Figure 3-13.

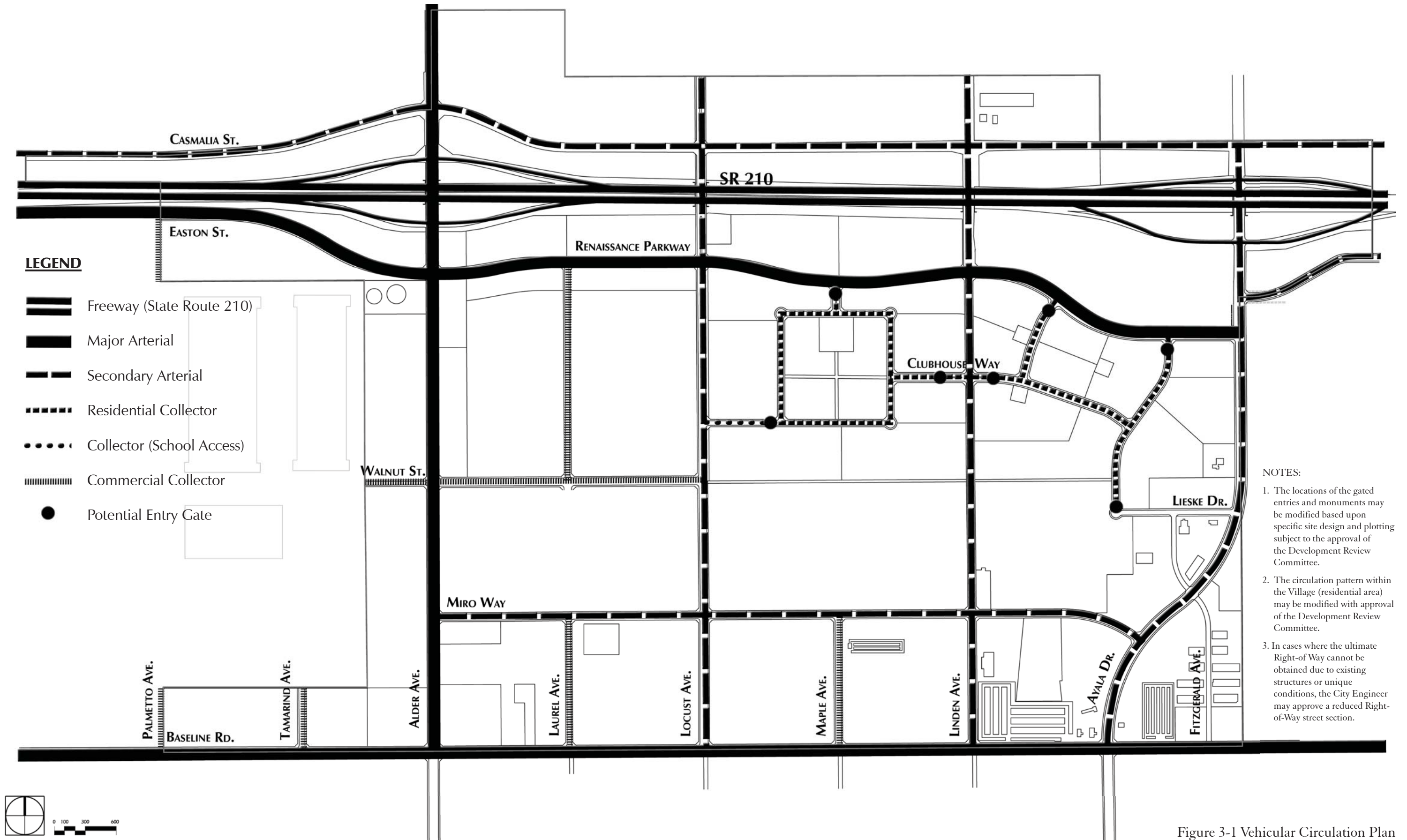
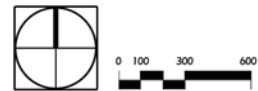
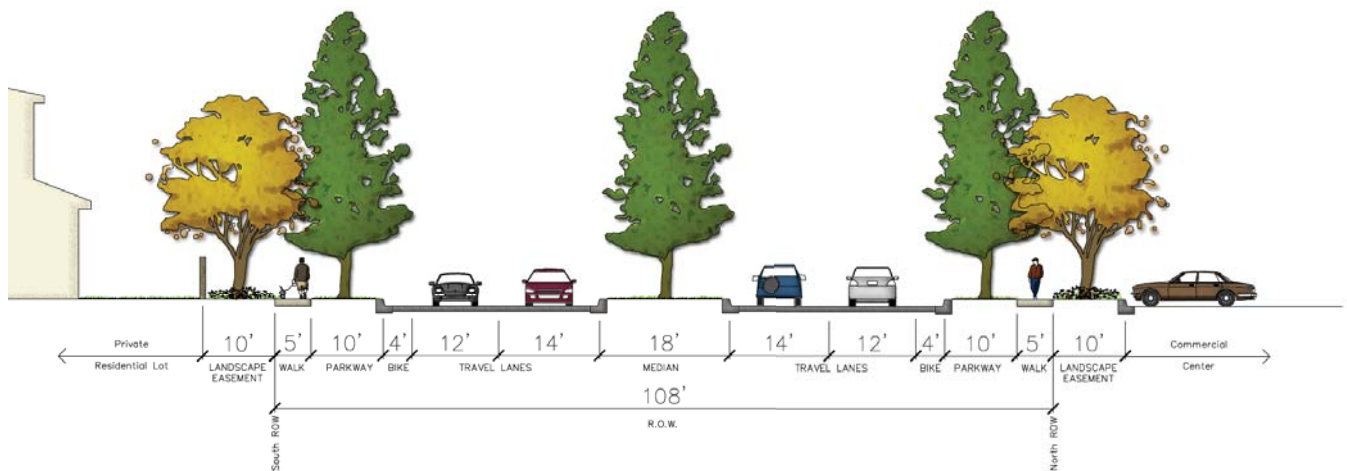
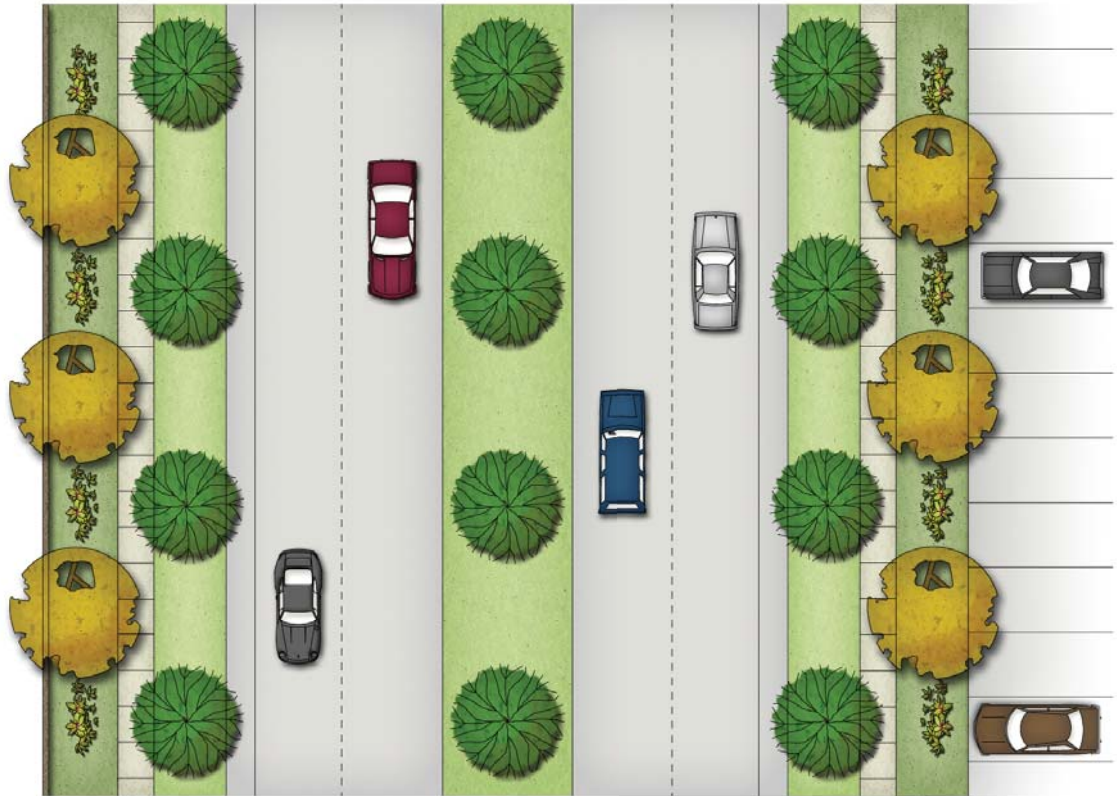


Figure 3-1 Vehicular Circulation Plan

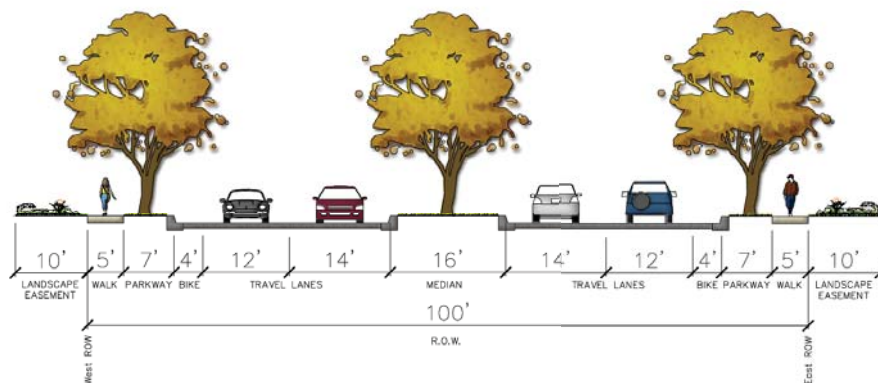




NOTES:

1. In cases where the ultimate Right-of-Way cannot be obtained due to existing structures or unique conditions, the City Engineer may approve a reduced Right-of-Way street section.
2. Standard street sections do not apply at intersections. Modifications are necessary to maintain the City's level of service goals and accommodate features such as turn lanes and deceleration lanes.
3. Setbacks measured from the back of landscape easement.
4. Meandering sidewalks may be utilized on this street. A minimum separation of 5 feet must be maintained between the sidewalks edge and back of curb and back of landscape easement.

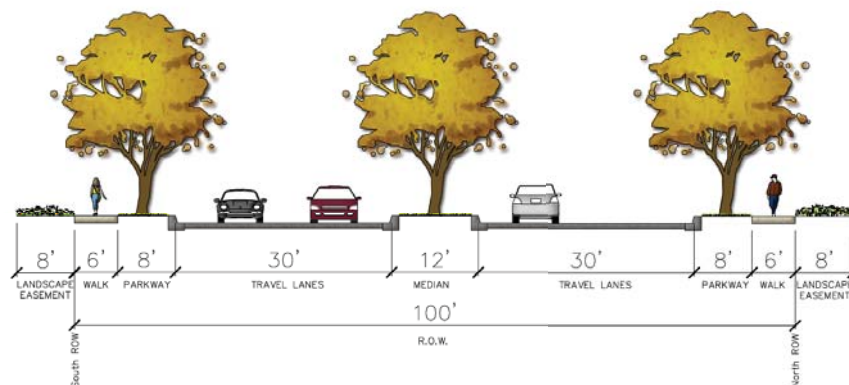
Figure 3-2 Renaissance Parkway



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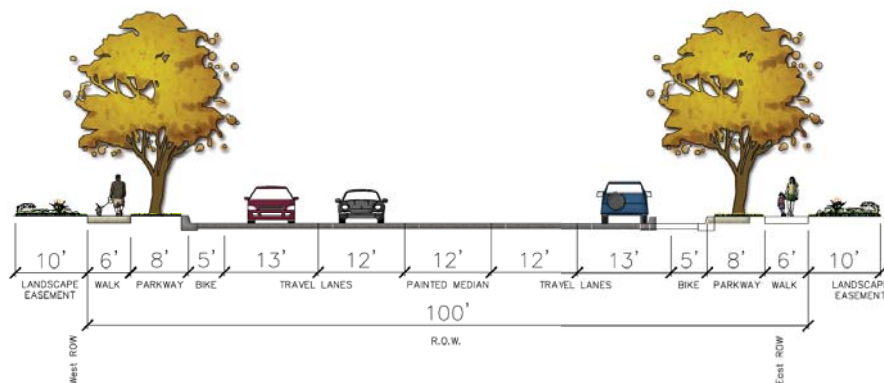
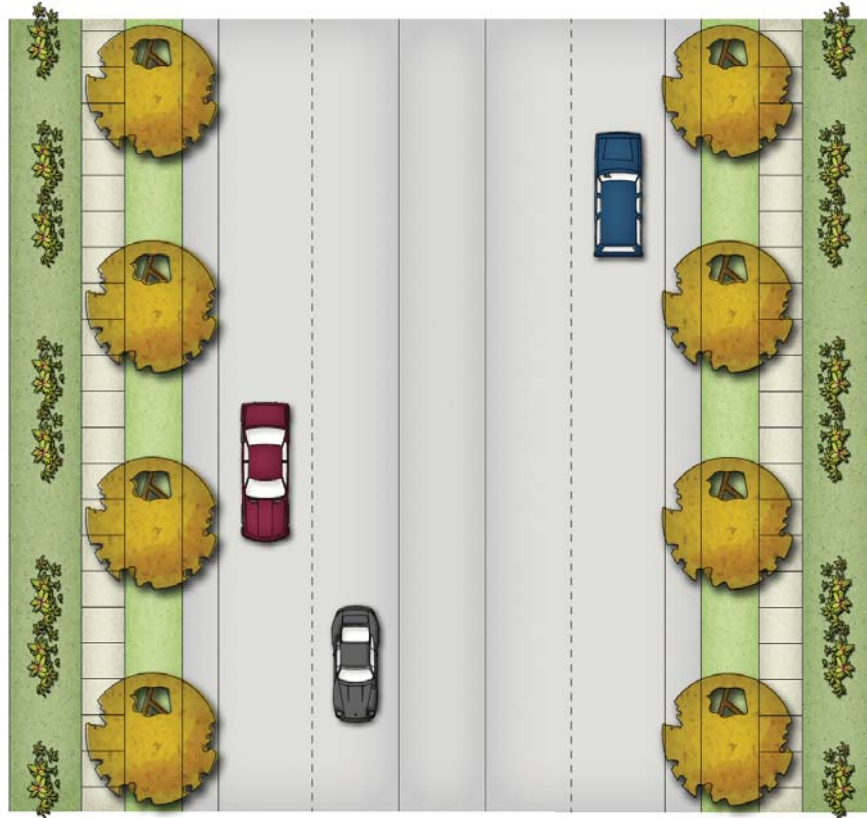
Figure 3-3 Alder Avenue



NOTES:

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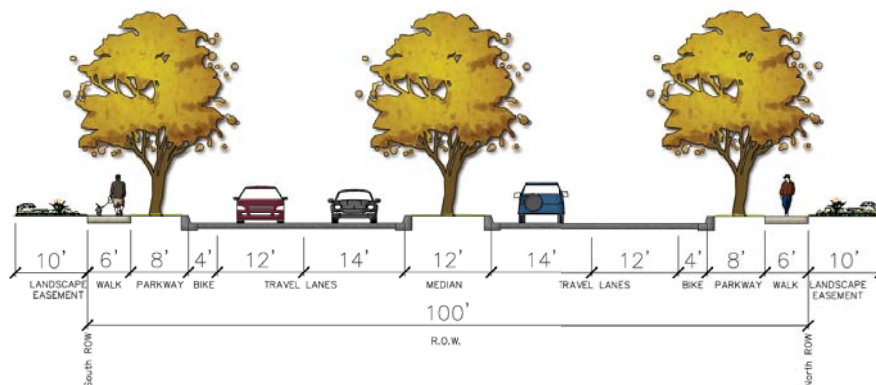
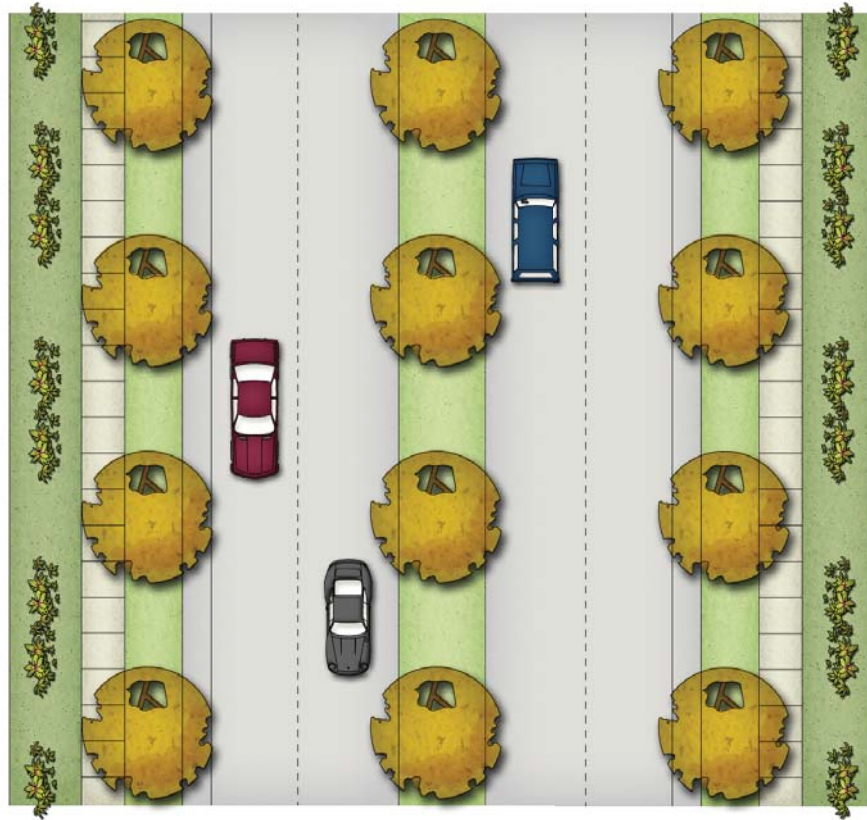
Figure 3-4 Baseline Road



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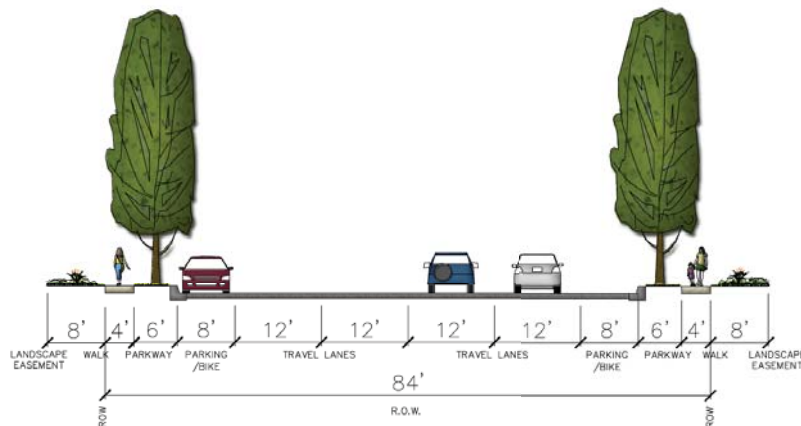
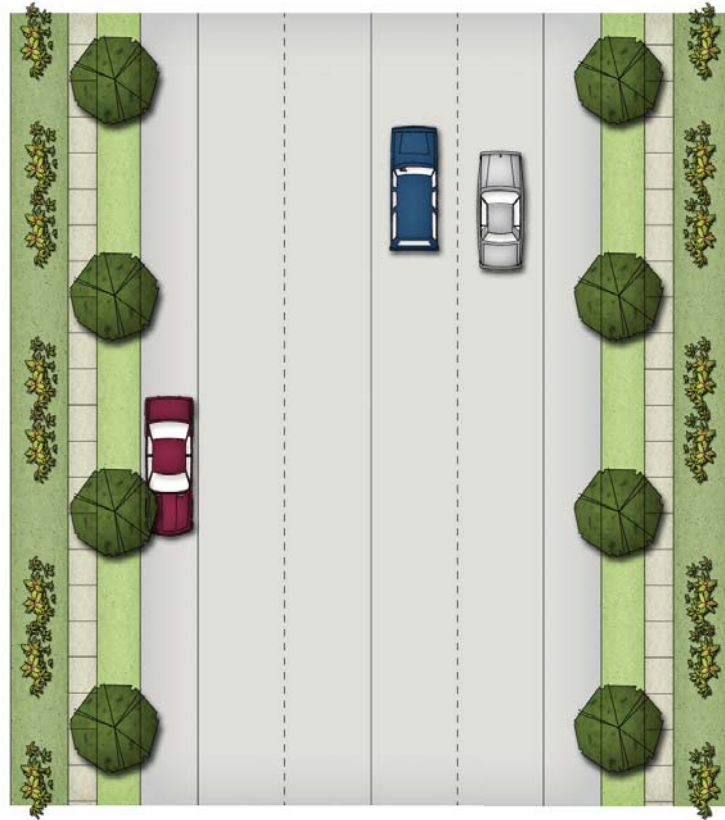
Figure 3-5 Secondary Arterial



NOTES:

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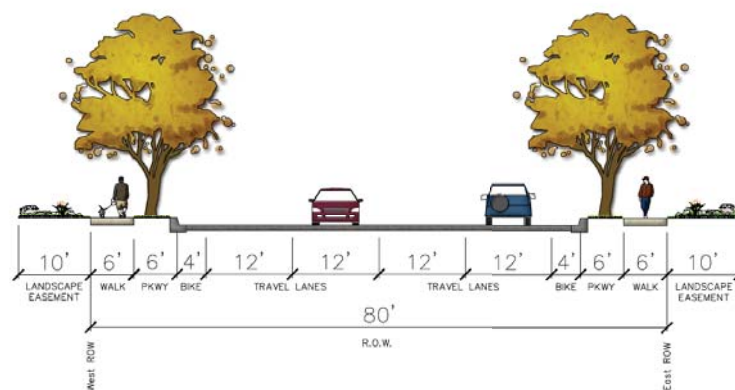
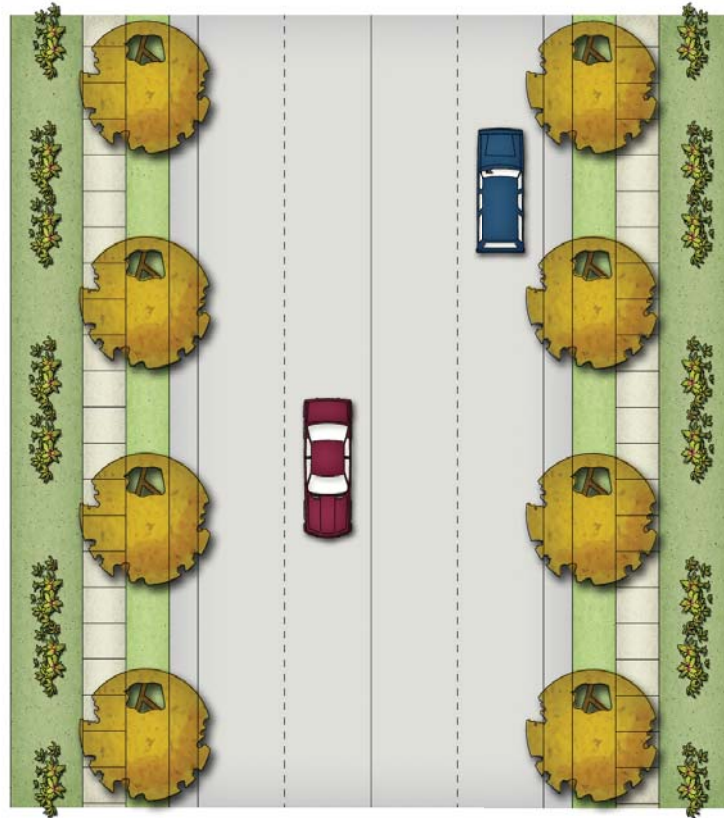
Figure 3-6 Secondary Arterial
(Casmalia St.)



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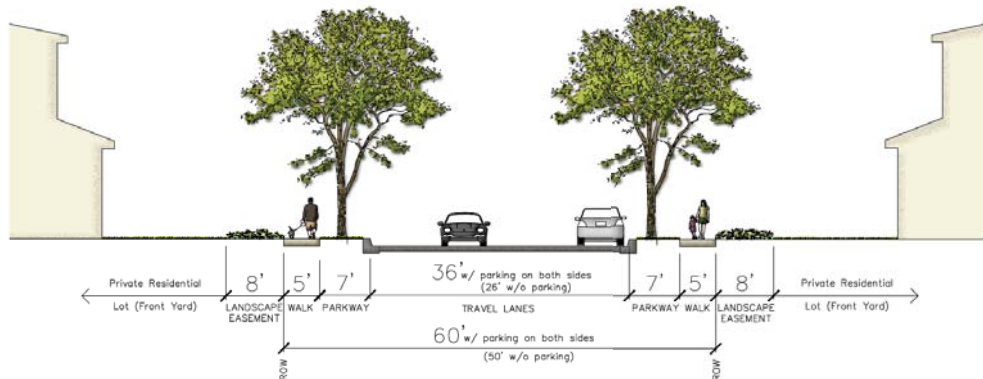
Figure 3-7 Secondary Arterial
(Miro St. & Locust Ave.)



NOTES:

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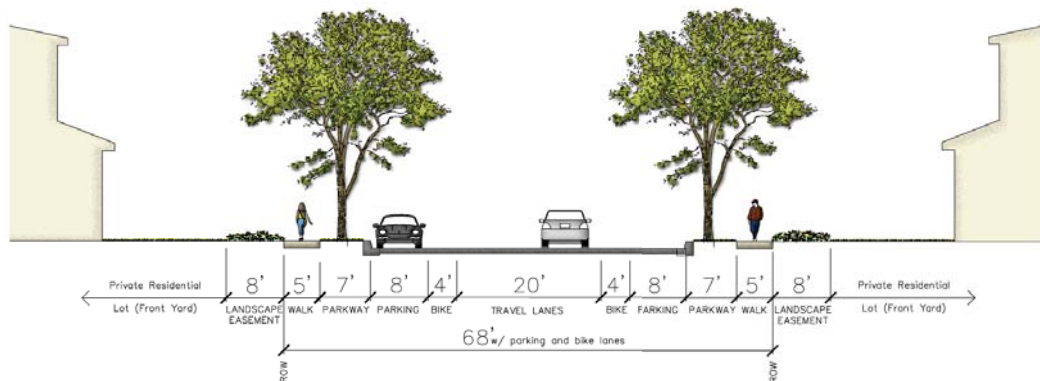
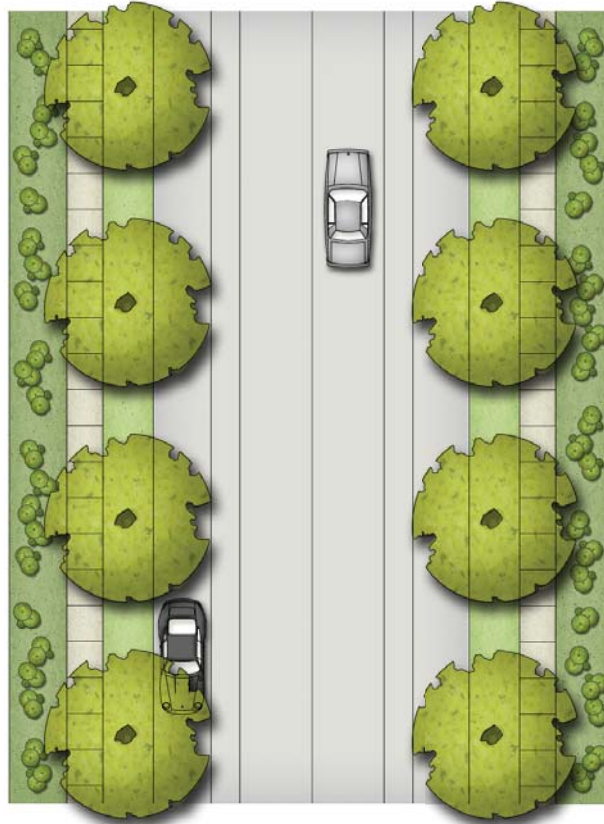
Figure 3-8 Secondary Arterial
(Linden Ave.)



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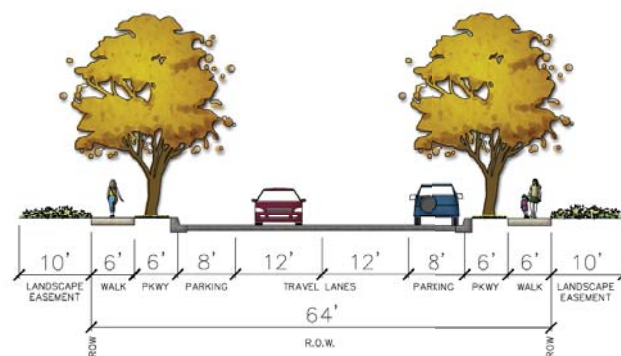
Figure 3-9 Residential Collector (Typical)



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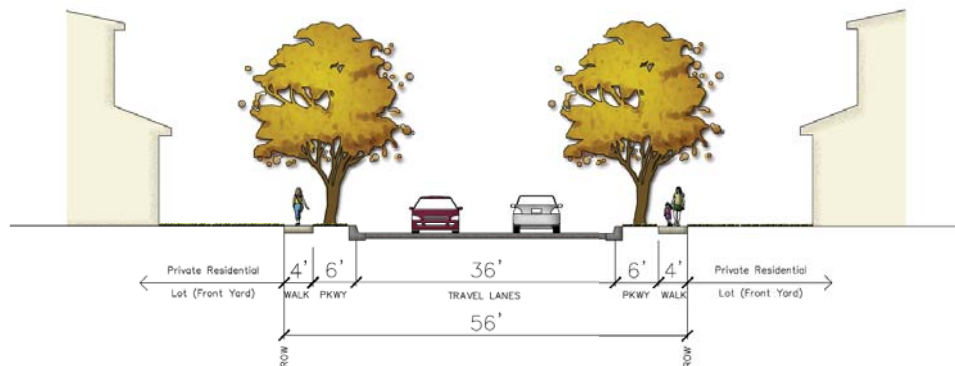
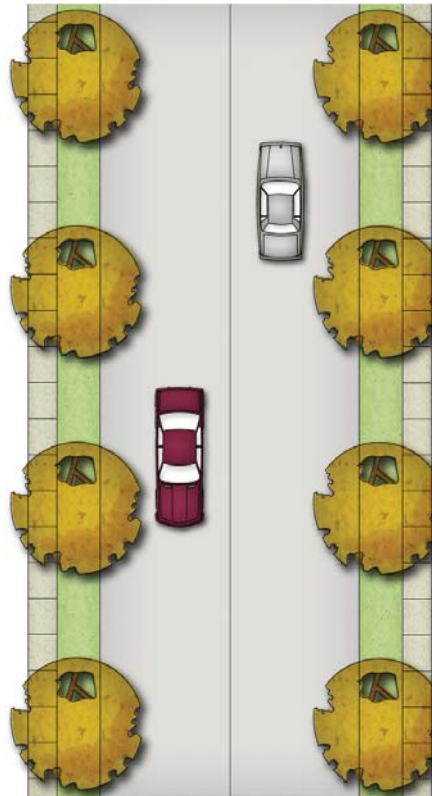
Figure 3-10 Collector (School Access)



NOTES:

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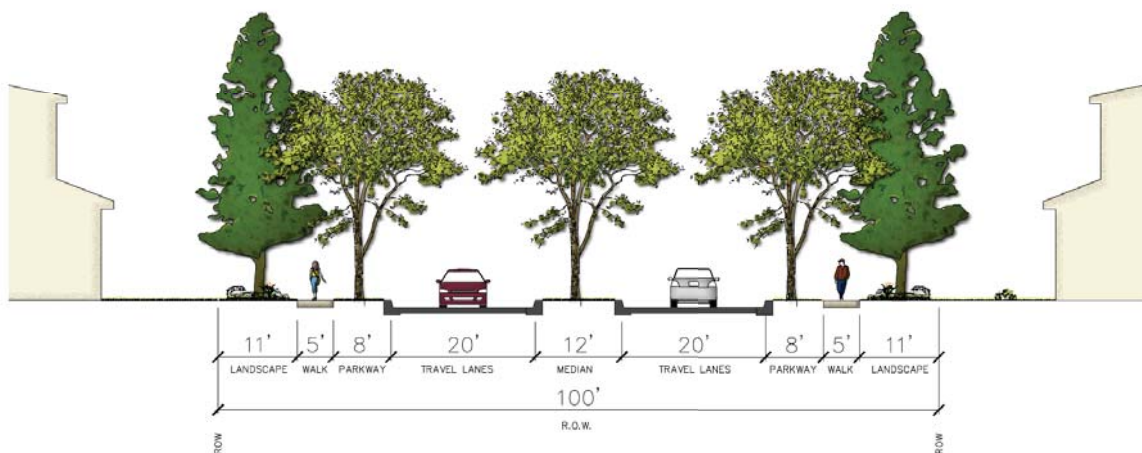
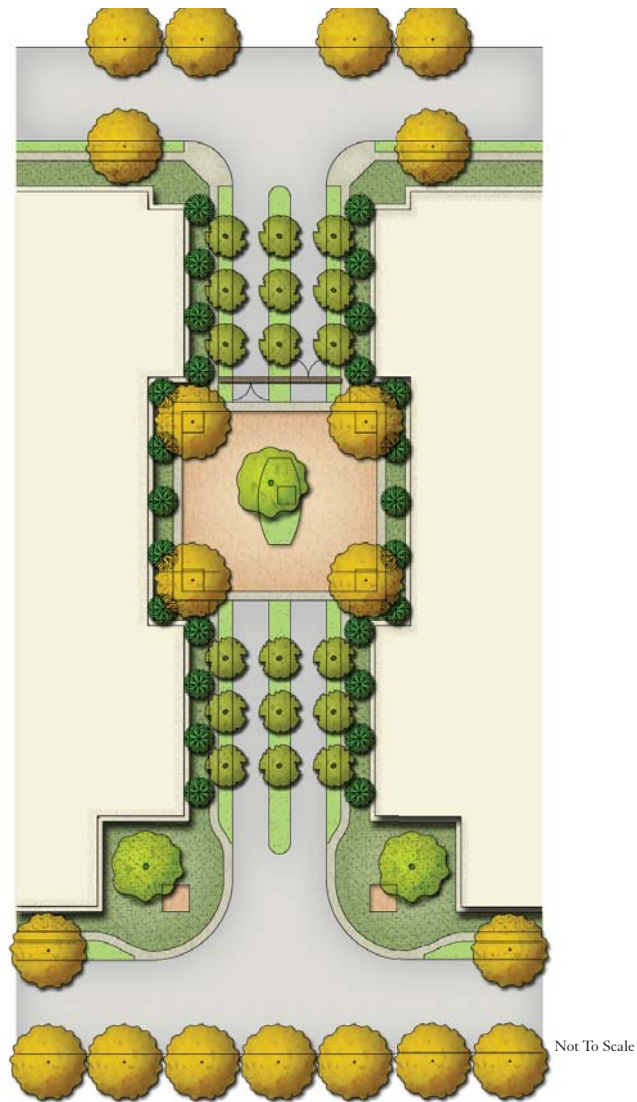
Figure 3-11 Commercial Collector



NOTES:

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Figure 3-12 Local Street (Typical)



NOTE: Location to be determined.

Figure 3-13 Major Gated Entry

Truck Routes

The truck routes in and around Renaissance are shown on Figure 3-14, *Truck Routes*. The truck routes in Renaissance are intended to direct on-site truck traffic westward to Alder Avenue and away from residential areas.

Truck traffic is accommodated along Baseline Road, Alder Avenue, Ayala Drive, Laurel Avenue, Walnut Street, and Miro Way. All roadways south of Miro Way and north of Renaissance Parkway accommodate truck traffic. Due to the interface of business and residential uses, the following standards apply to truck routes:

- ❖ On-site truck traffic will be directed to Alder Avenue through the use of directional signage at business driveways.
- ❖ Truck trips are restricted to local deliveries (no through-trips) on: 1) those portions of Locust and Linden Avenues and Renaissance Parkway that are adjacent to residentially designated areas, and 2) to Baseline Road, Casmalia Street, and Renaissance Parkway west of Alder Avenue.
- ❖ Truck access to Locust Avenue from Planning Area 24 is restricted, as described in Table 3-9.
- ❖ Developments along Renaissance Parkway, Locust Avenue, Linden Avenue, and Ayala Drive that abut residentially designated properties shall comply with the design provisions noted in Table 3-9.
- ❖ In cases where two truck routes intersect, a minimum 35 foot curb corner radius shall be used.

Pedestrian and Bicycle Circulation

An objective for Renaissance is to create a lifestyle that promotes walking and bicycling and enhances the community's health and wellness. Accordingly, Renaissance includes an extensive pedestrian system, as shown in Figure 3-15, *Bicycle and Pedestrian Circulation Plan*, which is composed of both public and private on-and off-street facilities.

All pedestrian facilities shall be designed to meet ADA and City requirements.

The pedestrian and bicycle circulation system joins important community features, such as the Town Center, clubhouse, school, and parks. This promotes safe nonvehicular movement throughout Renaissance and adjacent uses. If the paseos on the western and southern edges of the Village are private, access-ways shall provide controlled pedestrian and bicycle access. As depicted on Figure 3-15, Renaissance includes pedestrian-only access-ways at the terminus of the private paseos and shared vehicular and pedestrian access-ways at major entries.

Development Criteria

Bicycle circulation in Renaissance may occur as follows.

- ❖ Class I: off-road multipurpose trails within the paseos.
- ❖ Class II: striped on-street bike lanes, as shown on the street sections
- ❖ Class III: nonstriped, on-street bike routes.

Transit

Omnitrans is the transit provider in Rialto and Renaissance. Omnitrans is a joint-powers authority governed by a 20-member Board of Directors representing the County of San Bernardino and the 15 cities Omnitrans serves. Currently, one Omnitrans bus line provides service to Renaissance. Route 10 operates along Baseline Road and provides connections between downtown San Bernardino and the Metrolink station in Fontana. Approximately 2 miles east of Renaissance at Riverside Avenue, riders can connect with Route 22, which provides connections between north and south Rialto. From Route 22, riders can board the Metrolink at the Rialto station.

While it is not within the control of the City or developer to dictate the location of future Omnitrans transit routes and stops, it is believed that, at buildout of Renaissance, expanded transit service would be merited within the Specific Plan. Ideally, transit service would be provided in the Town Center/Village area, Corporate Center, as well as to areas designated as Employment and Business Center. As bus routes change and development occurs in Renaissance, the accommodation of transit lines shall be coordinated with Omnitrans. In addition, any bus stops located within Renaissance shall be designed to complement the surrounding architecture and landscaping, the Renaissance design guidelines, and comply with the Omnitrans Official Bus Stop Guidelines.

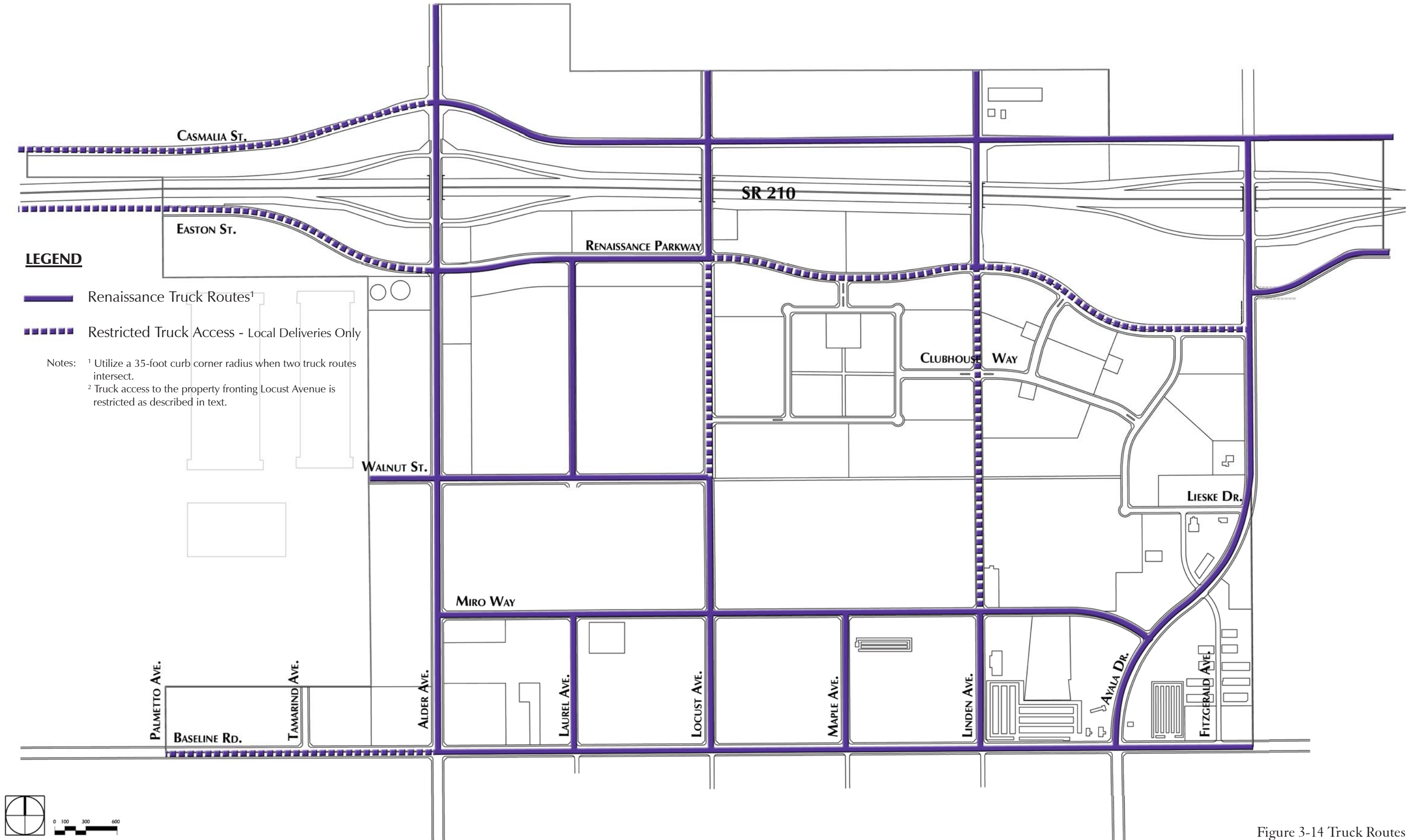


Figure 3-14 Truck Routes

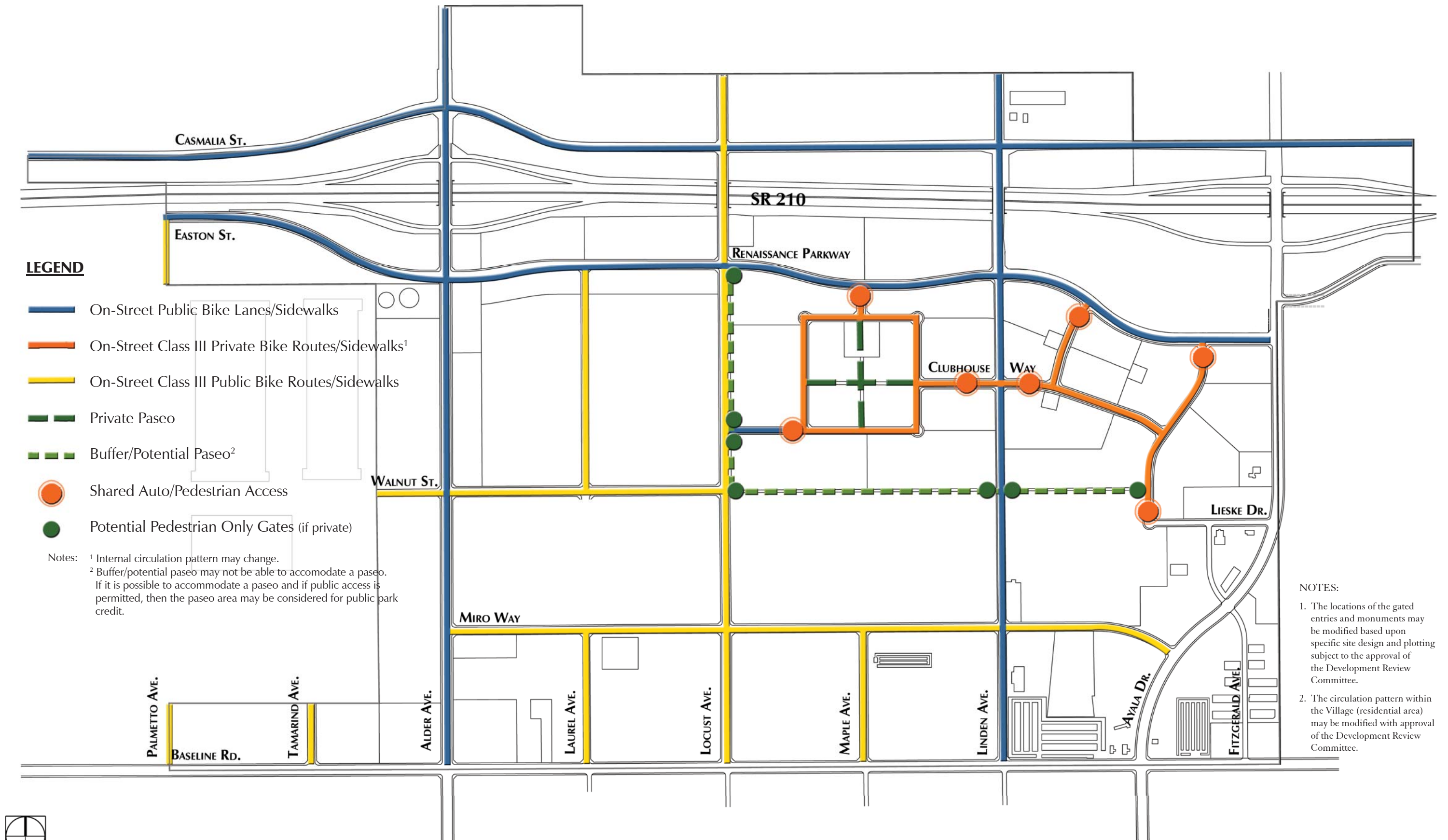


Figure 3-15 Bicycle and Pedestrian Circulation Plan