

PORTOLA CENTER AREA PLAN

CHAPTER FOUR

CIRCULATION

4.1 CIRCULATION & ACCESS

4.2 PROJECT ENTRIES

4.3 NEIGHBORHOOD STREETS

4.4 ENHANCED PEDESTRIAN PATHWAYS

4.1 CIRCULATION & ACCESS

The Portola Center Circulation Plan utilizes a hierarchy of neighborhood streets that provide vehicle and pedestrian access to and between the Project's various neighborhoods and parks. The Project also includes enhanced sidewalks along the streets as well as walking, hiking, and jogging trails with exercise stations that connect to the Project's parks and the regional trail system in the vicinity of the Project. As a result, Project residents and visitors have a variety of travel options, by car, by foot, or by bicycle, to access and travel between the Project's neighborhoods, parks, Mixed Use Center, and to offsite amenities.

Regional access to the Project is via Glenn Ranch Road which connects to Portola Parkway to the west and El Toro Road to the east. The primary entries into Portola Center will be from Glenn Ranch Road with the Northwest Planning Area taking access off of Saddleback Ranch Road. Entry into the Northeast and South Planning Areas will be via a new signalized four-way intersection along Glenn Ranch Road approximately 1,800 feet east of the Glenn Ranch Road/Saddleback Ranch Road intersection. The project driveway to the Northwest Planning Area is through an unsignalized single-stop controlled T-intersection along Saddleback Ranch Road approximately 500 feet north of the Glenn Ranch Road/Saddleback Ranch Road intersection. A "Free-Right-Turn" lane will be added to the southbound side of Saddleback Ranch Road at the intersection with Glenn Ranch Road. An emergency access to the Northeast Planning Area will be provided along Glenn Ranch Road approximately 900 feet east of the Glenn Ranch Road/Saddleback Ranch Road intersection.

4.2 PROJECT ENTRIES

The intersection of Glenn Ranch Road and Saddleback Ranch Road provides the primary entry to the Portola South Planning Area. The primary entry is bracketed by the 5-acre Community Park to the southwest and the Neighborhood Mixed Use Center to the east. This Project entry includes a raised landscaped median and a traffic circle, an enhanced pedestrian pathway, and a driveway to the parking area for the 5-acre park. The entry serves as a formal gateway to the Project and the Community Park and is designed as the primary community entry to the South Planning Area.

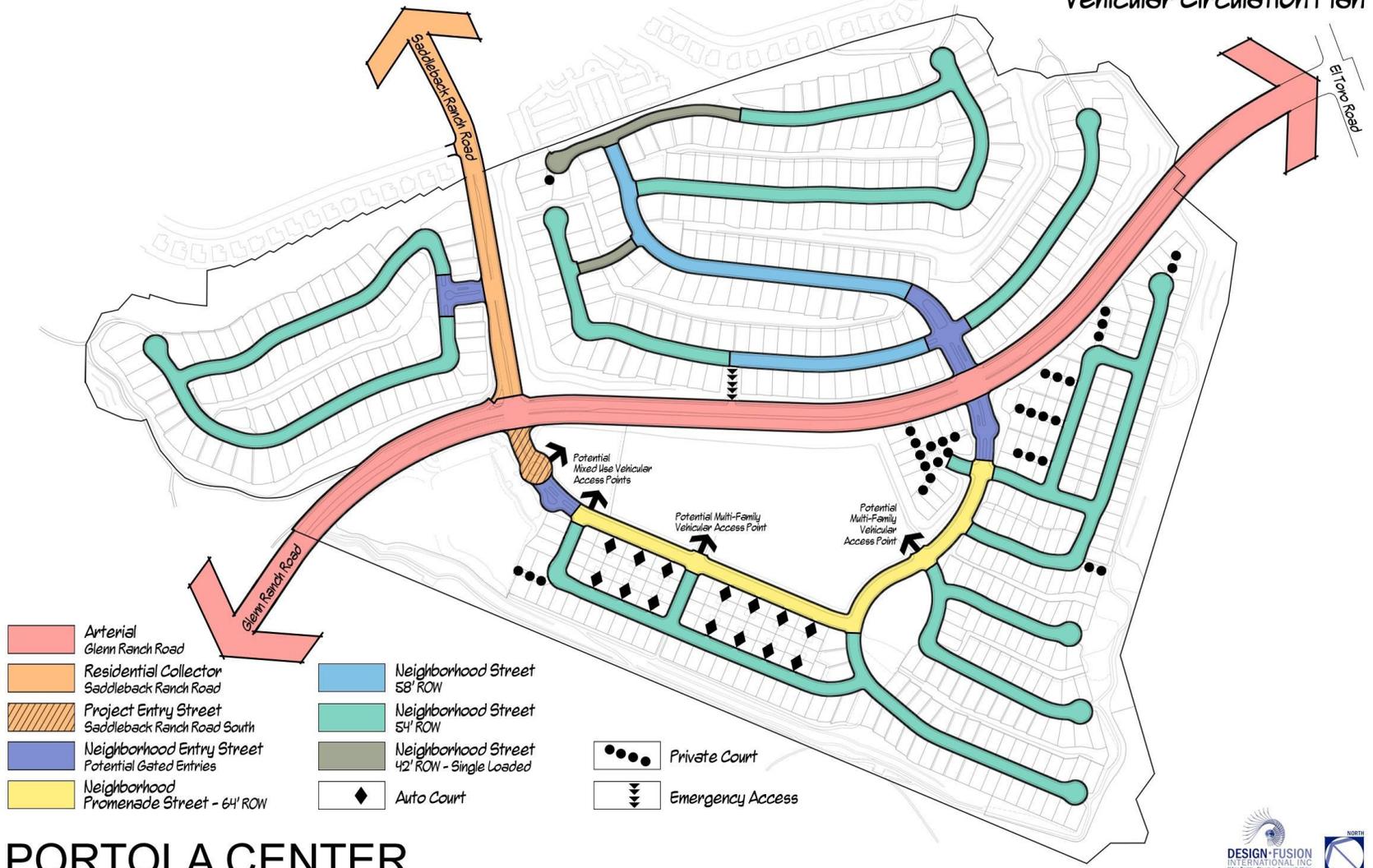
All of the Project entries are designed with gated entrances. These gated entrances have been designed in accordance with the Orange County Standard Plan 1107 to provide the proper distances for vehicle stacking at the entry gates during the morning and evening peak hours of traffic flow so that traffic on Glenn Ranch Road and Saddleback Ranch Road are not affected. The Project entries will serve as a major component of the community character of the neighborhoods in the Project. The entries are designed to have expanded landscape buffers and enhanced medians with landscape and community design elements that set the tone for the communities which they serve. The project entries are also designed to maximize efficient vehicle movement into and through the Project's neighborhoods with each entry designed with two lanes of ingress. Exhibit 4-2 below shows the location of the Project's four entries. Detailed elevation and plan views of the Project's neighborhood entries can be found in Chapter 7.

4.3 NEIGHBORHOOD STREETS

Portola Center's internal residential streets will be private streets constructed to meet the City's engineering standards for street grade, drainage, and paved widths. Within the Project boundaries, Glenn Ranch Road and Saddleback Ranch Road will be maintained in their current configuration and Right-of-Way, however they will be enhanced with 10-foot-wide and 14-foot-wide raised landscaped medians along Saddleback Ranch Road and Glenn Ranch Road, respectively.

Portola Center includes three types of residential streets: the "Promenade Street" which traverses through the heart of the South Planning Area, the internal neighborhood streets, and shared alleys and courtyards. Traffic calming in the form of Landscaped parkways and chokers are used throughout to separate sidewalks from the vehicle travel ways to provide for safe pedestrian crossings. The gated entrances create a prominent demarcation between the vehicle-oriented arterials that provide access to the Project site and the internal pedestrian- and neighborhood-oriented residential streets of the Project, serving to physically slow and stop traffic upon entry into the community.

Vehicular Circulation Plan



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**EXHIBIT 4-1
PORTOLA CENTER CIRCULATION PLAN**

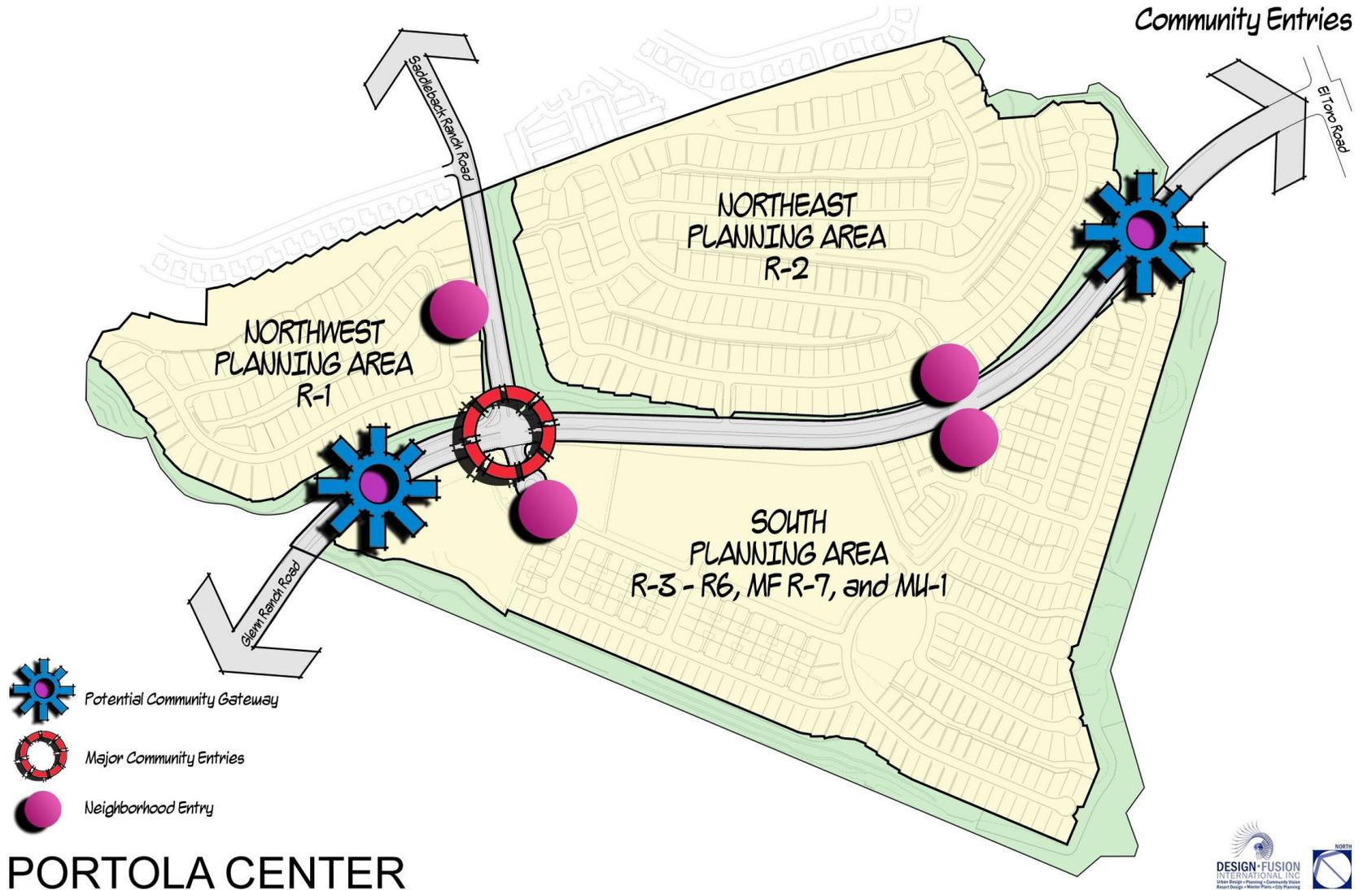


Exhibit 4-2
Portola Center Community & Neighborhood Entries

4.3.1 PRIMARY COMMUNITY ENTRY STREET/"PROMENADE" STREET

This primary community entry into the Portola South Planning Area turns into the Portola South Promenade Street, a "Loop" Street that is designed to support efficient vehicle, pedestrian, and bicycle use through the Project's neighborhoods, to the Project's parks, and between the Project entries. Internally, the Portola South Promenade Street will have landscaped parkways and an enhanced pedestrian pathway (6' sidewalk) to connect the 5-acre Community Park and the Mixed Use Center on the west with the multifamily and single family neighborhoods in the rest of the Planning Area. The Promenade Street also provides pedestrian connectivity with the Glenn Ranch Road/Saddleback Ranch Road intersection, the Aliso Serrano Riding and Hiking Trail, the enhanced sidewalk along Saddleback Ranch Road, and the neighborhoods of Portola North and Portola Hills.

The Promenade Street is designed as a 64-foot-wide Right-of-Way which includes 40 feet of paving, 4.5 feet of landscaped parkways on both sides, a standard sidewalk on the southern side of "A" Street and western side of "B" Street, and an enhanced pedestrian and bicycle pathway on the northern side of "A" Street and eastern side of "B" Street. The enhanced pedestrian pathway along "A" Street crosses over into the Project's central park and then continues on to the eastern side of "B" Street to create a seamless pedestrian connection between the park and the Project's two entrances. Cross-sections for the Promenade Street (Streets "A" and "B") are shown below in Exhibits 4-3 and 4-4.

4.3.2 RESIDENTIAL STREETS

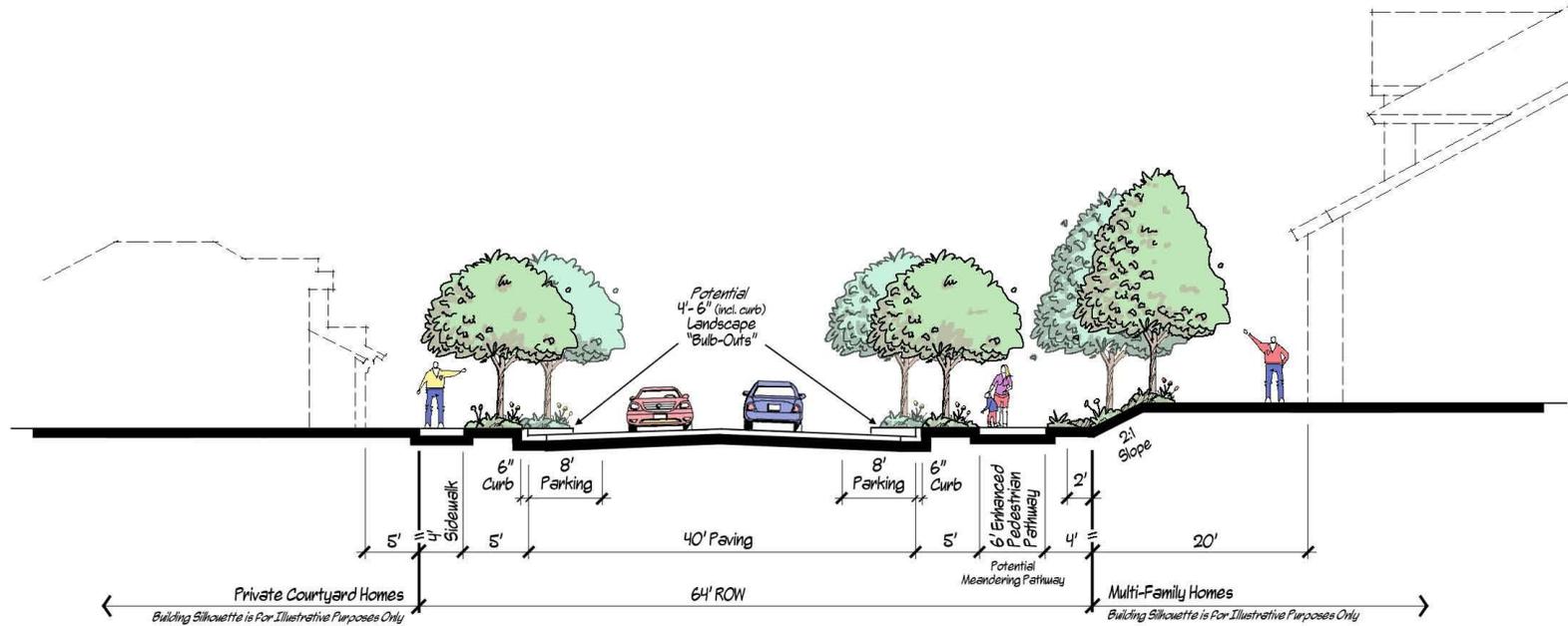
The Residential Streets within the Portola Center project include tree-lined and landscaped parkways on both sides of the street and "chokers" at intersections and pedestrian crossings to both visually enhance the look and feel of the road section and to promote the pedestrian relationship with the roadway. The parkways have the combined benefit of reducing speeding in the neighborhoods and separating pedestrians from vehicles, making walking safer for the pedestrian. Pedestrian safety is further enhanced through the use of landscaped chokers projecting into the street four to six feet at regular intervals and at street corners to promote vehicle slowing and to shorten the street-crossing distance for pedestrians.

The typical residential street in Portola includes either 36 or 40 feet of paving, depending on the level of traffic the street will support, 4.5 feet of landscaped parkways on both sides, and standard sidewalks. The Northeast Planning Area also includes short sections of single loaded streets (Streets "H" and "L") with a reduced paving width of 32 feet and a reduced Right-of-Way of width of 42 feet. Cross-sections for the various street sections are shown in Exhibits 4-5 through 4-7 below.

4.3.3 SHARED ALLEYS AND PRIVATE COURTYARDS

Homes in Neighborhood R-5 in the Portola South Planning Area take driveway access along shared alleys. Neighborhood R-6 is planned for courtyard-style homes where up to four individual homes will share a private courtyard/driveway. The shared alleys and courtyards eliminate the need for multiple curb cuts for driveways along the neighborhood's residential streets. The alleys and courtyards also result in wider front yards and expanded guest parking along the residential streets. The shared alleys include 20-feet of paving and 2 feet of decorative drivable border on either side for a total width of 24 feet. The private courtyards include 14 feet of paving bordered by 3 feet of drivable pavers or stamped concrete on each side for a total driveway width of 20 feet. A cross-section for the shared alleys is shown in Exhibit 4-8 below.

64' Promenade Street
with Enhanced Pedestrian Pathway
along Private Courtyards & Multi-Family

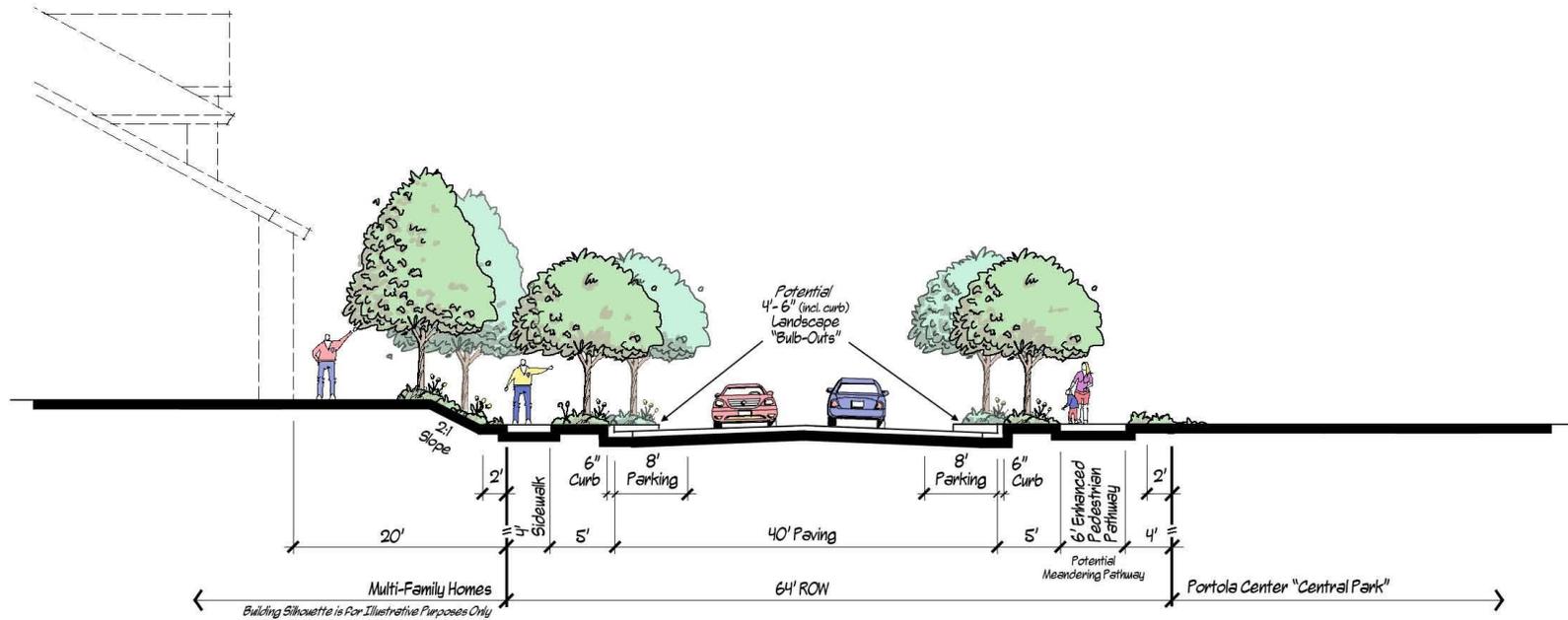


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Exhibit 4-3
Promenade Street ("A" Street)

64' Promenade Street
with Enhanced Pedestrian Pathway
along Portola Center "Central Park"

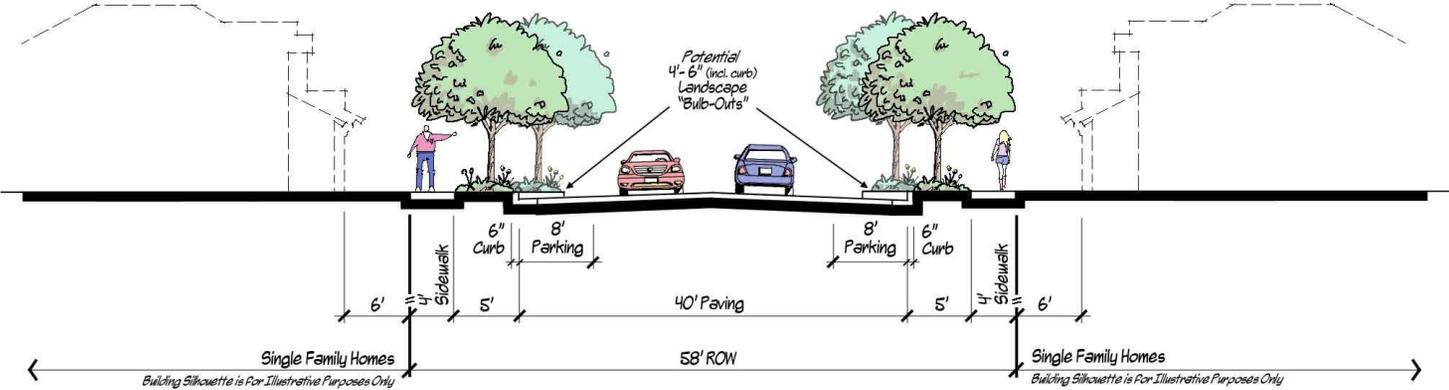


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Exhibit 4-4
Promenade Street ("B" Street)

58' Neighborhood Street

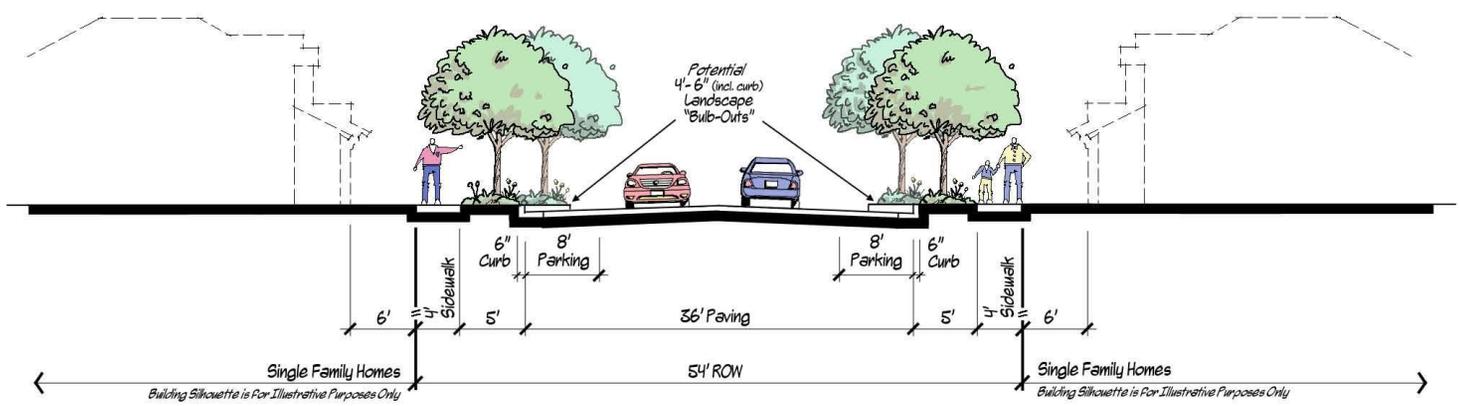


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**Exhibit 4-5
Residential Street (58' ROW)**

54' Neighborhood Street

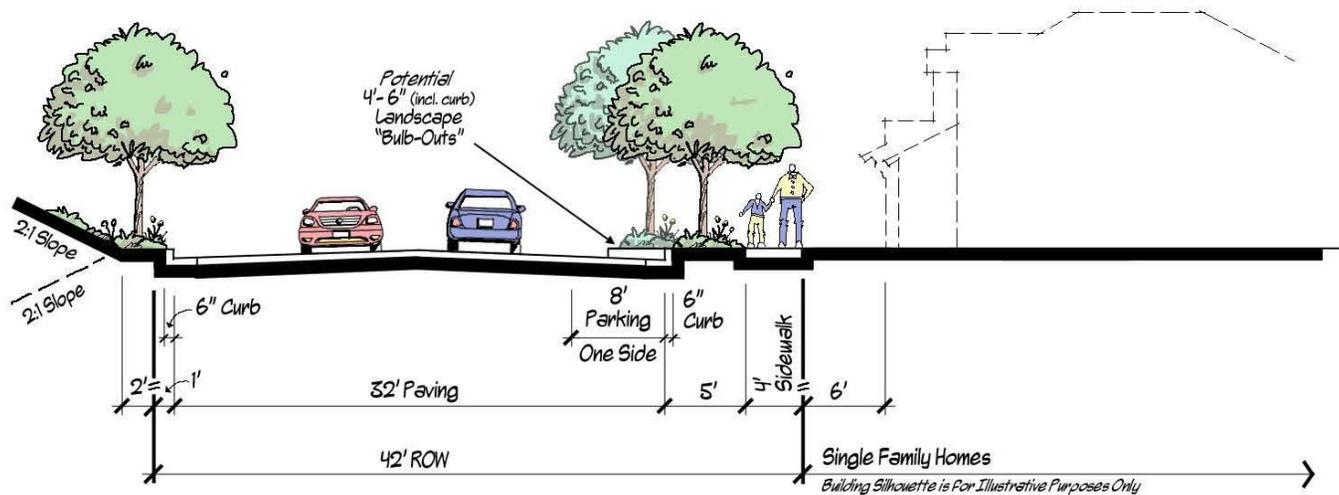


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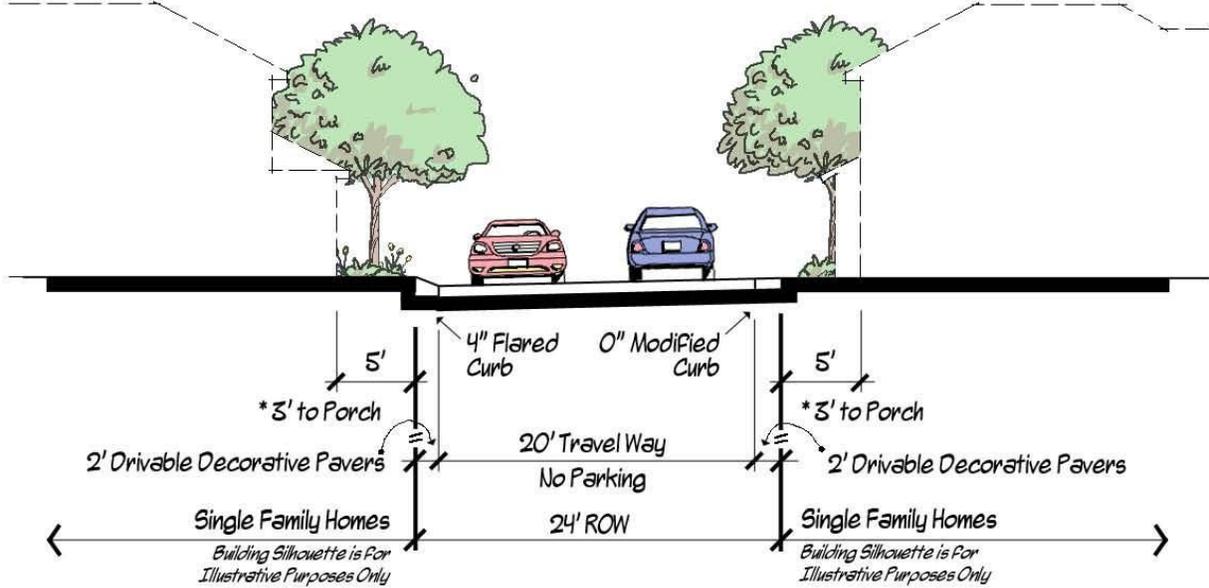
**Exhibit 4-6
Residential Street (54' ROW)**

42' Neighborhood Street Single Loaded Street



**Exhibit 4-7
Residential Street (42' ROW)**

24' Shared Alley



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**Exhibit 4-8
Shared Alley (24' ROW)**

4.4 ENHANCED PEDESTRIAN PATHWAY

As discussed above, the Portola South Planning Area is defined by its "Promenade" or "Loop" Street that is designed to support efficient vehicle, pedestrian, and bicycle use through the Project's neighborhoods, to the Project's parks, and between the Project entries. The Promenade Street supports an enhanced pedestrian pathway that connects the 5-acre Community Park and the Mixed Use site on the west with the multifamily and single family neighborhoods in the rest of the Planning Area.

The Project's enhanced pedestrian pathway begins at the Project's boundary with the Portola Hills Community to the north along the east side of Saddleback Ranch Road. This pathway is an eight-foot-wide paved sidewalk along the east side of Saddleback Ranch Road. The pathway ties in to the Aliso Serrano Riding & Hiking Trail at the Glenn Ranch Road/Saddleback Ranch Road intersection and the crosswalk into the Portola Center Planning Area. Inside the Portola South Planning Area, the pathway transitions down to a 6-foot-wide pathway. The pathway connects to the Mixed Use Center and, leaving the Mixed Use Center, meanders along the north side of Promenade Street ("A" Street) until it reaches the Project's Central Park and Community Recreation Center. The pathway crosses over "B" Street, meanders through the Central Park, and continues up the east side of "B" Street until it reaches the eastern Project entrance and Glenn Ranch Road. It continues across Glenn Ranch Road, reconnecting with the Aliso Serrano Trail, and continues into the neighborhood park just inside the Portola Northeast Planning Area.

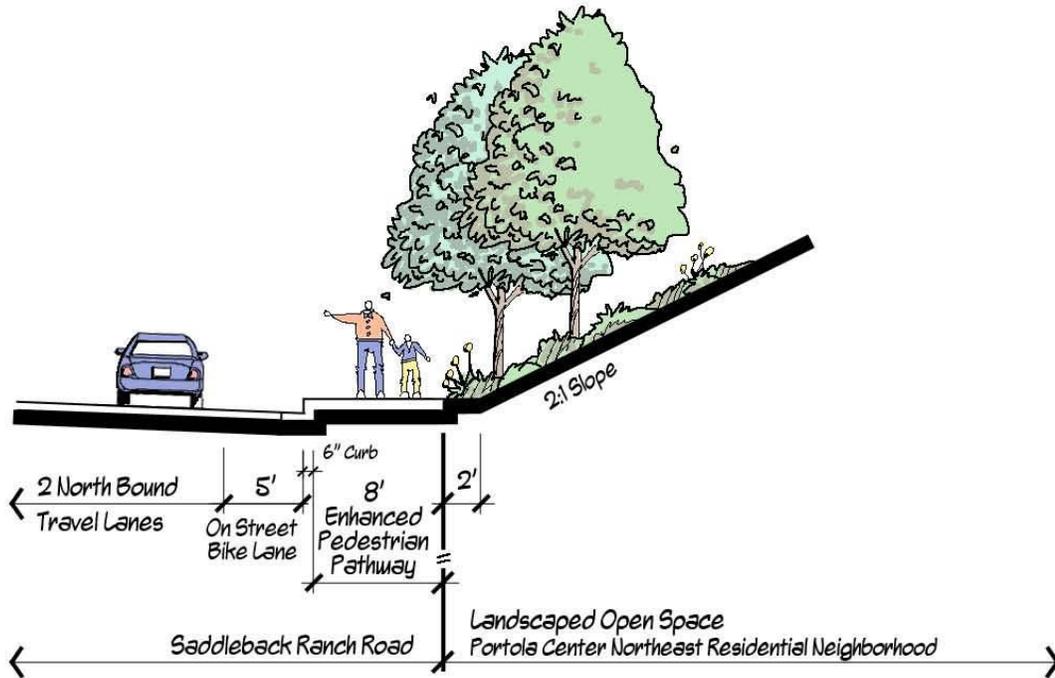
The Project's enhanced pedestrian pathway provides a connection from the neighborhoods of Portola Hills and the regional trails for the area with the park facilities, the Mixed Use Center, and the neighborhoods and trail system of Portola Center. Exhibit 4-9 below shows the layout of the Enhanced Pedestrian Pathway in the Project and Exhibits 4-10 through 4-12 below show typical cross-sections of the pathway along the east side of Saddleback Ranch Road, as it meanders along the Project's Promenade Street ("A" Street) and through the Central Park.



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Exhibit 4-9
Enhanced Pedestrian Pathway

Enhanced Pedestrian Pathway along Saddleback Ranch Road

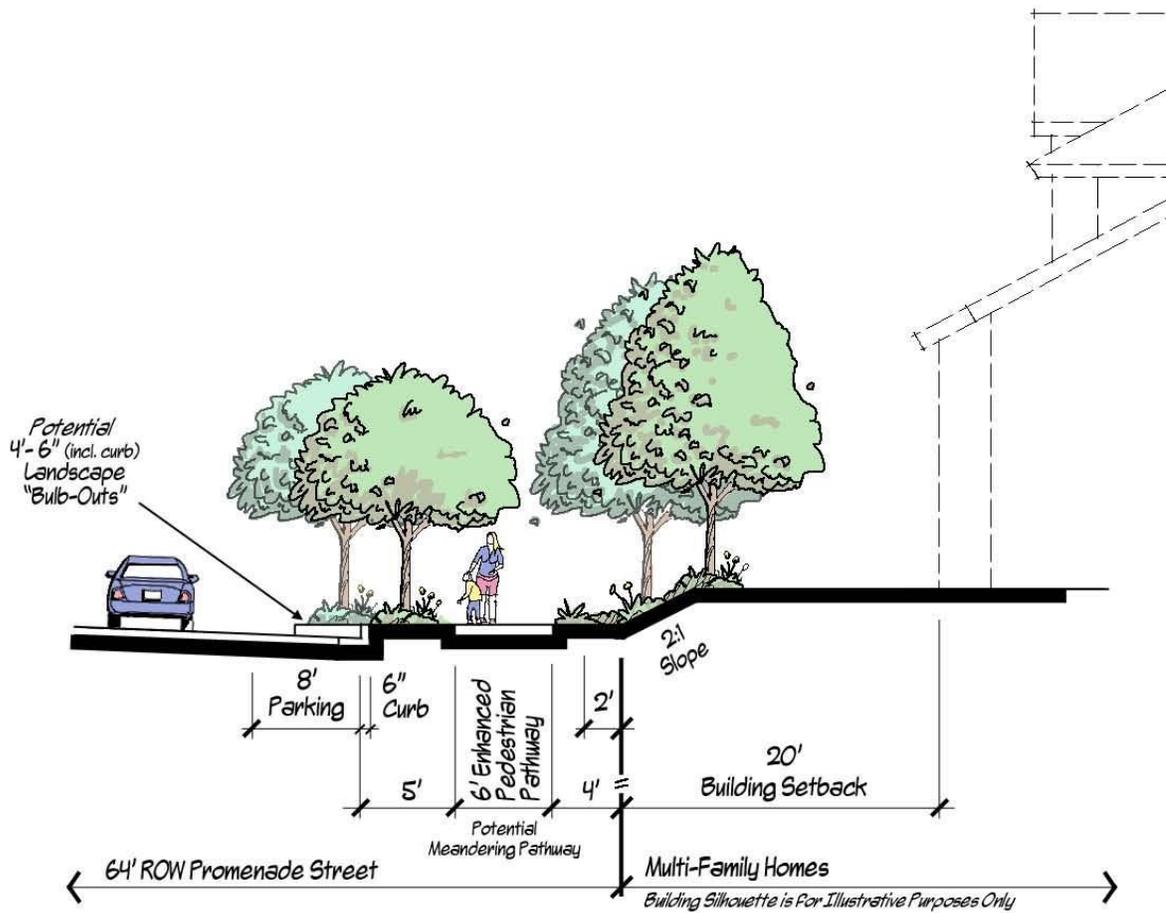


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Exhibit 4-10
Enhanced Pedestrian Pathway (East Side of Saddleback Ranch Road)

Enhanced Pedestrian Pathway along Multi-Family Homes

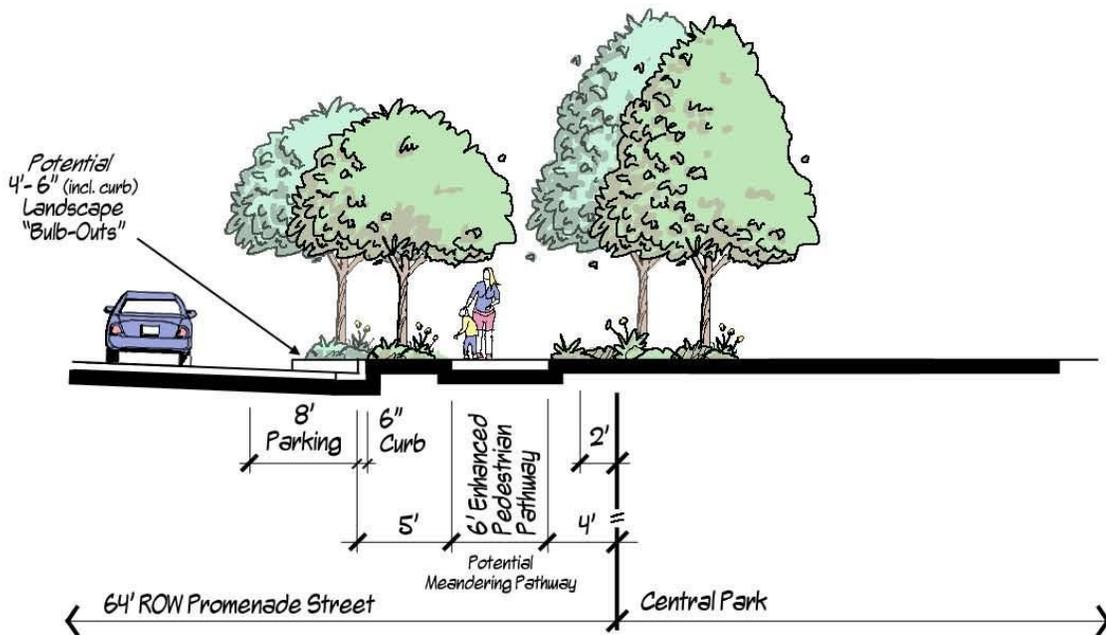


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Exhibit 4-11
Enhanced Pedestrian Pathway (Along Multi-Family Neighborhood)

Enhanced Pedestrian Pathway along Portola Center "Central Park"



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**Exhibit 4-12
Enhanced Pedestrian Pathway (Along Central Park)**