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4.0 TRANSPORTATION & CIRCULATION

The concept of transportation and circulation within the community is a synthesis of traditional and contemporary town design. In the traditional sense (pre-1940's), communities are arranged in smaller neighborhood blocks, with emphasis towards the interaction of various land uses rather than the segregation of them. Commercial and recreational areas interrelate with residential land uses via convenient pedestrian access. Streets within traditional neighborhoods are often predictable and interconnected.

The more contemporary communities (post 1950's) are often comprised of separated land use areas and more private and isolated housing clusters. A hierarchy of roads exist whereby the interior local traffic empties to larger roads via a limited number of intersections.

The difference between the two vehicular circulation approaches can be compared as a funnel versus a sieve. The funnel allows larger volumes through a limited point at a higher speed, the sieve dispersing the volume through numerous points at lower speeds.

Within Porta Bella, the best components of both design techniques will be utilized. A number of alternative transportation systems will also be incorporated to enhance community linkage and mobility. The following sections will discuss the various systems and their function within the Specific Plan area.

4.1 Vehicular Systems



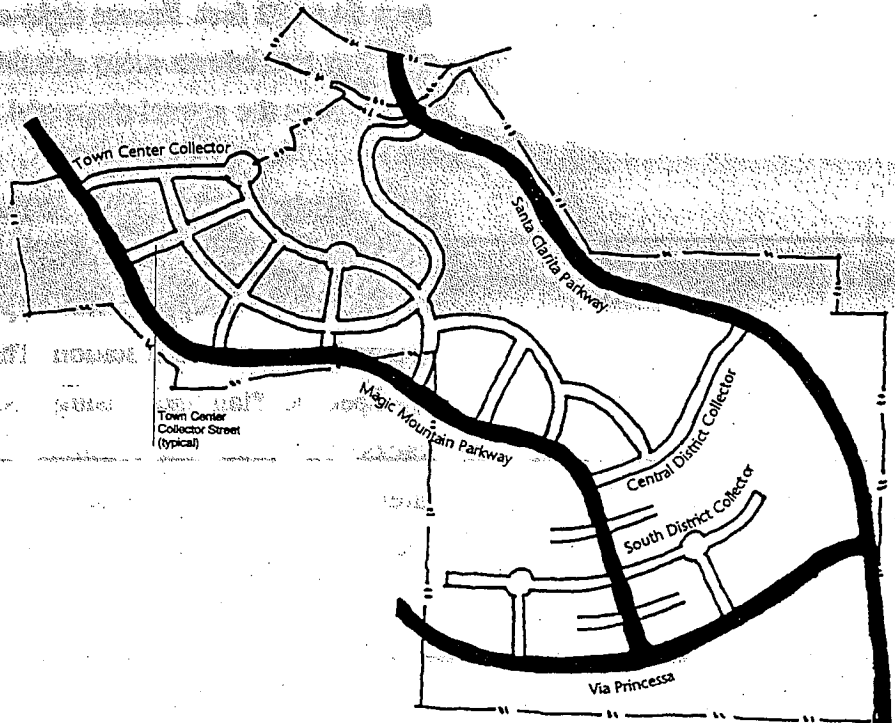
Both traditional and contemporary mobility ideas will be incorporated depending upon the desired function and character of the area serviced by the roads. The interior of the neighborhoods will be served by smaller, interconnected blocks of streets. These “webs” of local collector streets will overlap with the slightly larger collector streets, which ultimately connect with the existing and planned regional road system.

A major contribution of the comprehensively planned Porta Bella community to the existing community will be the development of large segments of three regional roads, two with a north/south and one with an east/west alignment. Further, off-site traffic which traditionally accompanies incremental or piece-meal development will instead be largely handled on-site, with the inclusion of a multiplicity of land uses.

A hierarchy of streets has been designed to provide convenient automobile access throughout the community, as well as provide an addition of much needed regional roads for the Santa Clarita Valley. Vehicular mobility within and through Porta Bella will be accomplished by a system of roads which are of varying sizes depending on their function. There are five general levels to this hierarchy: 1) six lane highways; 2) four lane collector; 3) two lane collector; 4) two lane local street; and 5) a two lane alley.

4.1.1 Six Lane Highways

Porta Bella is adjacent to two existing regional highways, Soledad Canyon and San Fernando Roads. To alleviate the traffic which is currently congested on both of these regional roads, Porta Bella will help develop three regional roads both on and off the site. These regional highways are; 1) Santa Clarita Parkway, 2) Via Princesa, and 3) Magic Mountain Parkway. The following is a brief description of the three highways.



1. Santa Clarita Parkway

Santa Clarita Parkway will traverse the site in a north/south alignment, and be located in the draw along the eastern slope of the ridge landform. By locating Santa Clarita Parkway in the this easterly draw, the ridgeline acts as a natural sound and sight buffer, providing separation between the surrounding communities and the regional road. Due to the hillside location of Santa Clarita Parkway, its actual paved width should be minimized in an effort to minimize cut and fill associated with this road. The use of a median in Santa Clarita Parkway is discouraged in that it would cause an increase in the paved width, and would necessitate additional cut and fill which may be visible to the surrounding community. Actual pavement may range from 64 to 92 feet. Excess right-of-way which is not necessary for travel or breakdown areas should not be graded level, but should compliment the natural slope and landscape occurring in the area.

Santa Clarita Parkway will eventually originate at Bouquet Canyon Road and proceed southerly over the Santa Clara River to intersect with Soledad Canyon Road approximately 600 feet east of the planned commuter rail station. This regional road will proceed into the Specific Plan area, rising above the Southern Pacific railroad tracks. The road will continue up the draw east of the ridgeline, intersect with Via Princessa, and exit the site near the south-eastern corner of the project site. This regional road will eventually connect with the Placerita Canyon intersection of the Antelope Valley Freeway (SR14).

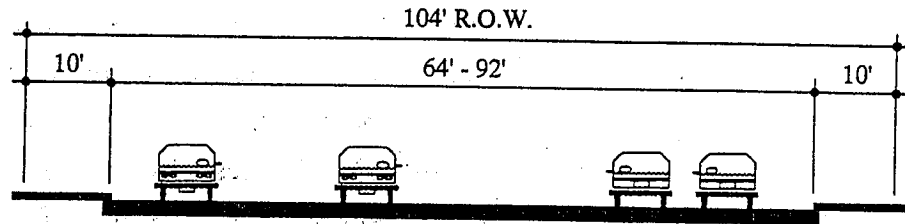
2. *Via Princessa*

Via Princessa is a six lane highway which will traverse the site in an east/west alignment near the southern boundary of the project site. Its alignment to the south of the site is necessary to utilize the natural "break" through the central ridge near Oro Fino Canyon. A short portion of Via Princessa has been completed westerly of the site. A right-of-way width of 124' will progress through the site, which includes a landscaped median and necessary slope, landscape & setback easements to the exterior edge of the right-of-way. Actual curb-to-curb of Via Princessa will be 84 feet. Via Princessa will be slightly depressed and set back from the adjacent residential areas in an effort to minimize its potential acoustic and visual impacts, as well as afford a more aesthetic relationship of housing to street.

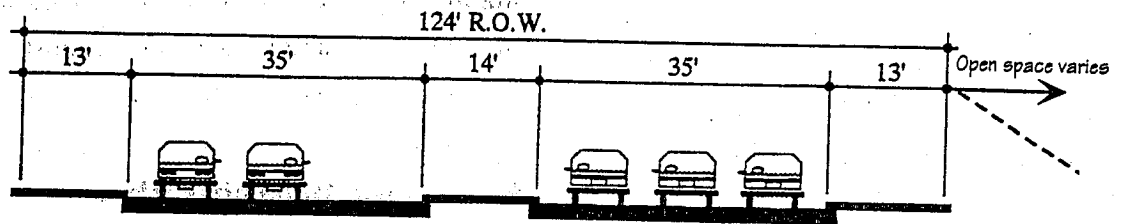
3. *Magic Mountain Parkway*

Magic Mountain Parkway is an extension of the existing Magic Mountain Parkway which now stops at San Fernando Road. Magic Mountain Parkway provides an alternative north/south route to the central city area from within the Porta Bella community and for residents to the east of Porta Bella. The road bisects the South District of Porta Bella and follows the southwestern edge of the project along the open space edge between the Circle J neighborhood. The road will be slightly depressed or graded to accommodate a landscaped berm to screen the roadway from the Circle J community. The road right-of-way will include an expanded parkway with a curb-to-curb width of 82 feet and a 14-foot median.

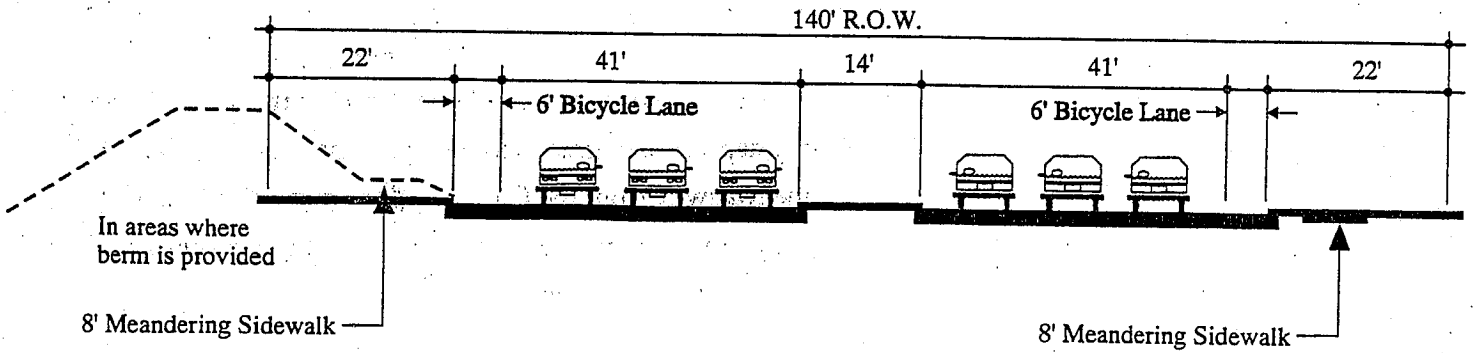
Santa Clarita Parkway



Via Princessa



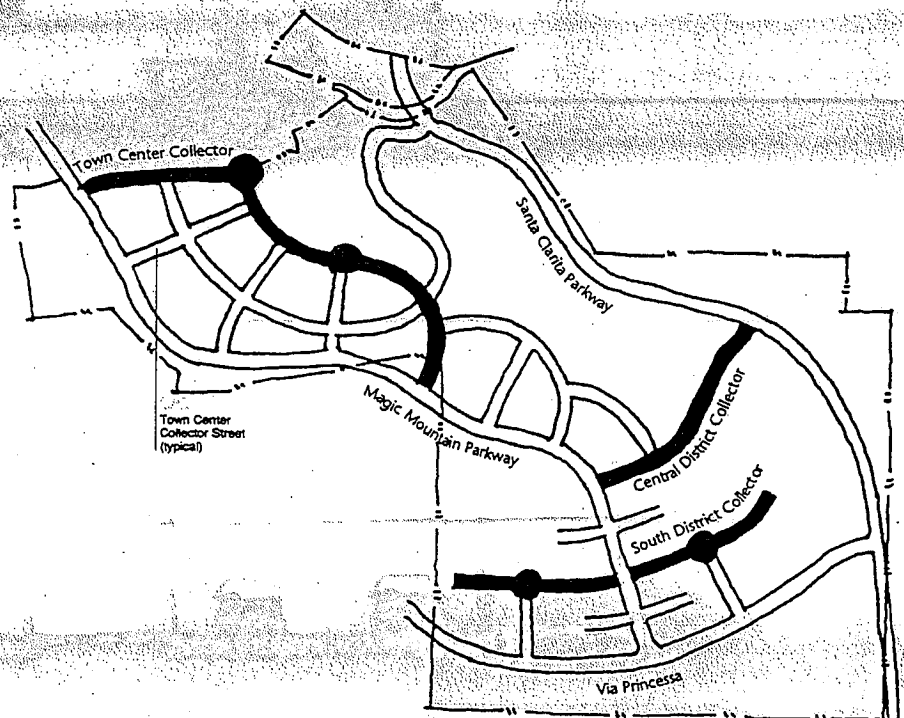
Magic Mountain Parkway



4.1.2 Four-Lane Collector Streets

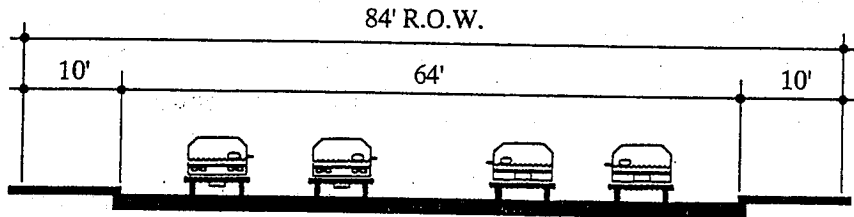
The four-lane collector street establishes the framework from which the interior community streets connect. The purpose of the four-lane collector is to collect traffic from the local streets and the two lane collectors, and carry it to the community commercial areas or the regional highways.

The Four-Lane Collector Street has a range of right-of-way widths, depending upon the location and character of the road. The following cross diagram depicts the location of the Four Lane Collector Roads within the community, and their relation to the surrounding regional roads.

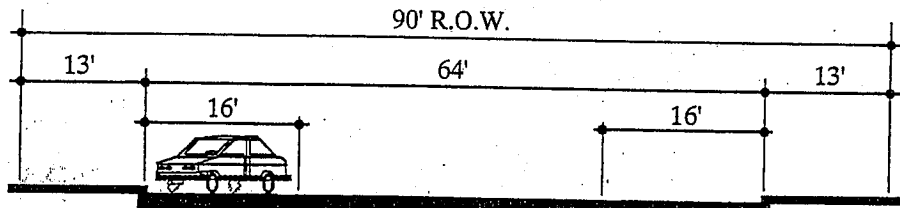


The following are cross-sections which illustrate the typical conditions of the individual Four Lane Collector Streets.

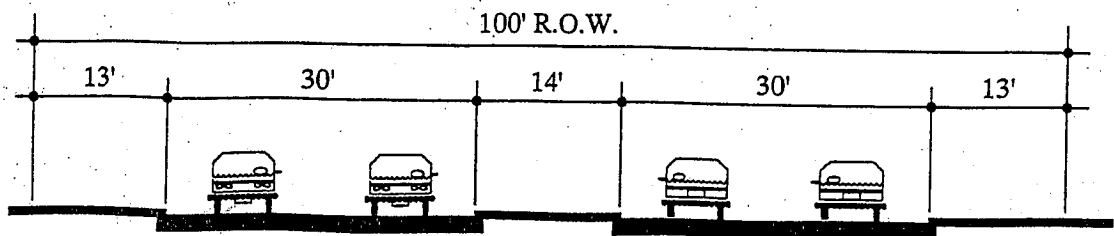
Central District



Town Center
(16' for 60° diagonal parking)



South District

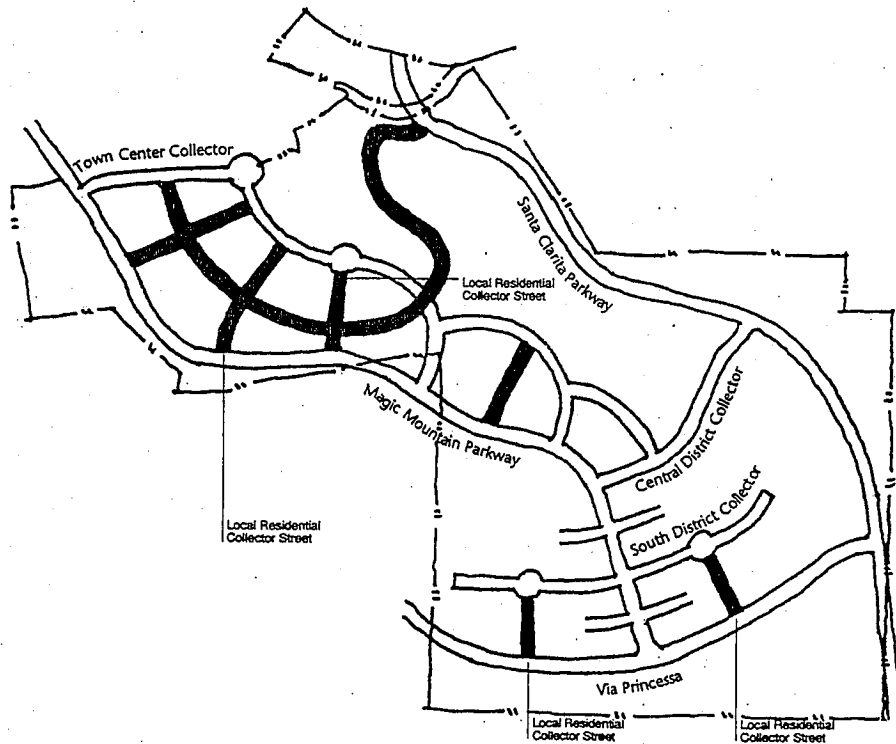


Between the two traffic circles, the character of "Main Street" changes from a grand collector street to that of a Town Center "Main Street," with buildings closer to the street creating pedestrian scale and containment at the sidewalk's edge. Accordingly, the right-of-way of "Main Street" will narrow to 90 feet through the Town Center.

Through the neighborhoods of the South District, the collector street will be two travel lanes in each direction, separated by a landscaped median. Additionally, two roundabouts will further ensure that residential traffic speeds are maintained along these collector streets. This collector street celebrates the "Old Pasadena" imagery evoked by the architectural work of Greene and Greene, whose distinctive work is an inspiration for the imagery of the South District.

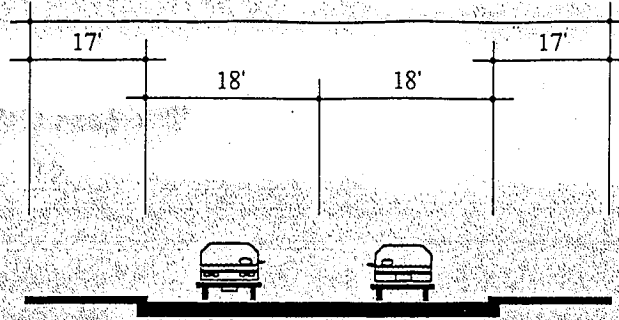
4.1.3 Two-Lane Collector Streets

The primary purpose of this type of road is to provide ingress and egress of traffic from individual neighborhoods, and carry it to the larger collector streets and highways. They will occur in three of the four districts, and are shown on the following diagram. The two lane collector has two travel lanes within a 36 to 40 foot paved travel way. The total right-of-way will be at least 60 feet wide. The following cross section shows the typical conditions. Conditions will vary within the Town Center District.



Local Residential Connector Street - South District

70' R.O.W.

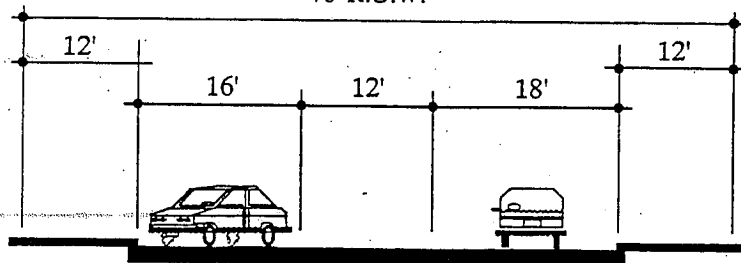


Local residential streets within the Town Center District are also two-lane collectors; however, they will accommodate angled on-street parking for the housing units, and will therefore have the following typical section.

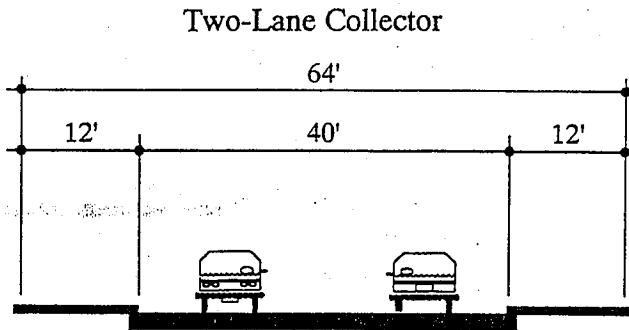
Local Residential Connector Street - Town Center

(16' for 60° diagonal parking)

70' R.O.W.

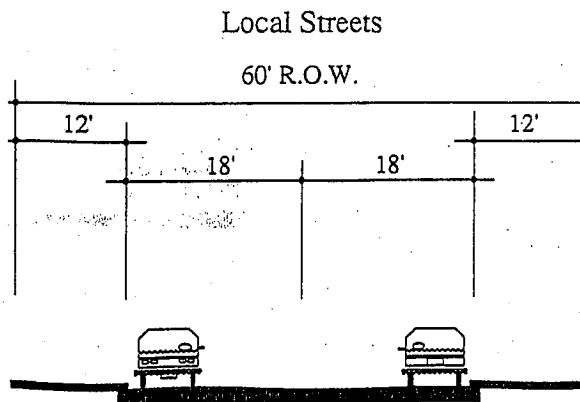


A two-lane collector street connects Santa Clarita Parkway with the Town Center District and runs through the residential neighborhoods of the Town Center District and Soledad District.



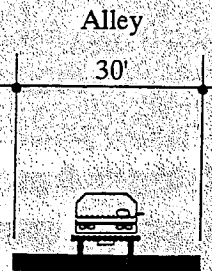
4.1.4 Local Public Streets

Local streets are intended to serve the local neighborhoods and will be publicly owned and maintained. The width of the local street and the right-of-way will depend on the need for on-street parking and the aesthetic character of the neighborhood it is intended to serve. The following cross-section illustrates the condition that may be found on these public streets.



4.1.5 Alleys

Some neighborhoods within the Specific Plan area will be served by the traditional alley. These alleys will take access from local streets. The following cross-section illustrates the alley condition which may occur.



4.1.6 Private Streets

Private Streets will be permitted in Porta Bella and may be built to a variety of standards depending on the individual need. Any street built to public street standards may become a private street, providing adequate provision is made for long-term maintenance. Private Streets designed to special standards will be evaluated at the time they are proposed. Among the standards that may be considered for private streets in the Plan area are: 1) Special curb treatments, including rolled curbs, battered curbs and no curbs, 2) reduced pavement widths for streets and drives that serve less than 12 dwellings; and 3) special paving treatments, including stamped concrete or unit pavers.

4.2 Commuter Rail

The Soledad District is the location of the first commuter rail station in the Santa Clarita Valley. This station is the northerly terminus of the Metrolink, which runs through Los Angeles and terminates in Long Beach to the south. Parking is provided adjacent to the rail station for weekday commuter parking.

The commuter rail station will serve as a multi-modal transportation station, interfacing with other forms of mobility discussed within this section, including; 1) private bus carriers, 2) local public transit, 3) automobile, 4) bicycle & pedestrian. Also at this station will be the people mover/escalator system which will link the station with the Town Center area.

To accommodate the various means of mobility at this station, the following features should be incorporated within its design.

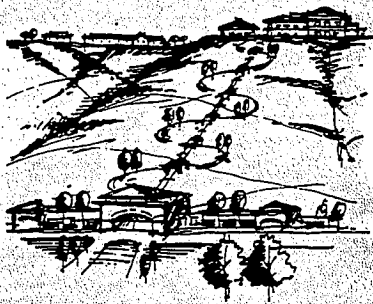
- an automobile parking lot for commuters and ride sharing
- enclosed bicycle storage units
- a drop-off area for commuters (kiss-n-ride)
- an enclosed public transit area
- public telephones/direct free line to local taxi or dial-a-ride
- commercial bus carrier facility
- pedestrian escalator linking the upper area of Porta Bella
- automobile rental car facility

4.3 Public Transit

Santa Clarita Valley Transit (SCVT) currently provides local public transit service throughout the Santa Clarita Valley. Bus stops and shelters will be provided and appropriately located as directed by the SCVT. Bicycle racks for locking of bicycles should also be located at key bus stop areas.

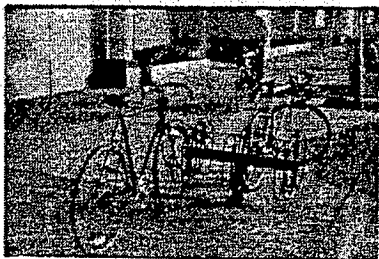
4.4 People Mover/Escalator System

An escalator or other people mover system is planned to link the multi-modal transportation center in the Soledad District with the upper level Town Center, which includes the planned Civic Center area. This feature will serve to connect the districts including parking for upper and lower activity areas. The system will be designed as a convenient and entertaining pedestrian experience with intermediate landings.



4.5 Pedestrian and Bicycle

A pedestrian and bicycle system has been incorporated into the community with connections to similar off-site trail systems. Bicycle storage and locking areas should be located in key areas of the commercial areas.



Within the communities, public rights-of-way will accommodate pedestrian oriented sidewalks. The street rights-of-way also are conducive to bicycling, as they are interconnected and encourage lower vehicular speeds. The larger through-streets have incorporated bicycle lanes to encourage recreational and convenience cycling.

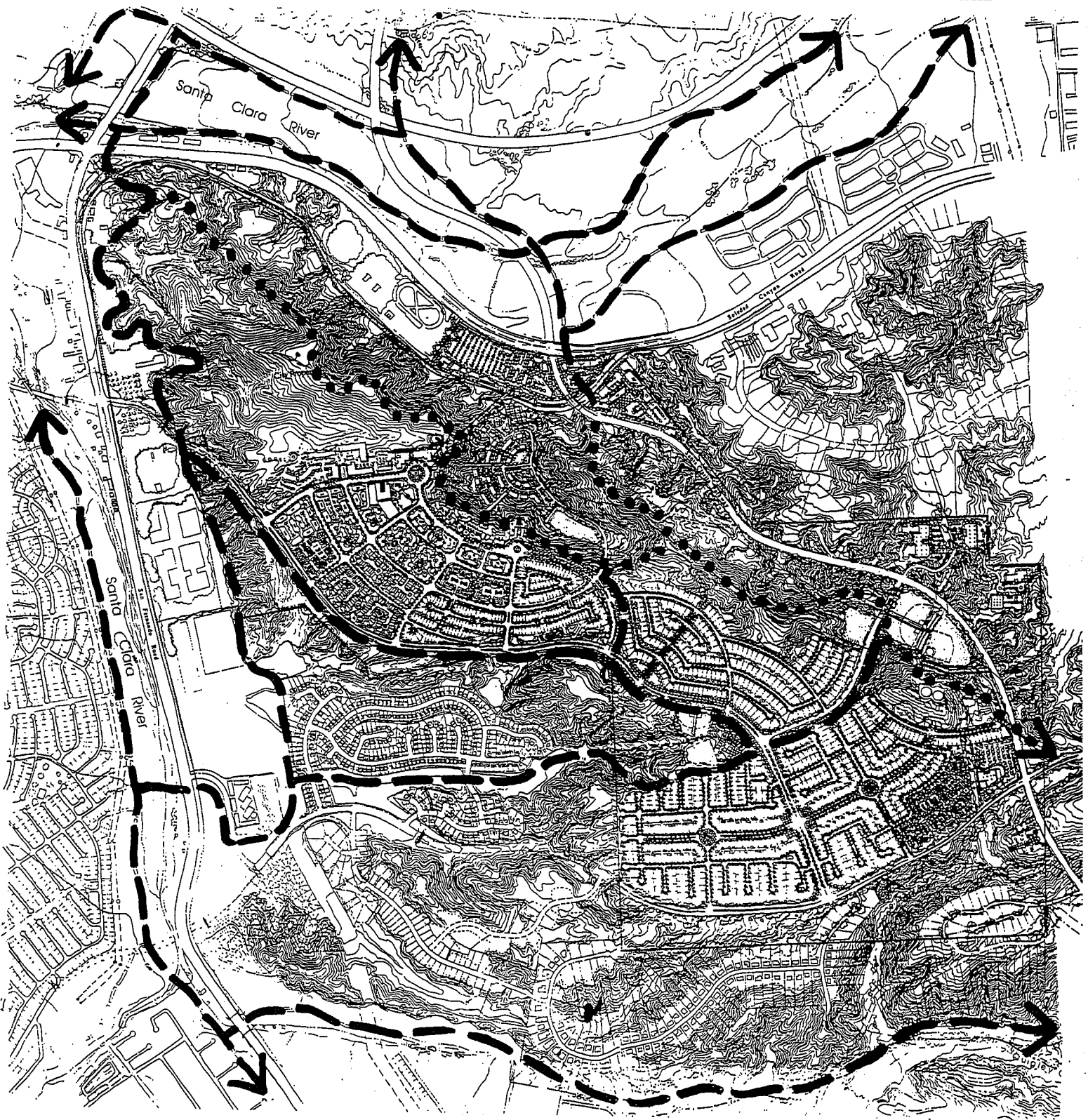
An extensive "ridge-runner" trail system has been placed atop the ridge within the Open Space areas of the Specific Plan area. This trail system is intended to be of a natural surface, except where it connects with the Town Center area's "Crescent Walkway." This trail system will include vista points, linkage to parks, neighborhoods, Town Center, and the Civic Center.

The Crescent Walkway is intended to be a scenic walkway along the canyon rim in the Town Center paralleling "Main Street." View points, gardens, benches, and accent lighting will be located along this romantic walk.

4.6 Equestrian Trails

The equestrian trails may be accommodated to connect to the regional equestrian system. These trails are intended to be of natural surface, and will blend with the surrounding environment. While no equestrian homes are a part of this facility, accessories for equestrian use, such as trails, motorcycle barriers, horse crossing signage and striping, and other elements may be included along these trail ways to improve the equestrian activity.

Porta Bella Specific Plan



KEY



RIDGELINE TRAIL
GENERAL TRAILS