



Project Update: Alternatives Exploration

Planning Commission

19 May 2025

SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES



Current 2007 Creek District Specific Plan



Design Exploration Starting Points

Stormwater



Land Use



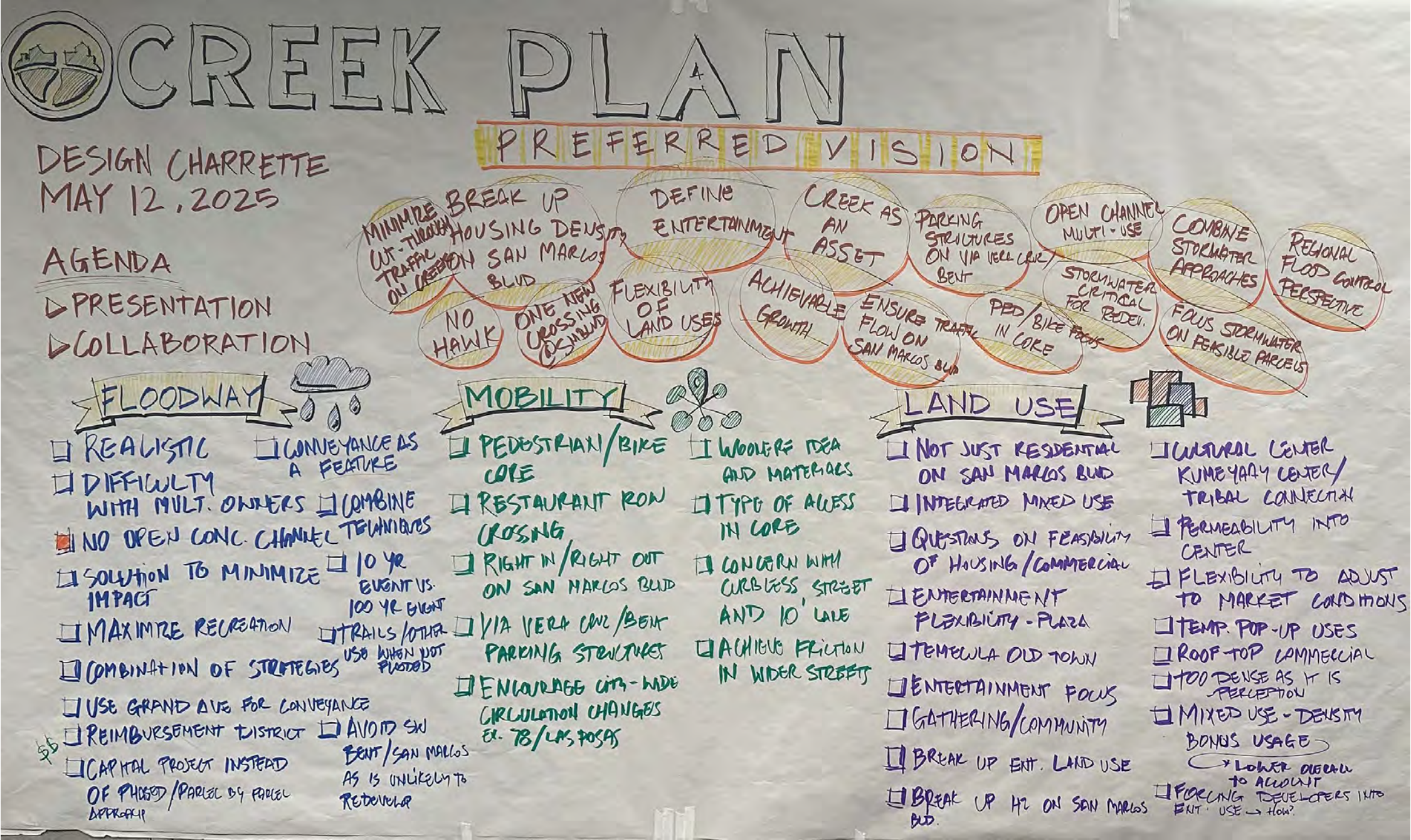
Mobility



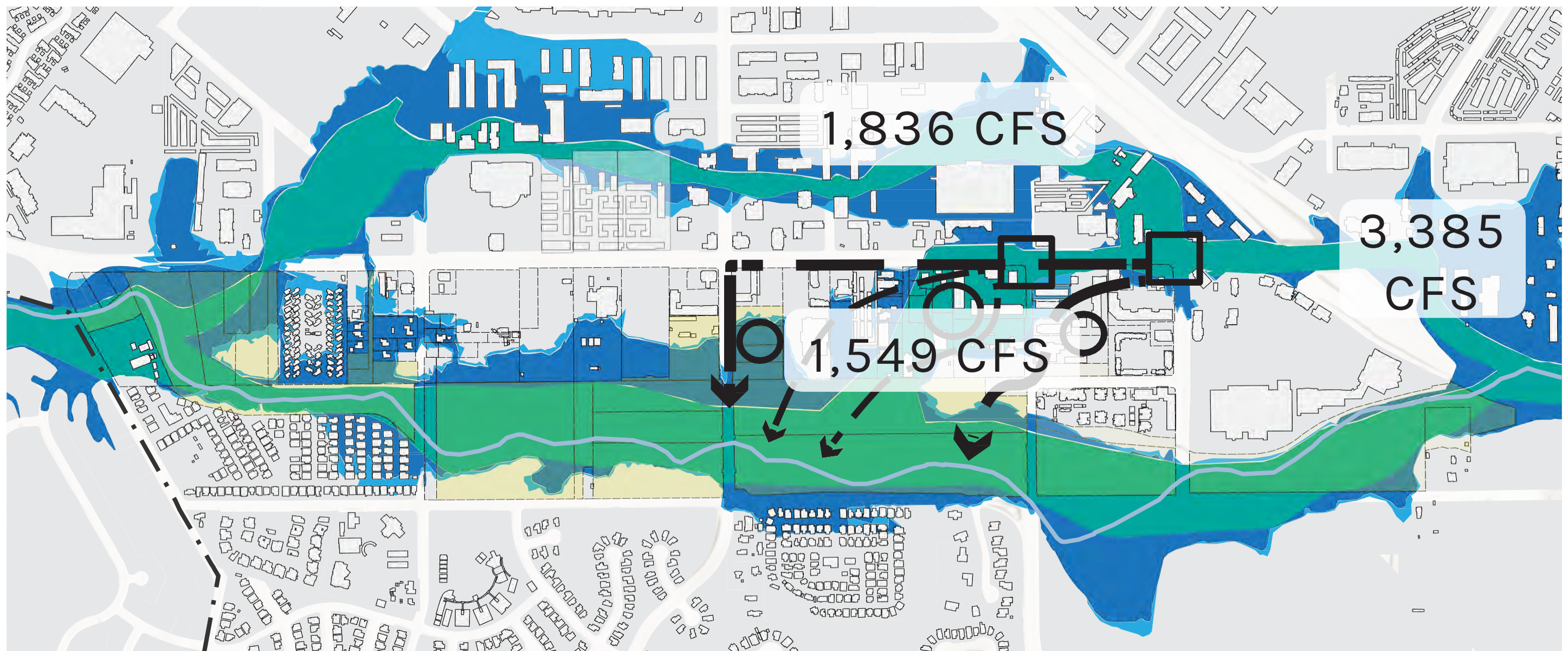
Goals:

1. Provide summary of alternatives analysis process
2. Review emerging preferred alternatives

All City Staff Alternatives Charrette



Stormwater/Flooding

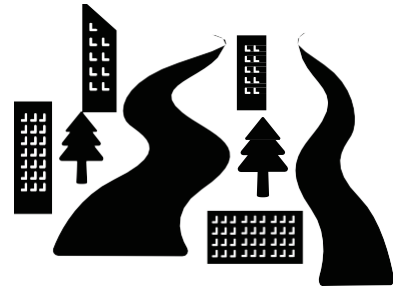


1. Two critical points along San Marcos Blvd. at Grand and Bent
2. Need to move water (1,549 CFS) from these points to the Creek

*Note: CFS based on FINAL LOCATION HYDRAULIC STUDY FOR VIA VERA CRUZ & BENT AVENUE BRIDGE CROSSINGS AT SAN MARCOS CREEK; Rick Engineering; November 2017

Stormwater/Flooding

Open Flow Channel(s)



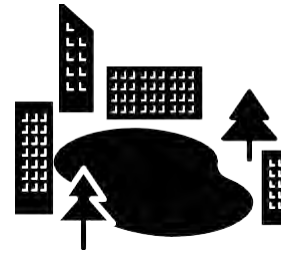
Pros

- Habitat & environment corridors/connections
- Green Infrastructure/nature-based
- Permeability
- Creates multiple co-benefits

Cons

- How relates to feasibility for individual development projects/parcels?

Catch Basin(s)



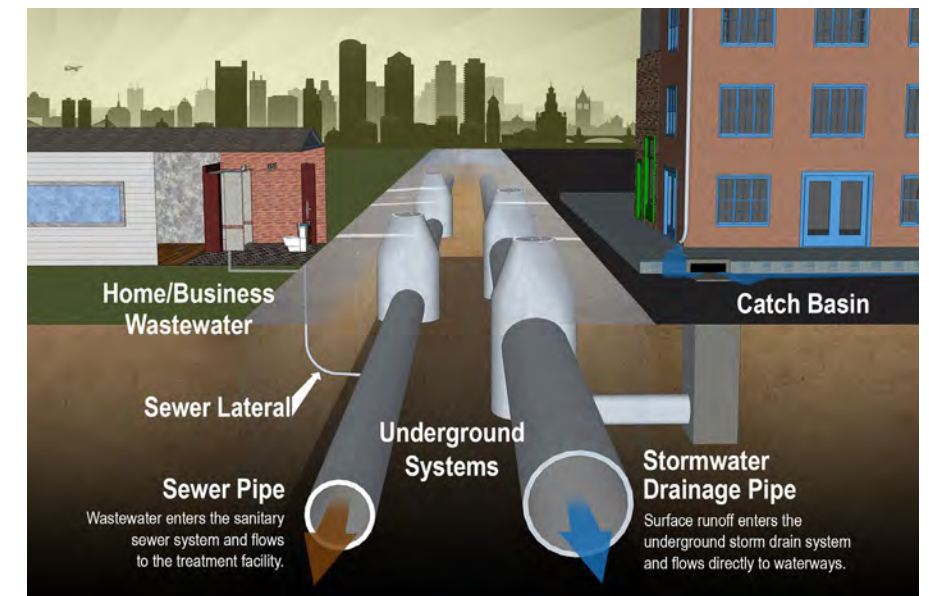
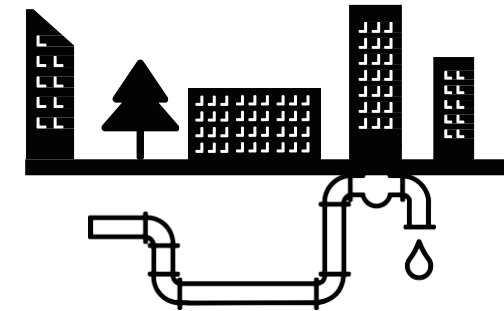
Pros

- Can be used for multiple purposes
- Can be a focal point of a development

Cons

- Too large of area required to adequately address water capture during storm events
- Only complementary to open flow channel

Underground System



Pros

- Efficient use of land/space
- Most understood approach by developers

Cons

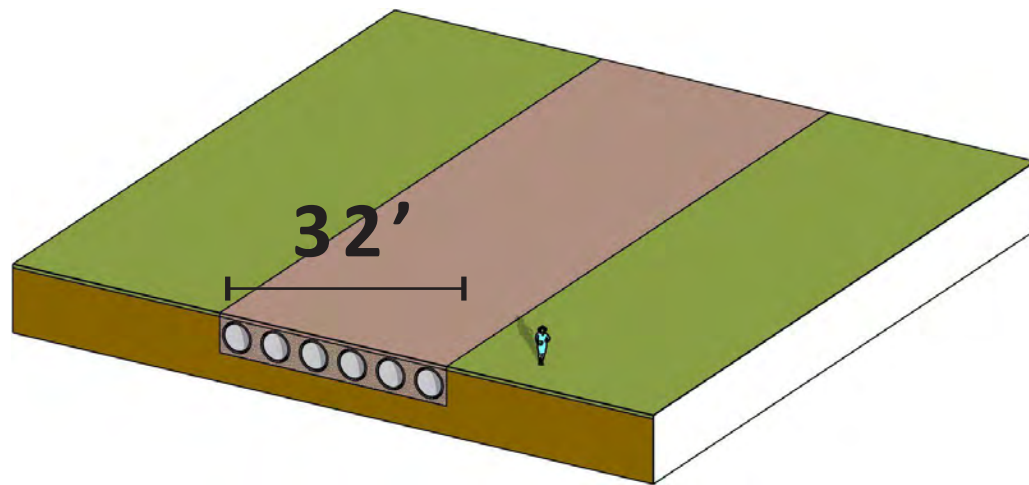
- Lowest cost/benefit trade-off
- Highest requirement for grey infrastructure
- Potential issues to access
- Least sustainable

Stormwater/Flooding Feasible Sizing Options

Assumptions:

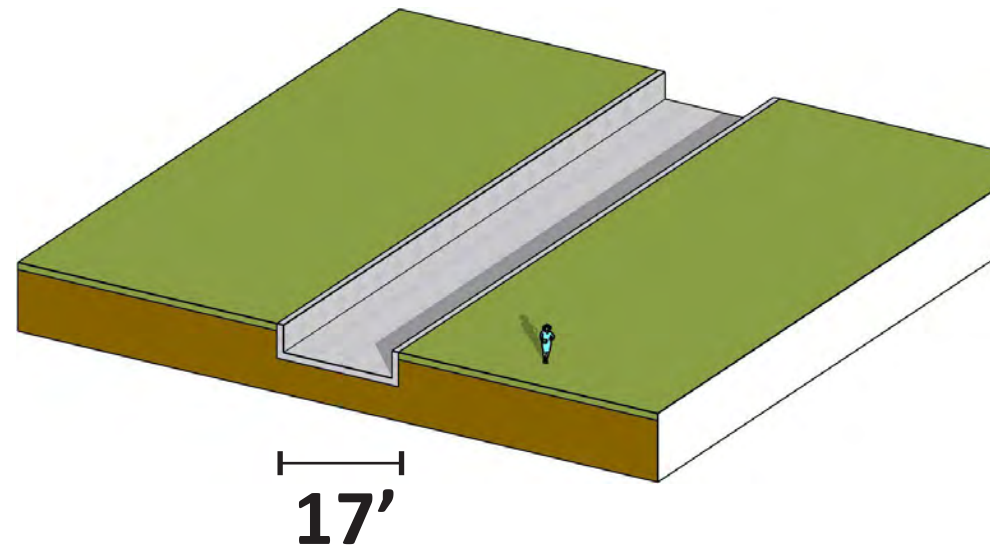
- San Marcos Blvd to Creek = 0.5% gradient (1,000' distance, 10' change in topography)

48" Pipes



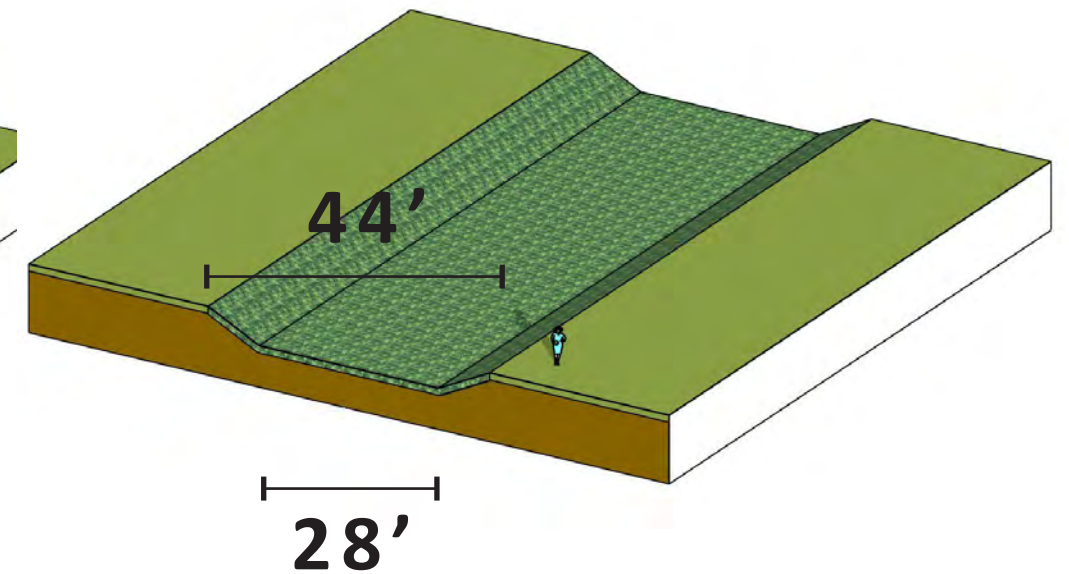
- Six (6) 48" pipes
- Minimum 5' depth

Rectangle: Concrete



- Vertical concrete wall
- 4' depth

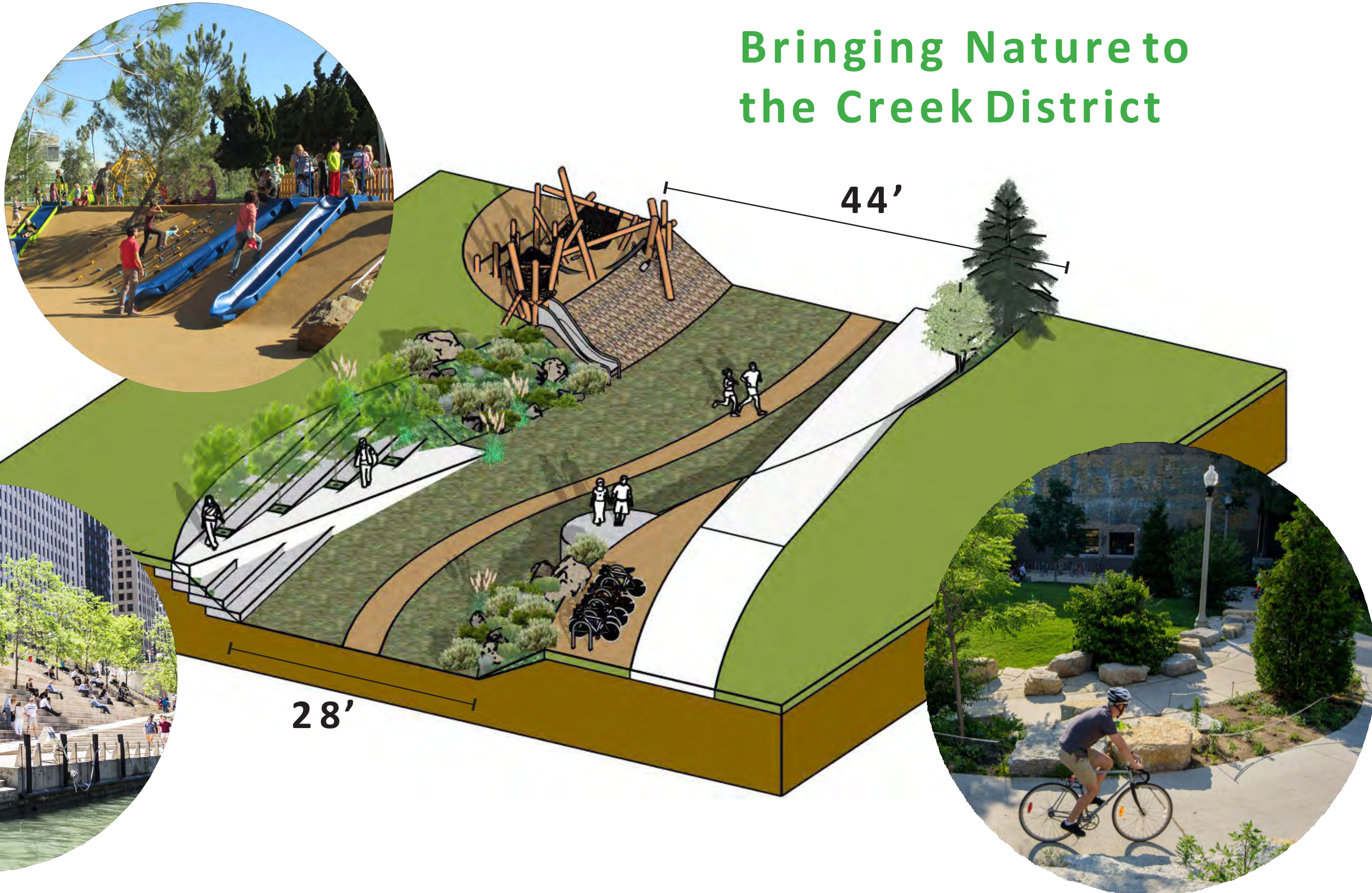
Trapezoid: Natural



- 2:1 natural landscape slope
- 4' depth

Stormwater/Flooding Preferred Design Approach

Bringing Nature to
the Creek District



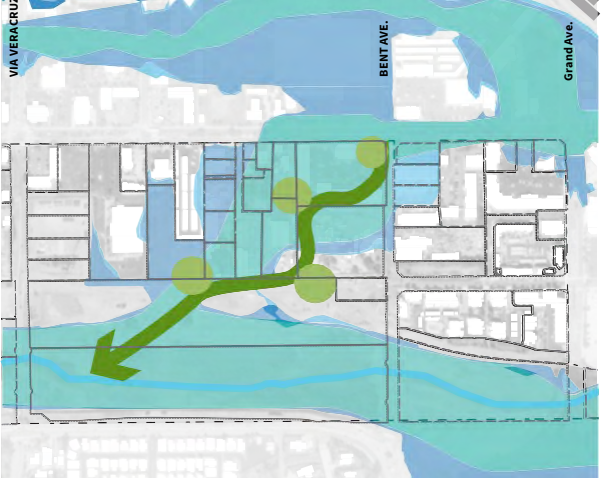
Stormwater/Flooding Preferred Approach



Concept A



Concept B

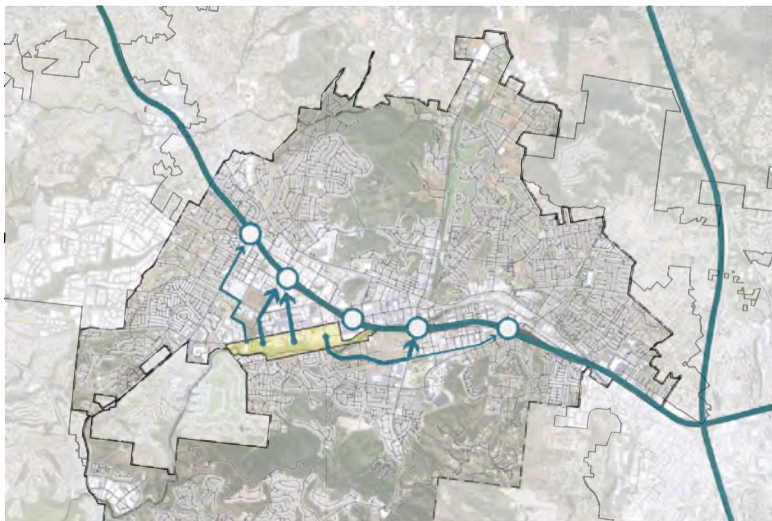


Concept C

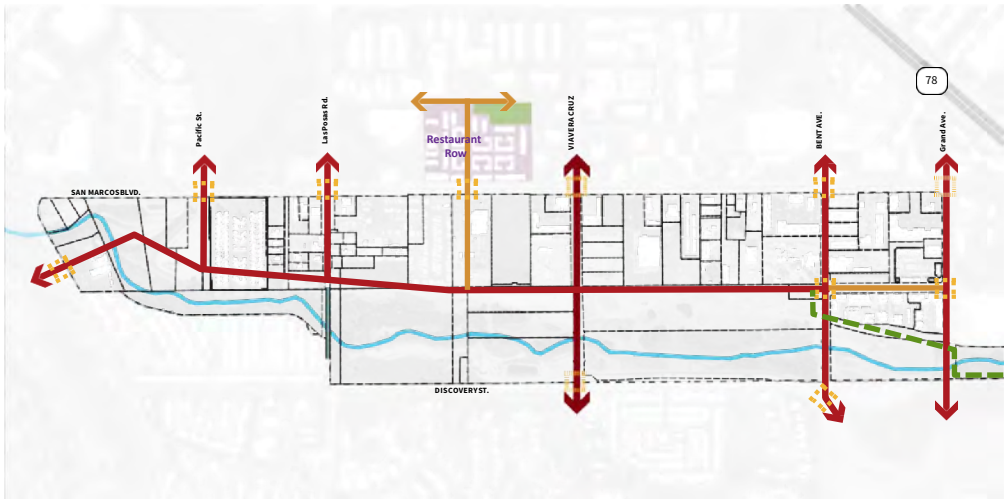


Transportation

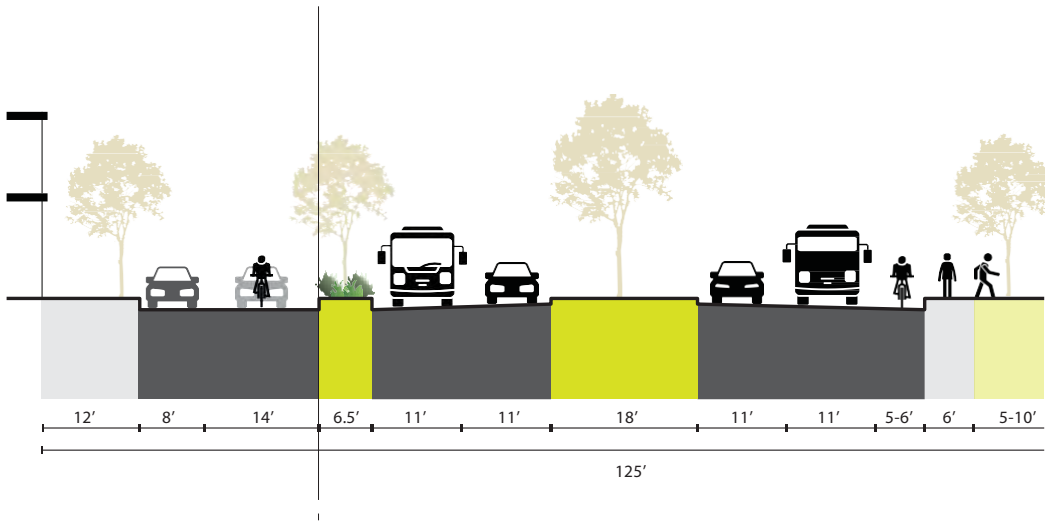
City Networks



Internal Network

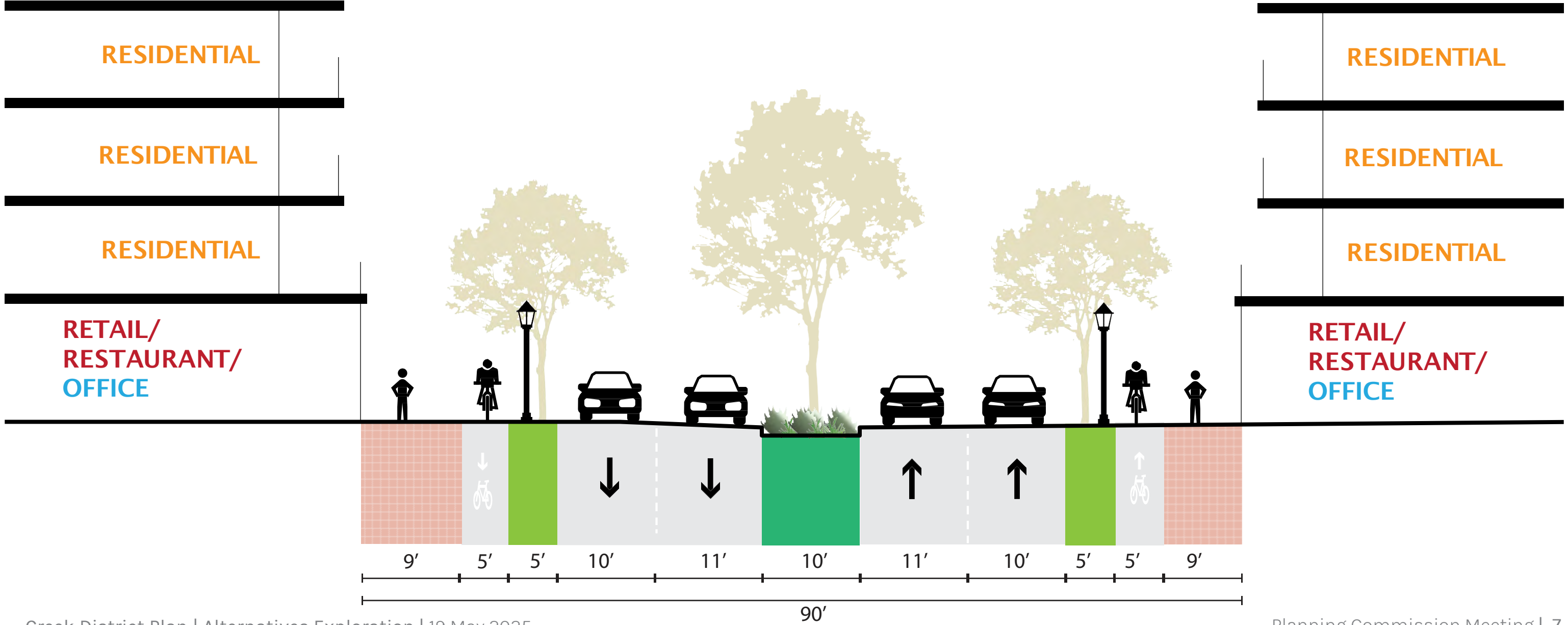


San Marcos Blvd.



Interior Street Types

Via Vera Cruz



Interior Street Types

Via Vera Cruz

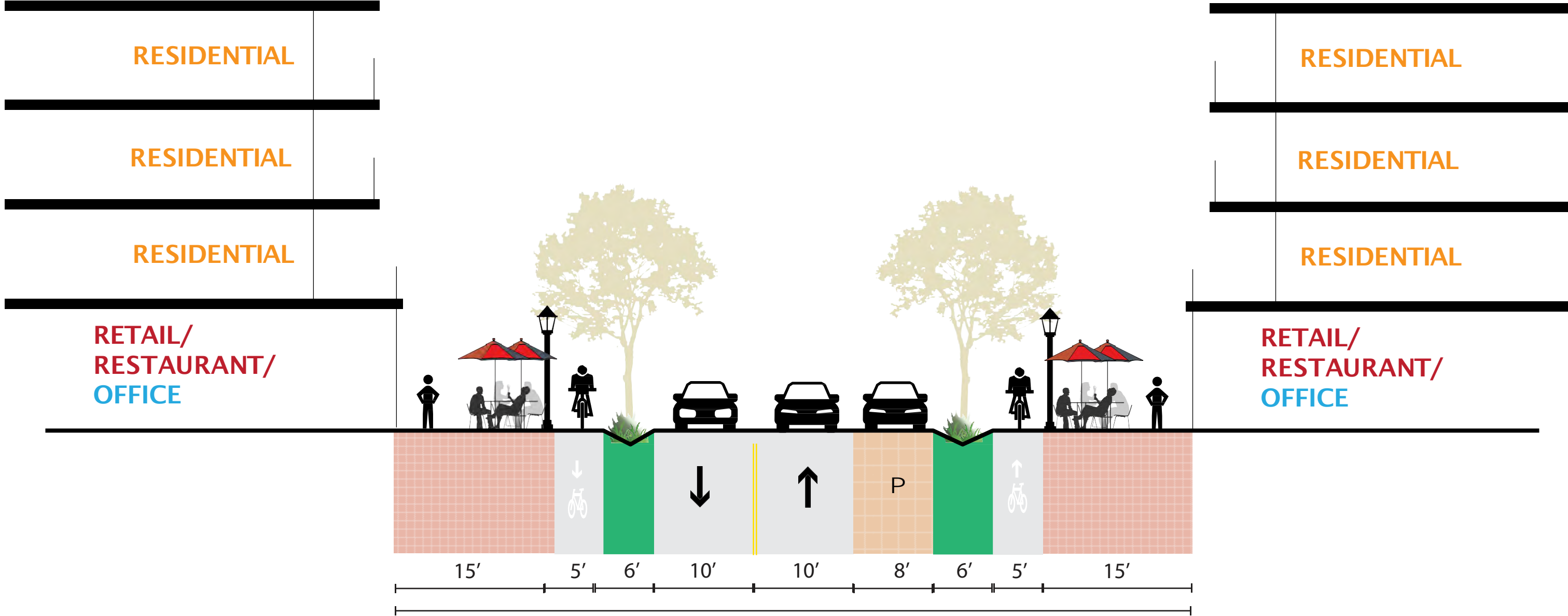


- Plan Area Boundary
- Creek



Interior Street Types

Protected Bicycle Street



Interior Street Types

Protected Bicycle Street

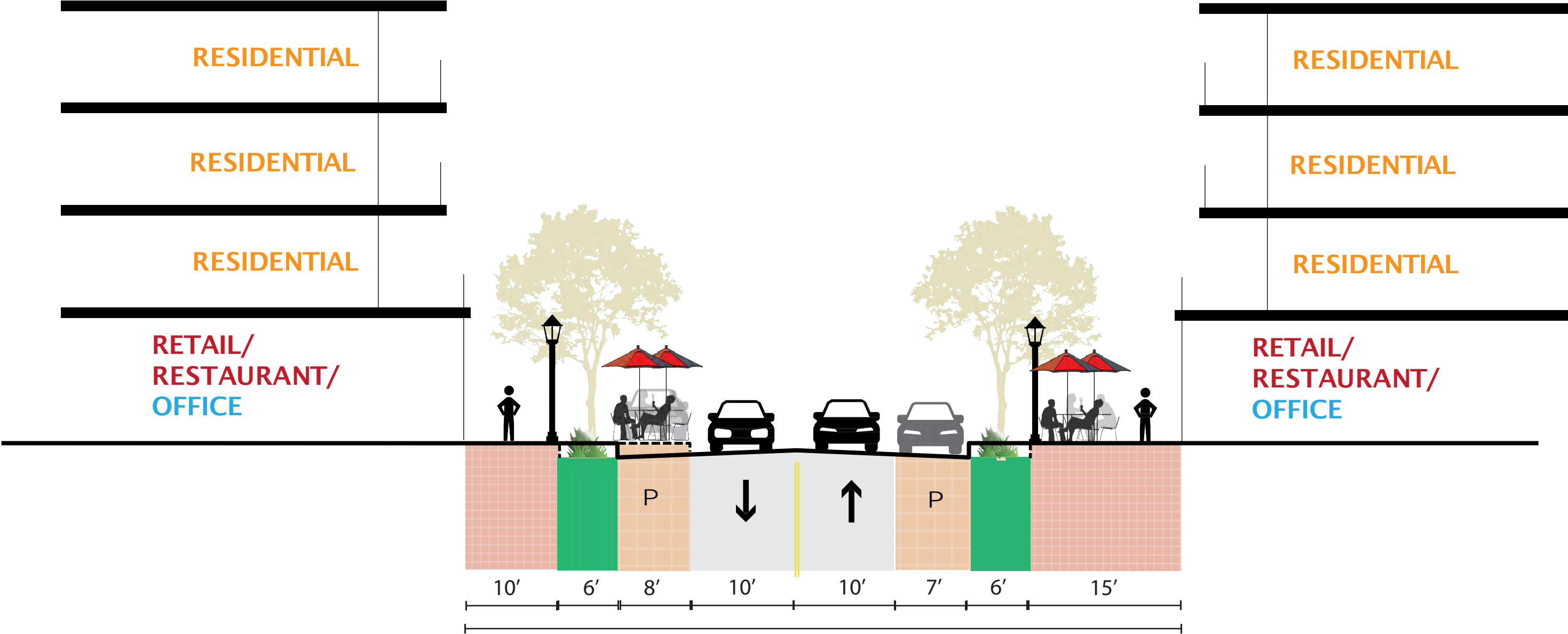


----- Plan Area Boundary
Creek



Interior Street Types

Pedestrian Street



Interior Street Types

Pedestrian Street

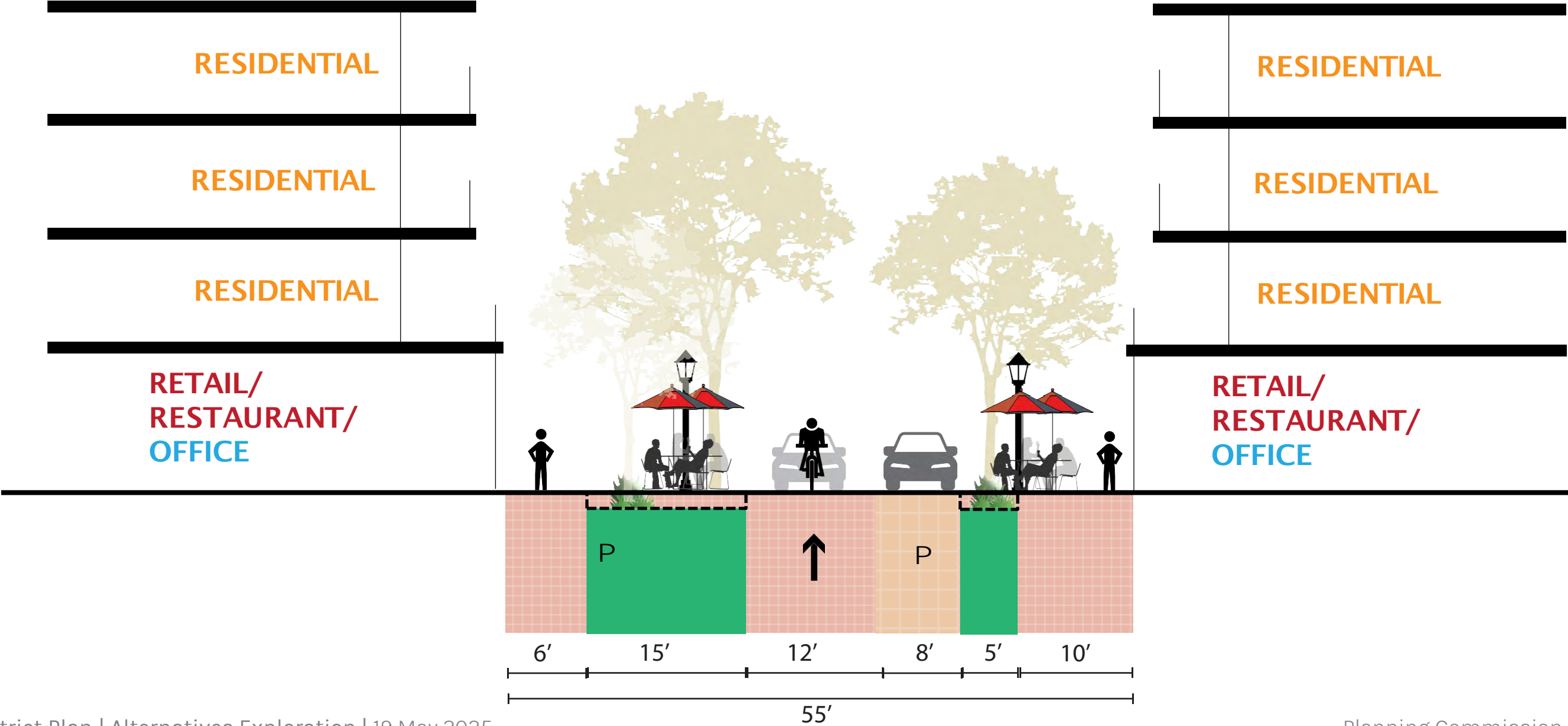


----- Plan Area Boundary
Creek



Interior Street Types

Shared Rolled/Curbless Street



Shared Rolled/Curbless Street

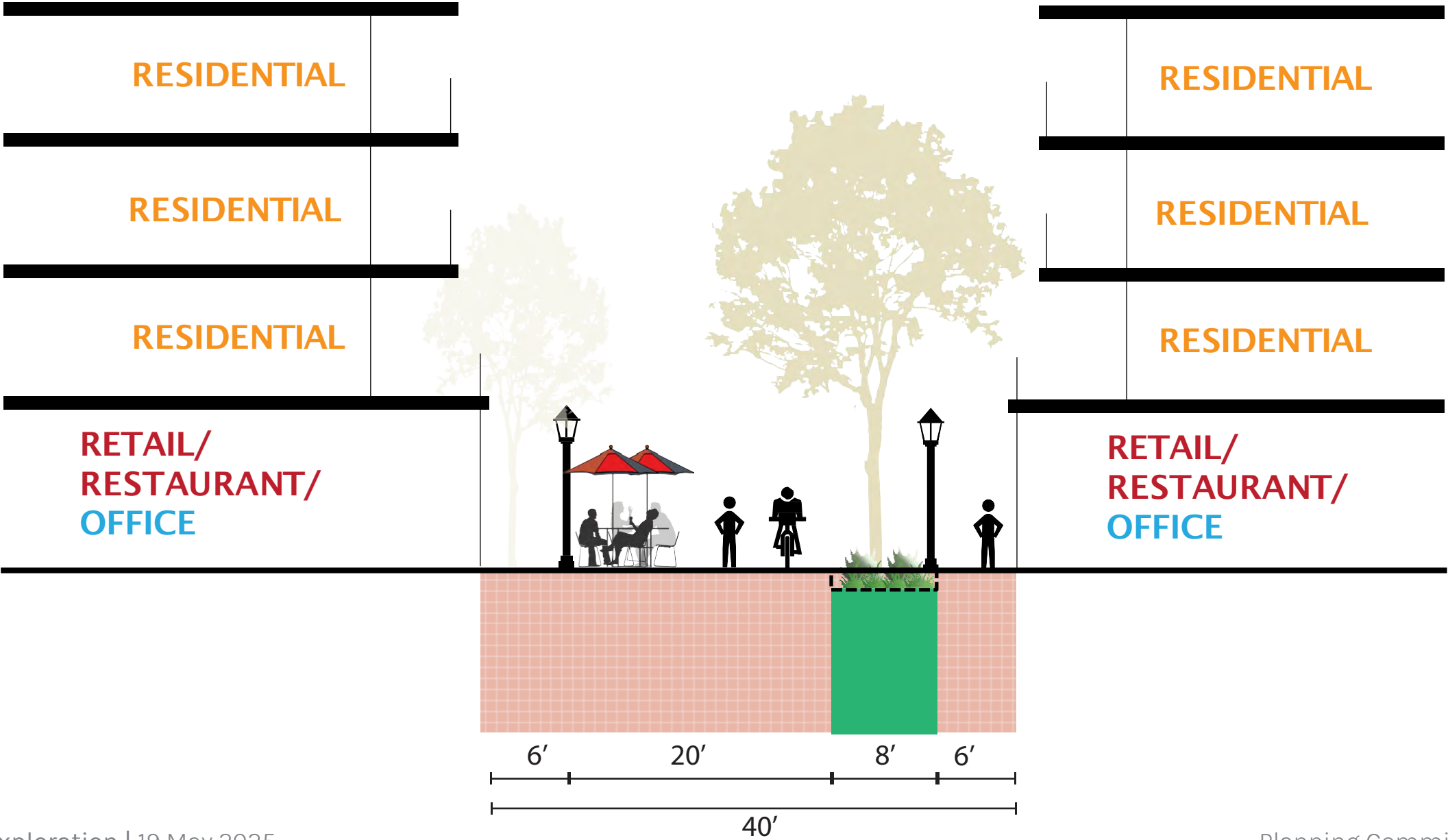


- Plan Area Boundary
 Creek



Interior Street Types

Pedestrian Paseo



Interior Street Types

Pedestrian Paseo



- Plan Area Boundary
- Creek



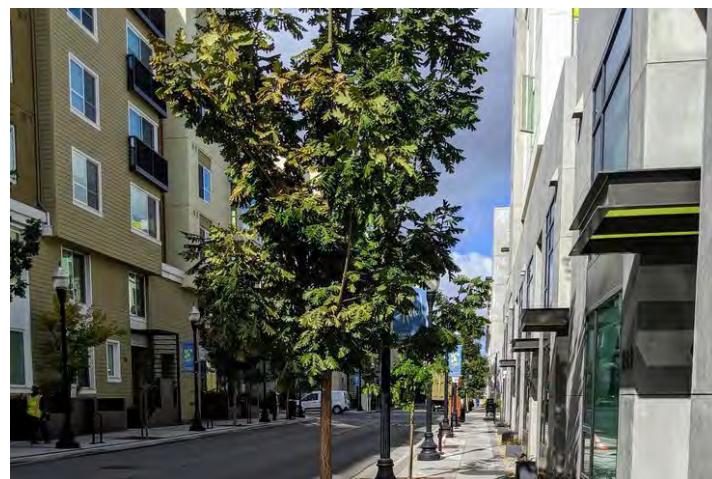
Internal Network: Internal local streets

Assumptions:

- Existing private streets to be dedicated to City upon private redevelopment
- Internal local network will be made up of existing private streets and additional future streets
- Internal local network can remain flexible
 1. Existing private streets can move
 2. Location of new streets
- Conceptual internal local network set after determining SM Blvd condition and district access

Goals:

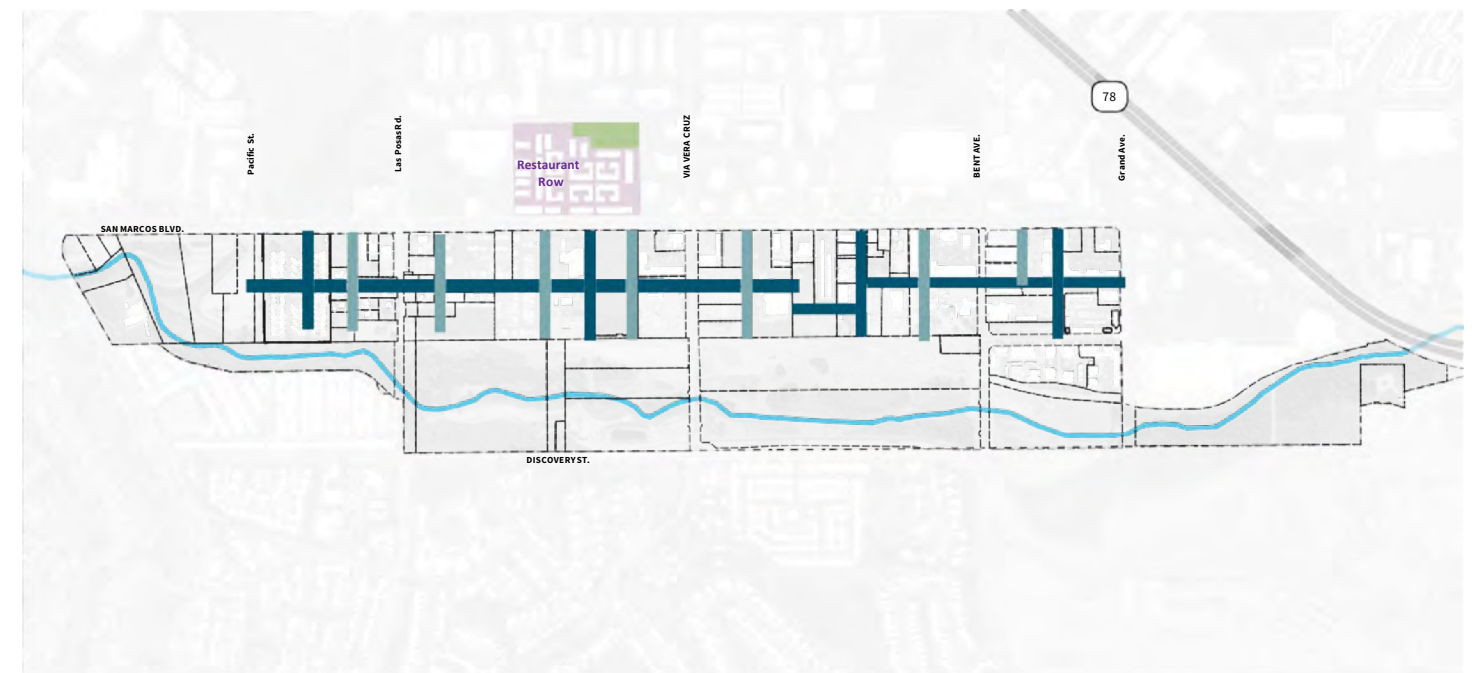
- Maximum speed limit ~15mph
- Utilize curbless or ~3" rolled curb designs



Existing Private Streets

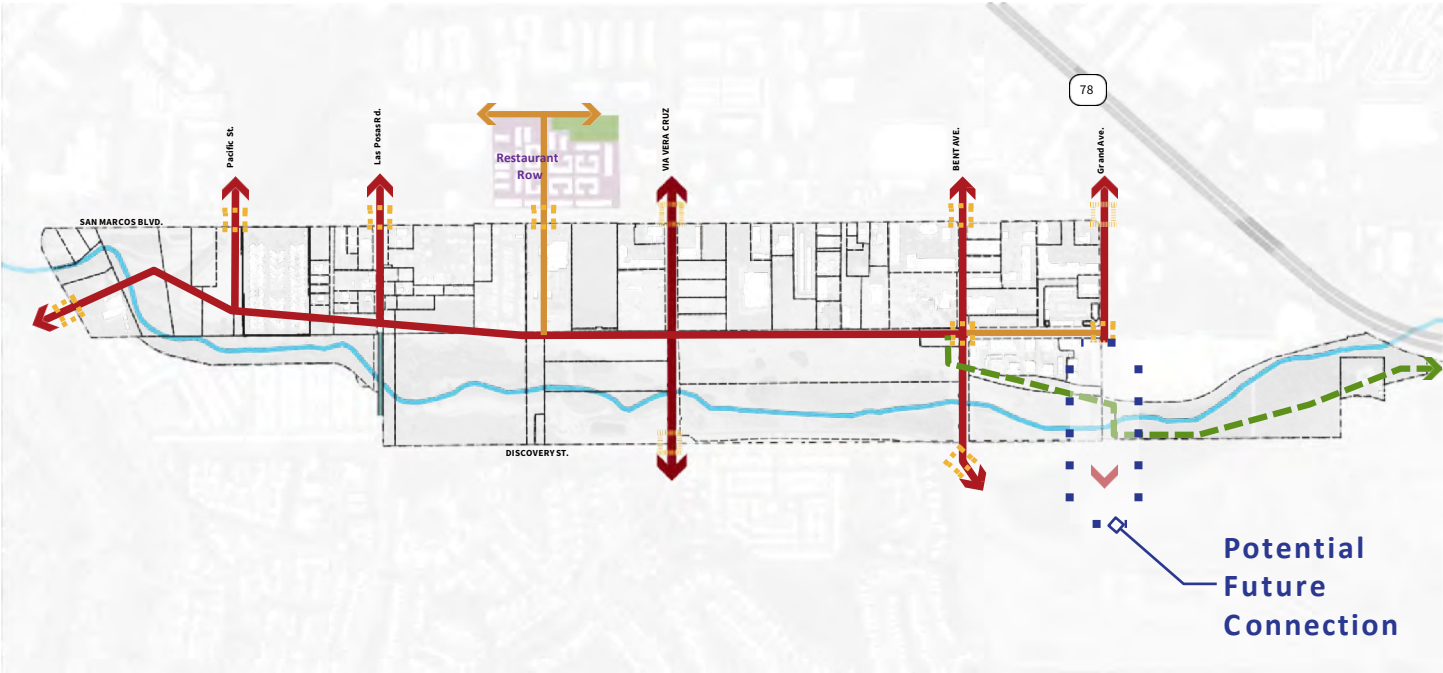


Potential Internal Local Network

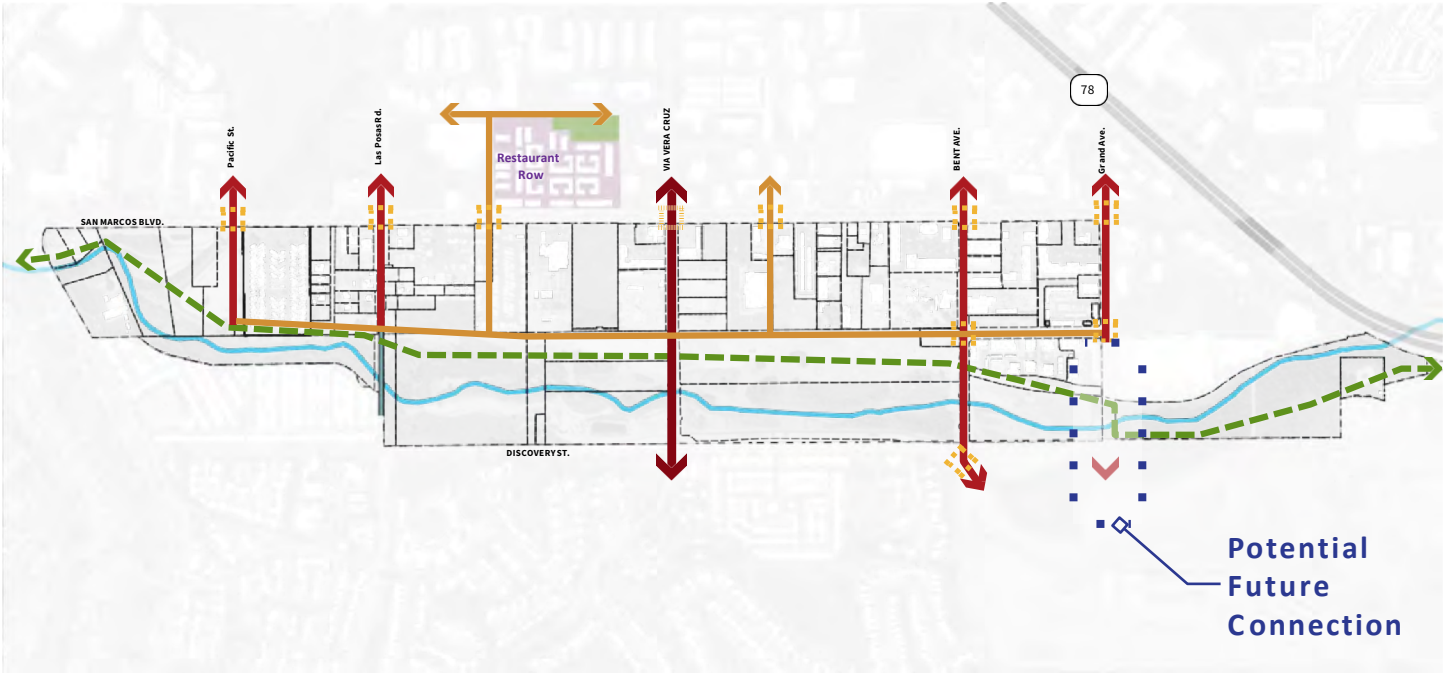


Internal Network: SM Crossings and District Access

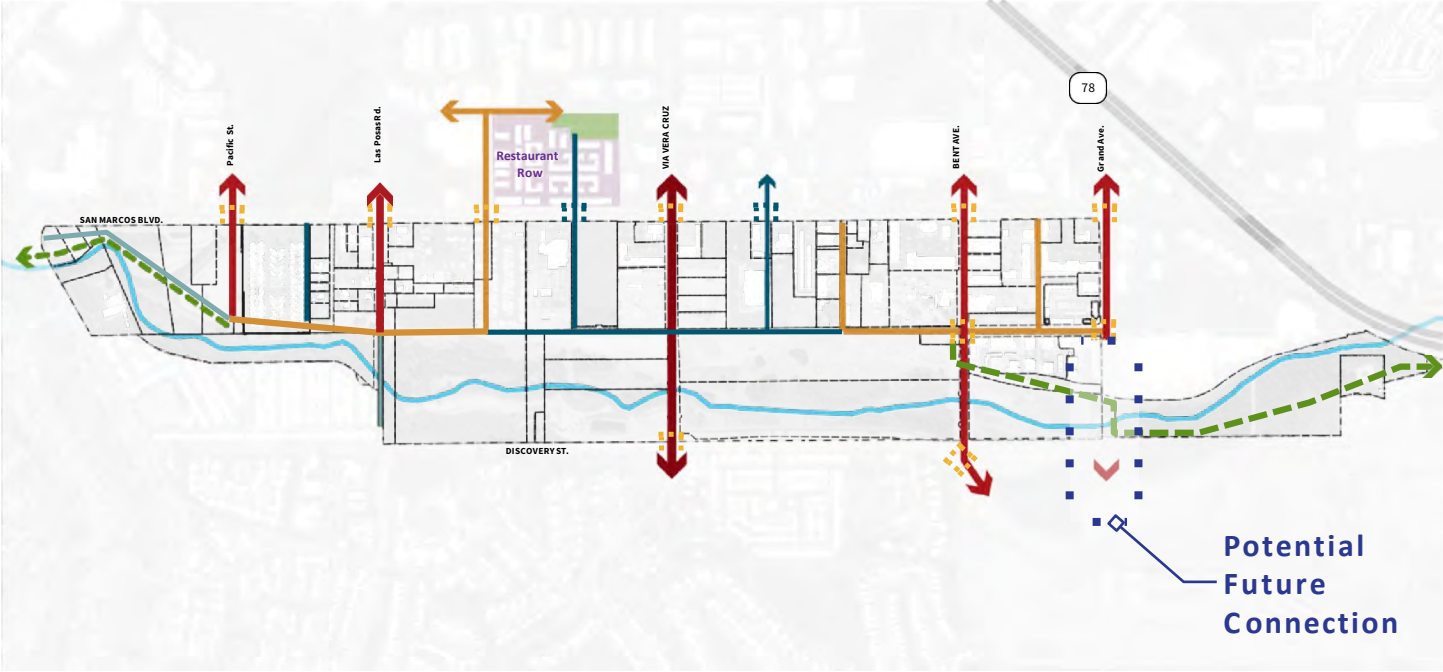
Minimal SM Blvd. Crossings



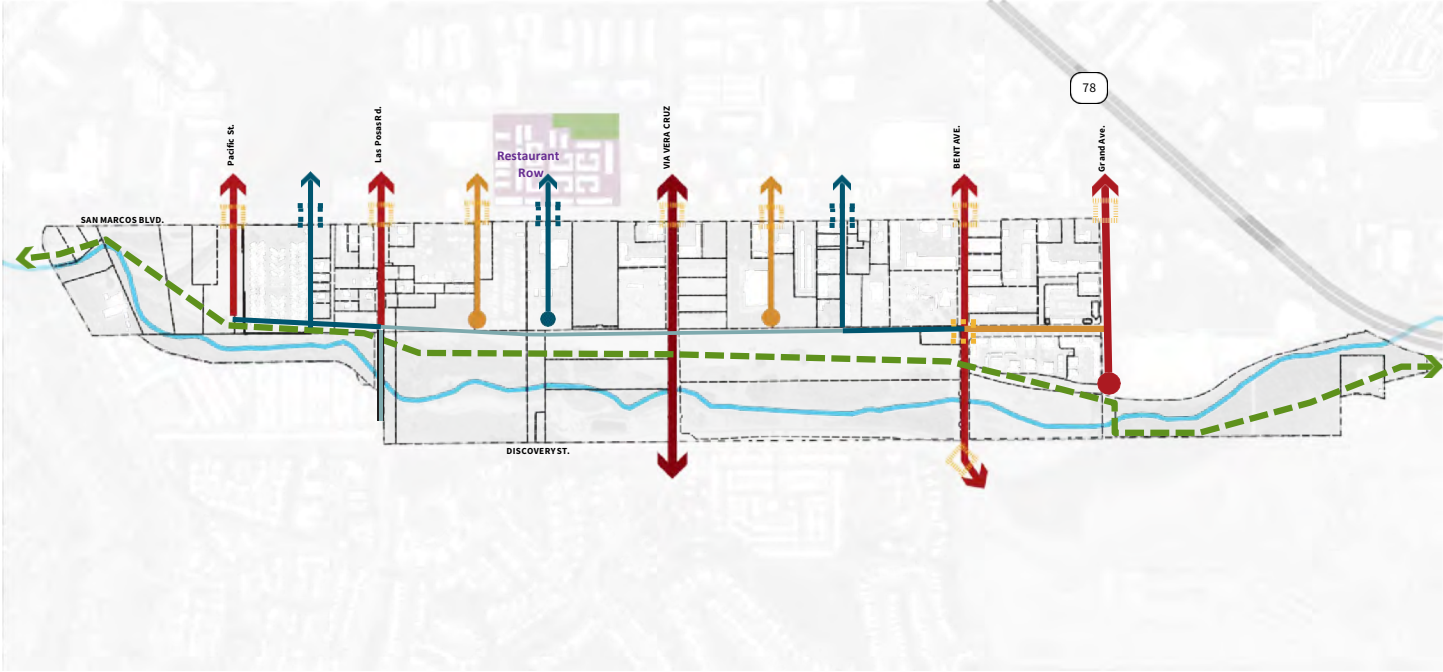
Creek Front Shared Street



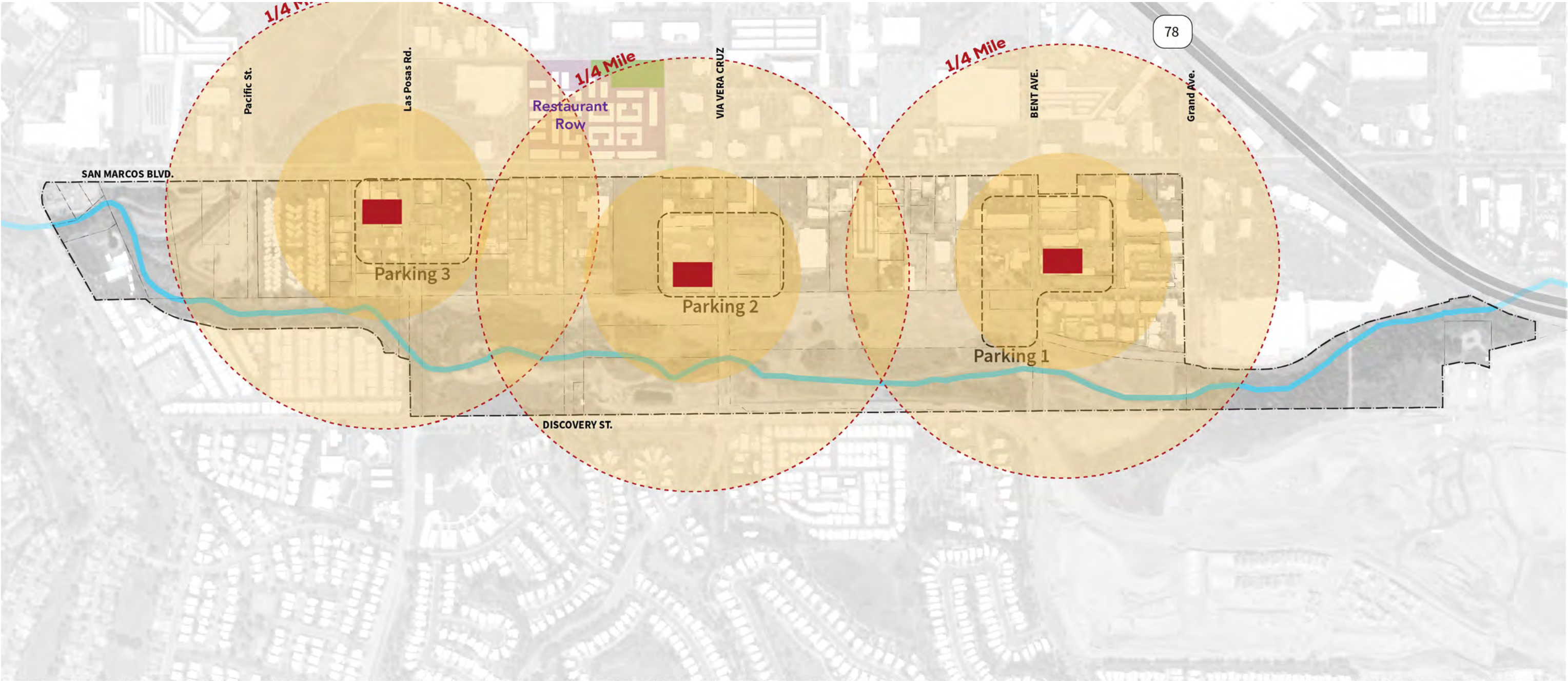
Creek Pedestrian Promenade



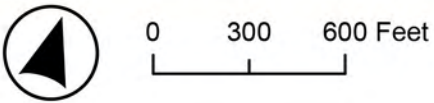
Frequent SM Blvd. Crossings



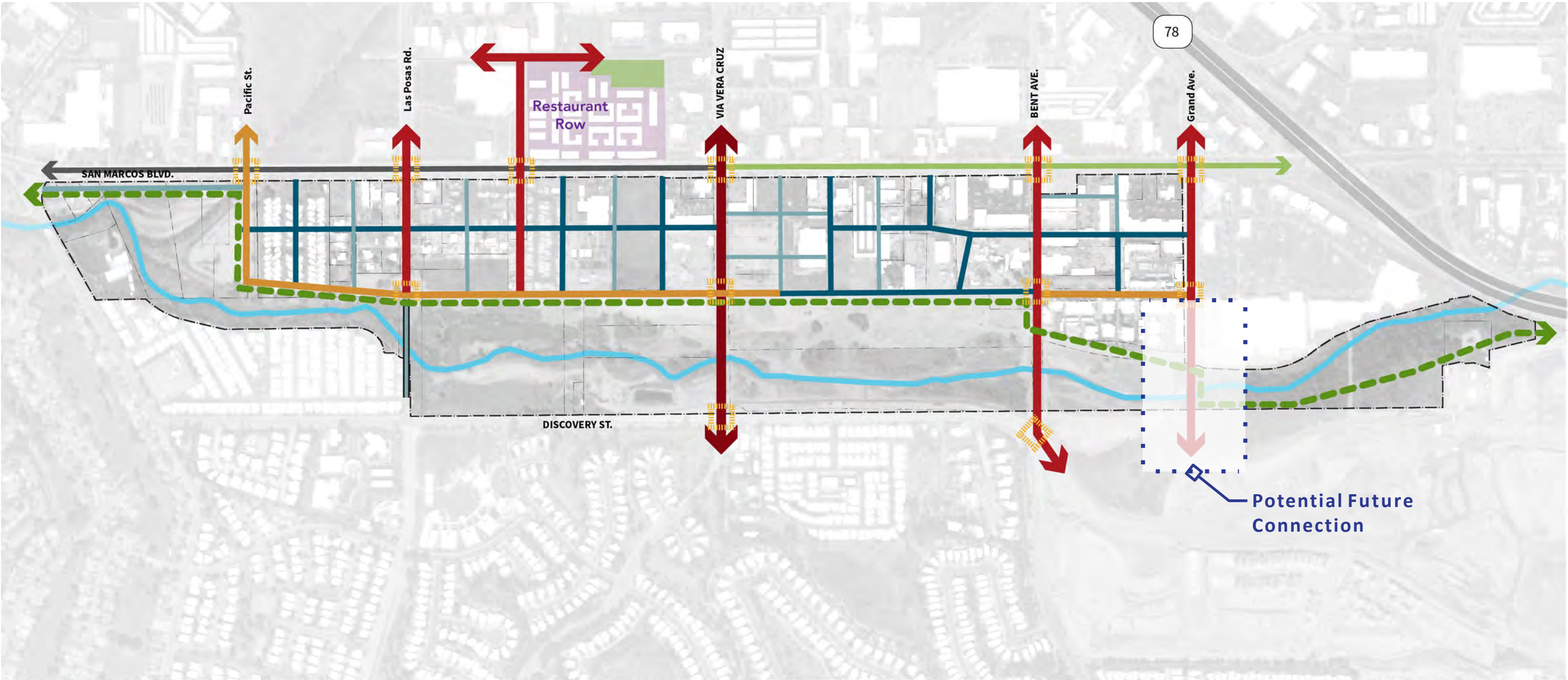
Parking: Preferred Public Park-Once Areas



- Plan Area Boundary
- Creek



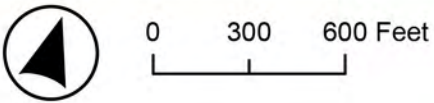
Mobility: Preferred Network



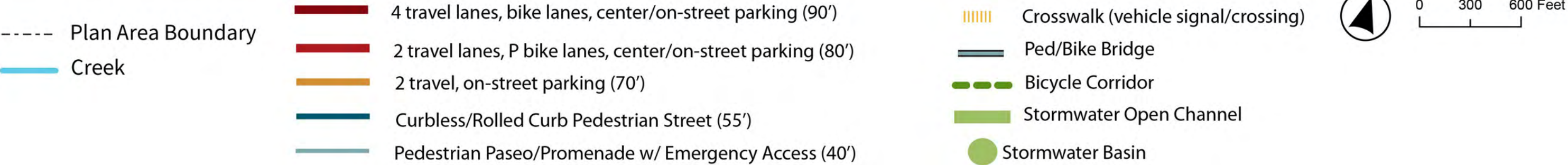
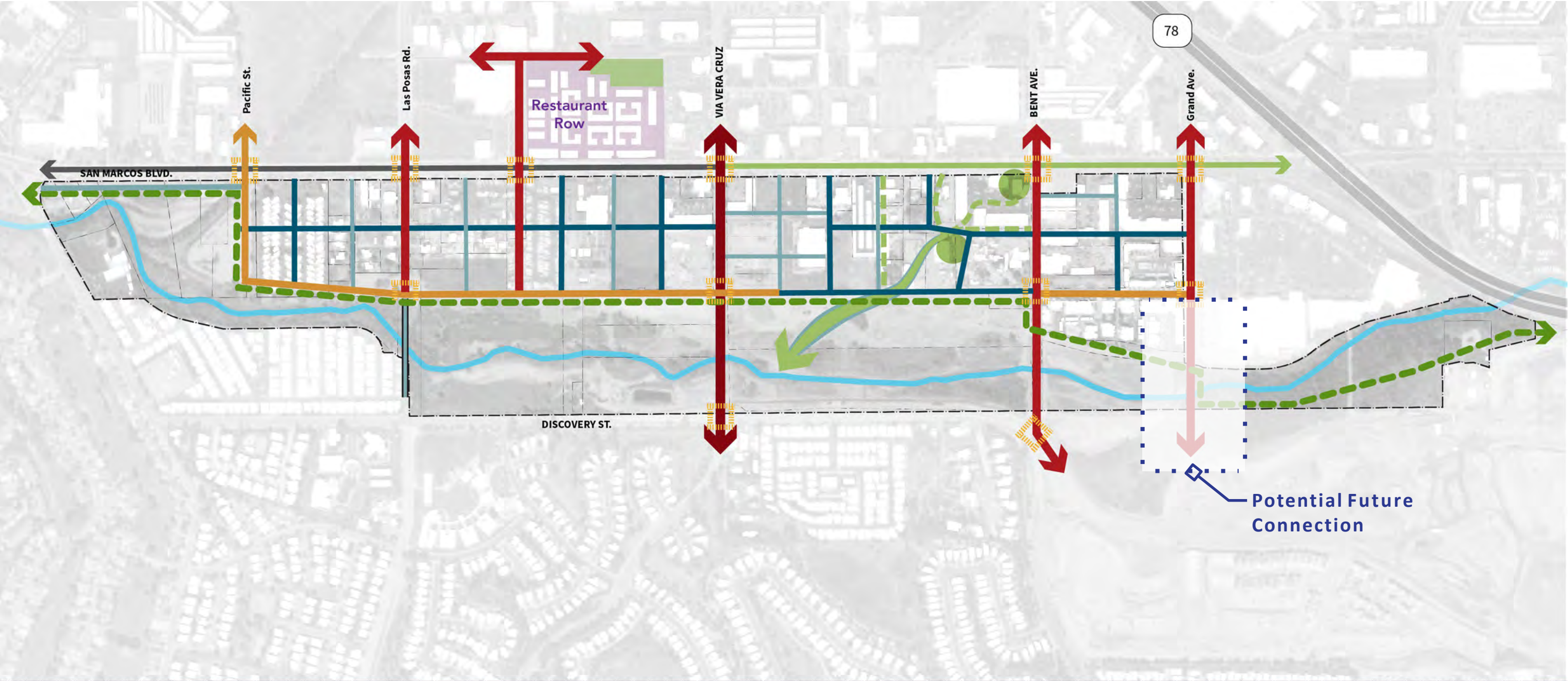
----- Plan Area Boundary
 — Creek

- 4 travel lanes, bike lanes, center/on-street parking (90')
- 2 travel lanes, P bike lanes, center/on-street parking (80')
- 2 travel, on-street parking (70')
- Curbless/Rolled Curb Pedestrian Street (55')
- Pedestrian Paseo/Promenade w/ Emergency Access (40')

- Crosswalk (vehicle signal/crossing)
- Ped/Bike Bridge
- Bicycle Corridor

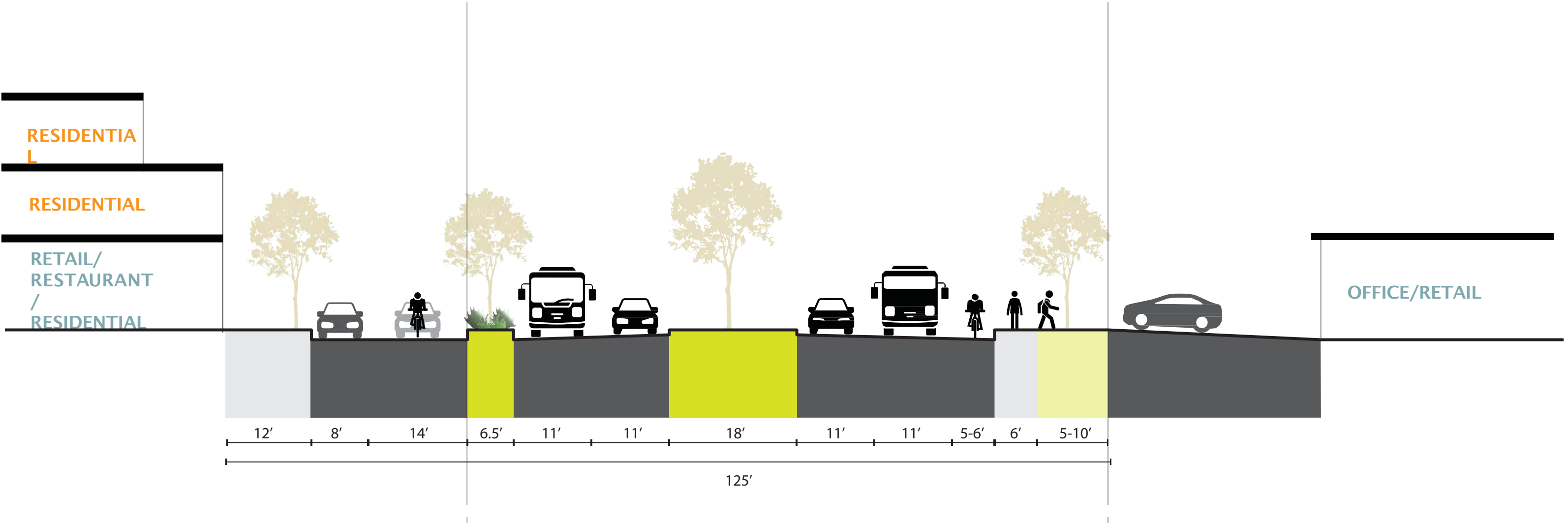


Mobility and Stormwater: Preferred Network



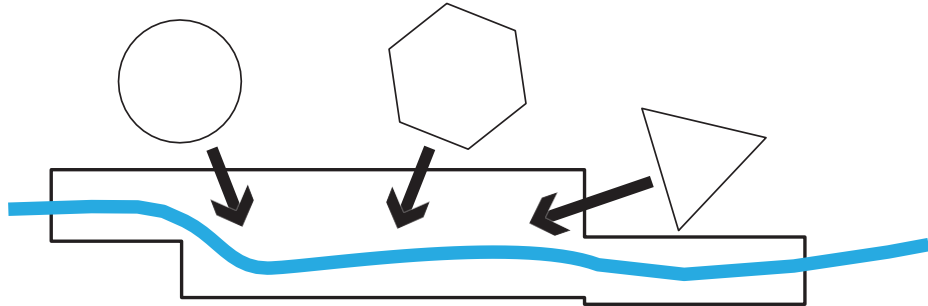
San Marcos Blvd: Existing

- 1. Desired ROW for San Marcos Blvd.?
- 2. Different ROW for East/West of Via Vera Cruz?

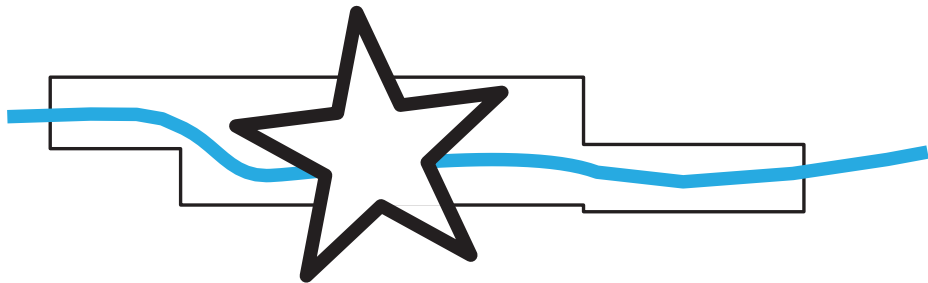


Land Use

Respond to Existing Uses



New Arts and Culture District



Stormwater Feasibility



Place Types

Housing 1

includes mix of uses



Housing 2

includes mix of uses



Housing 3

includes mix of uses



Commercial



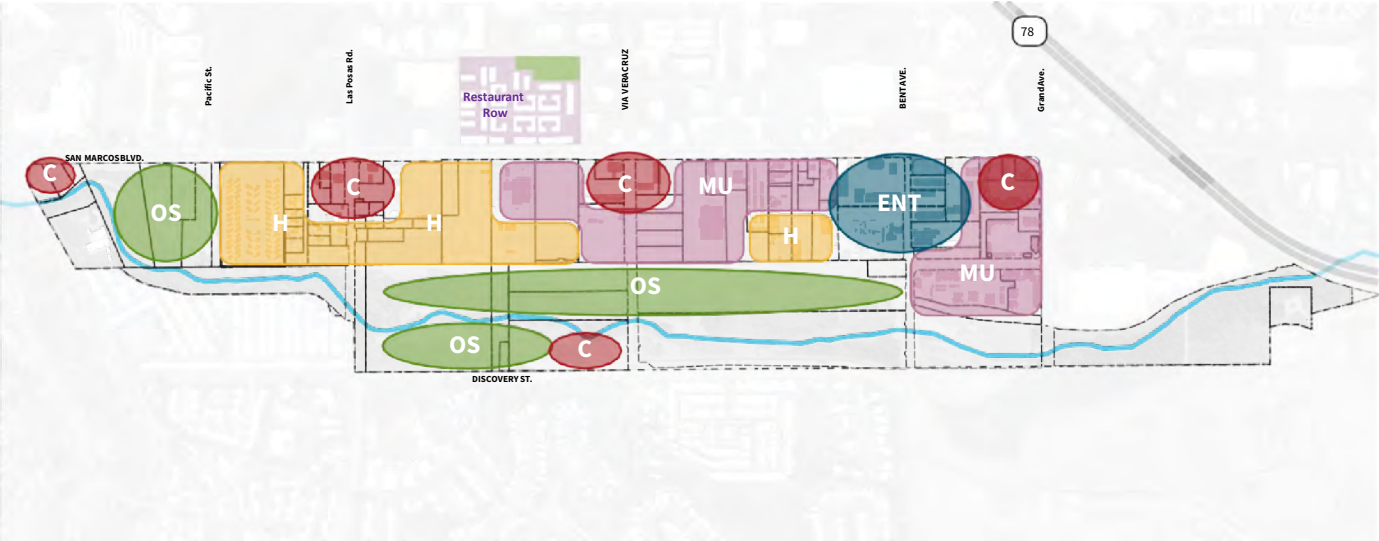
Arts and Culture



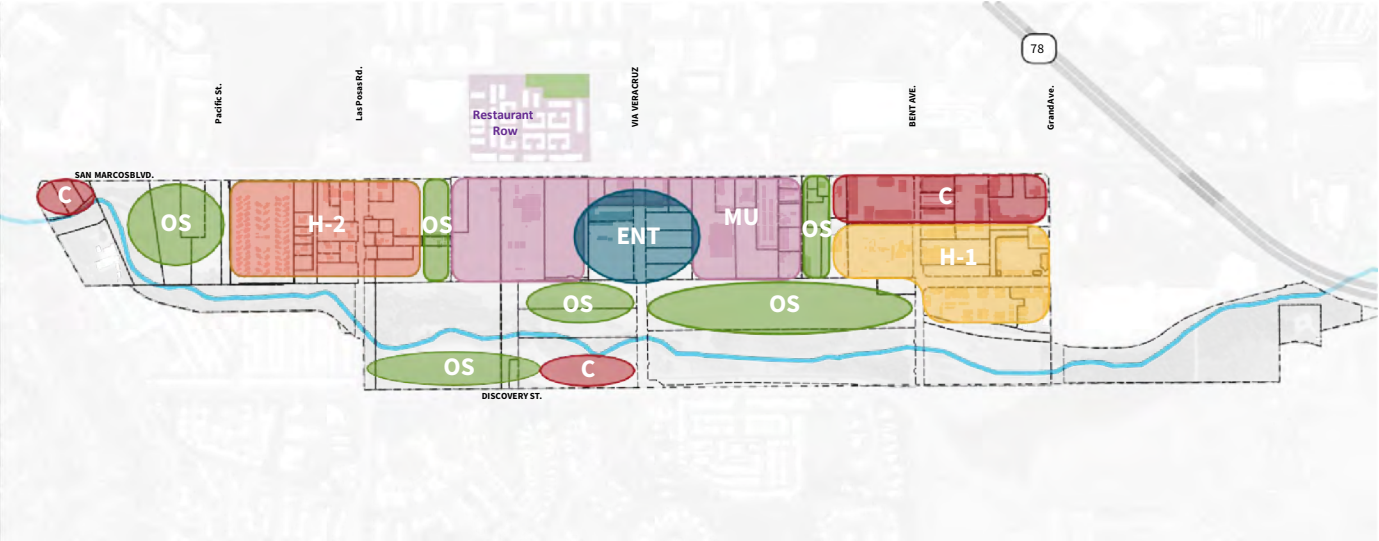
Open Space



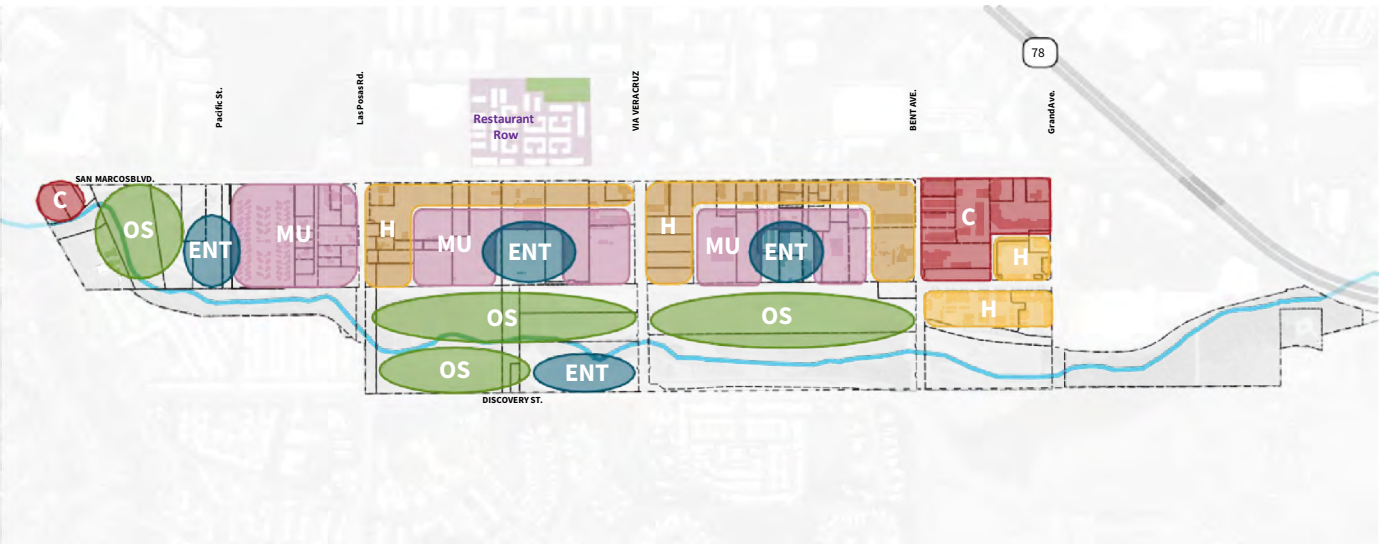
Option A - Commercial Nodes



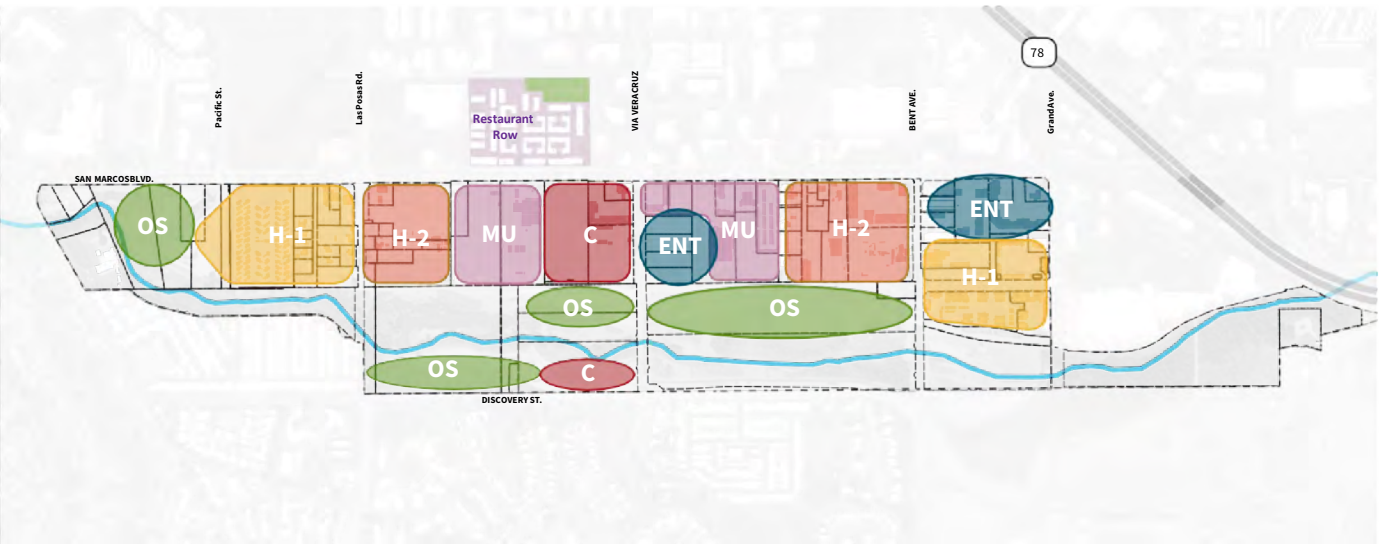
Option D - Arts and Culture Center



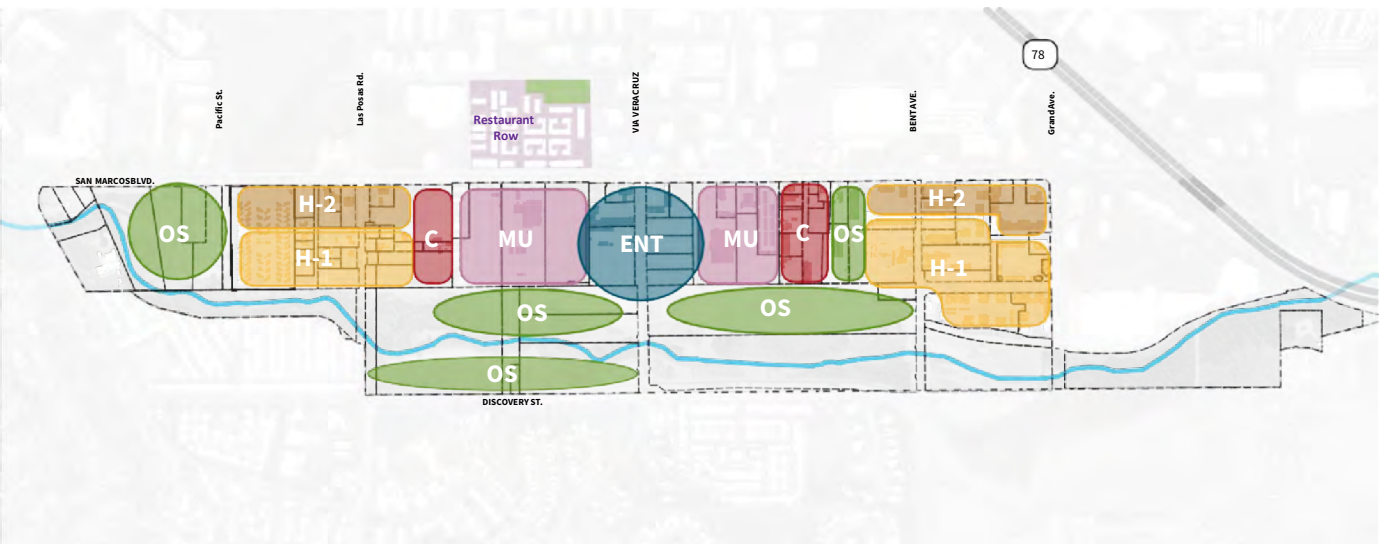
Option B - Entertainment Nodes



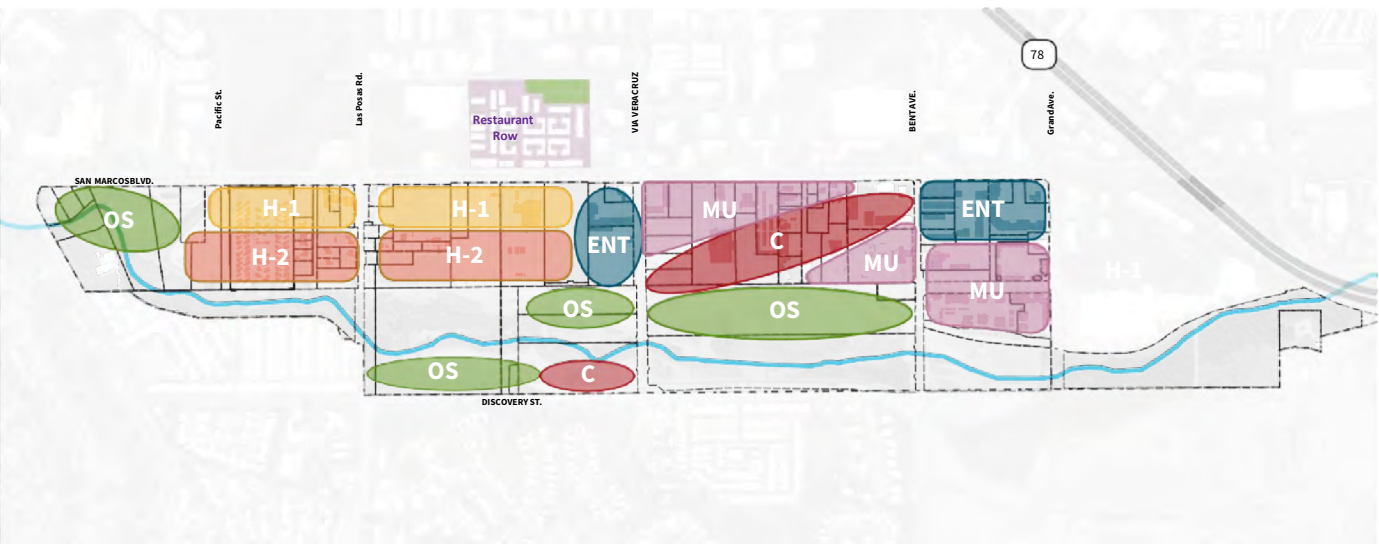
Option E - Stormwater Management



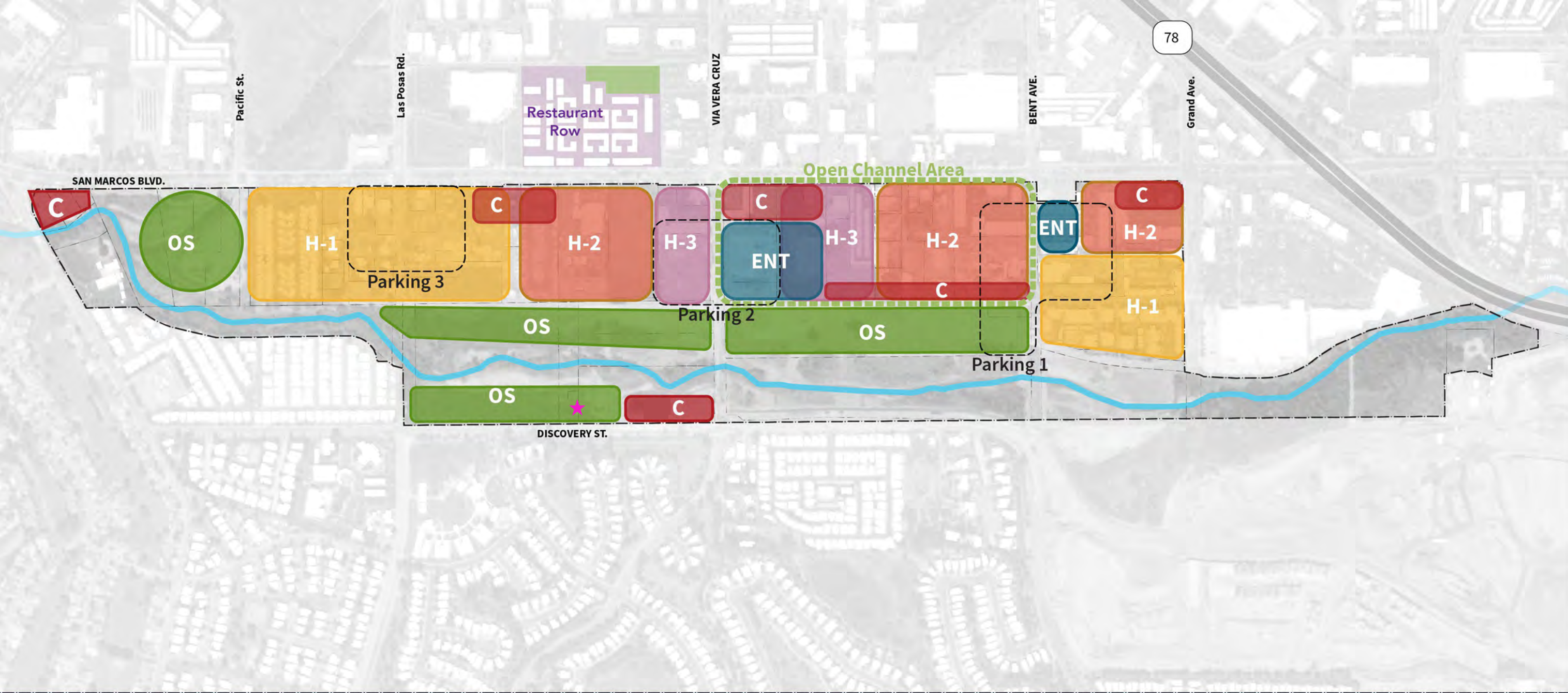
Option C - Central Destination (Concert Venue)



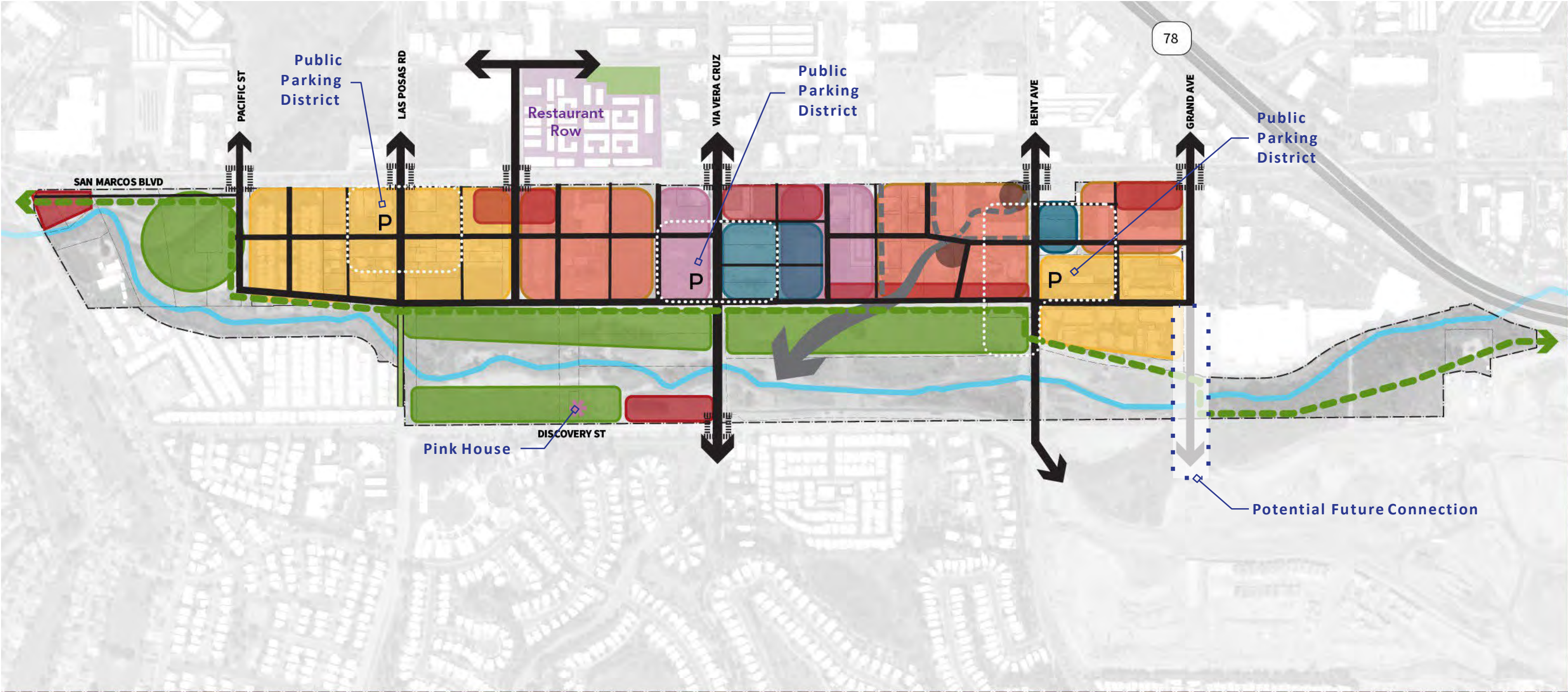
Option F - Entertainment Connection



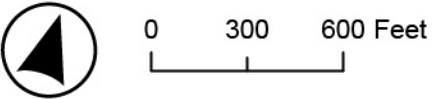
Land Use: Emerging Preferred Plan



Combined: Emerging Preferred Plan



- | | | |
|--------------------------|----------------------------------|--------------------------|
| ----- Plan Area Boundary | H-1: Townhome | C: Commercial (required) |
| Creek | H-2: Garden, Stacked Flats, Wrap | ENT: Arts and Culture |
| Stormwater Open Channel | H-3: Podium | OS: Open Space (Public) |
| Bicycle Corridor | | |



Guiding Principles



World-class Design

As quality design is an attraction itself, implement best design practices in all areas from sustainability to architecture.



Safe Mobility for Everyone

Create a multimodal network that provides access to the district from surrounding areas to everyone and reduces traffic.



Create a Destination

Leverage the unique opportunity of the San Marcos Creek with new arts, culture, and entertainment land uses to create an unique district.



Merge Nature and City

Establish a model of sustainability that integrates new urban development with a network of open spaces that improves the Creek natural environment.



Housing Variety

Promote a wide-range of housing design, cost, and density types to create a traditional, walkable neighborhood.



Streamline Requirements

Simplify regulations and processes for new private-development and partnerships required for infrastructure needs.

Next Steps

Alternatives:

- CAP Working Group (5/21)
- City Council (5/27), Public Workshop #2 (Late June)

Stormwater

- Refine total sizing alternatives
- Provide initial concepts for applicable approaches

Transportation

- Refine applicable SM Blvd. design concepts
- Develop internal circulation preferred alternative

Land Use

- Refine preferred land use concept(s)

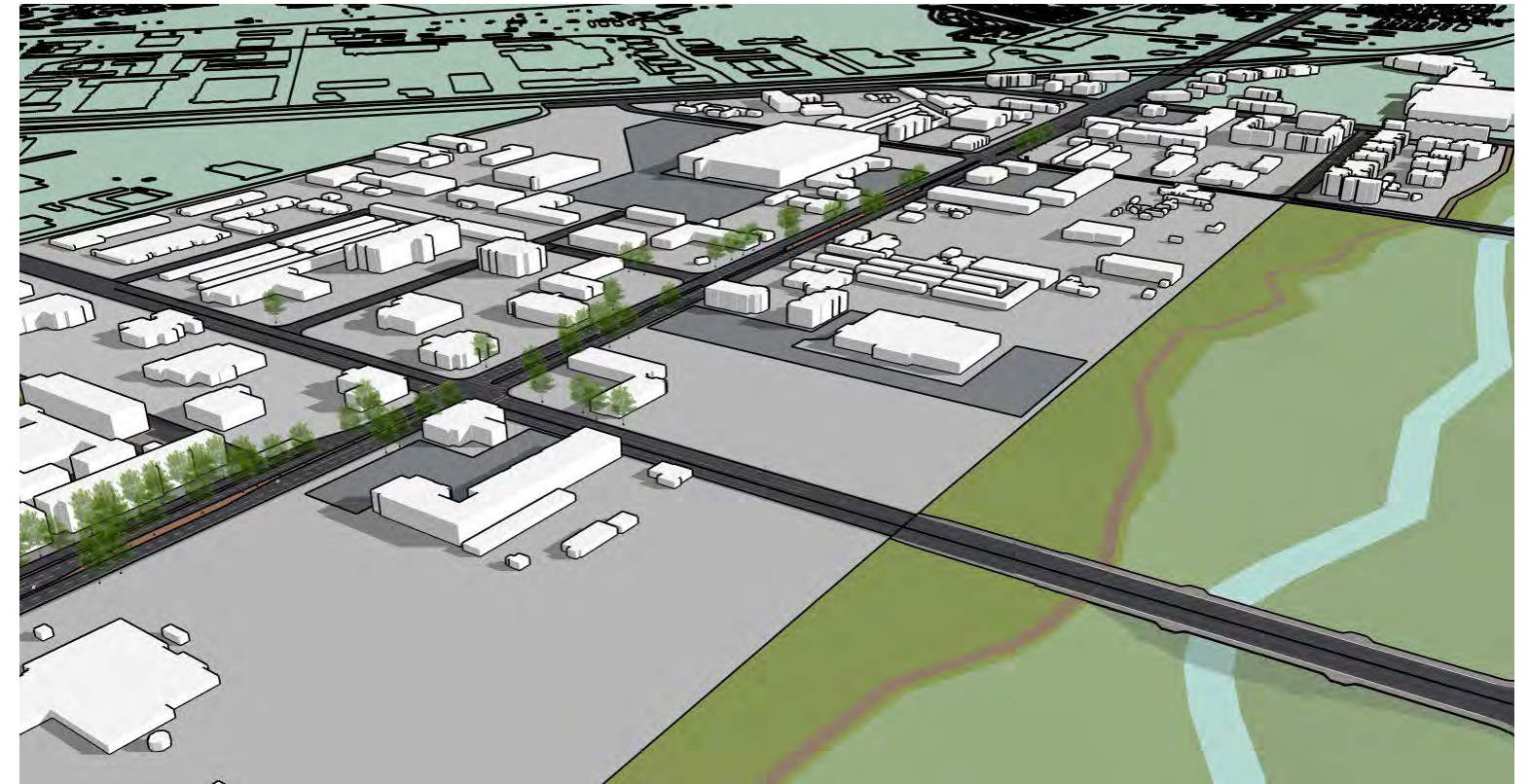
Combined

- Integrate Land Use and Transportation preferred concepts together

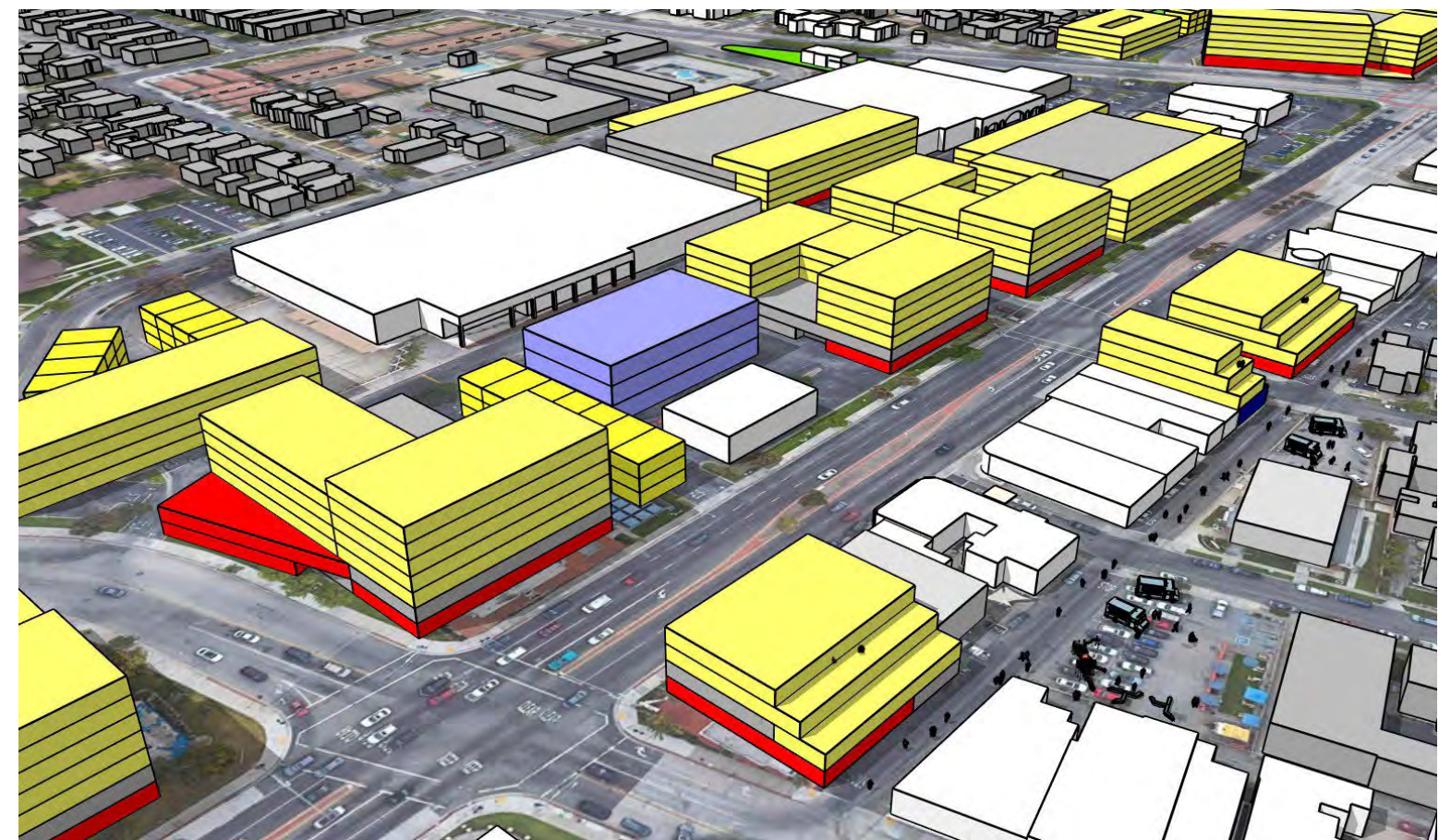
San Marcos Creek Promenade:

- Develop detailed concept considering topography

San Marcos Creek Existing Conditions

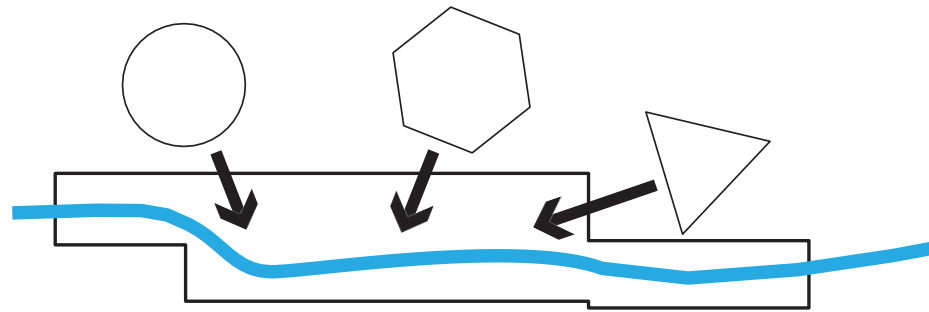


Conceptual Land Use, Streets, and Massing - Pico Rivera



Land Use

Respond to Existing Uses



New Entertainment Zone



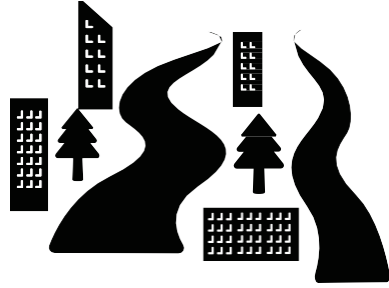
Stormwater Feasibility



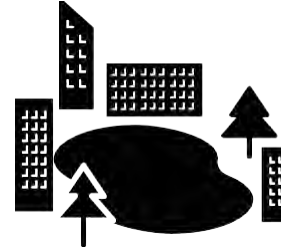
1. How does the City Plan to develop/is there flexibility in timeline to develop City-owned land?
2. Can we delay/avoid land surplus in short-term? Offer long-term leases?

Stormwater/Flooding

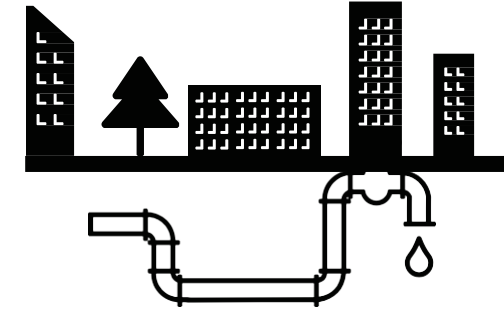
Open Flow Channel(s)



Catch Basin(s)



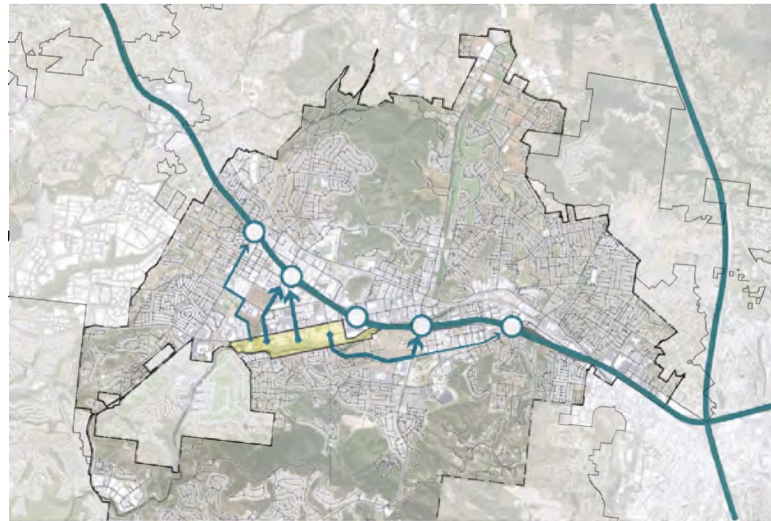
Underground Pipes



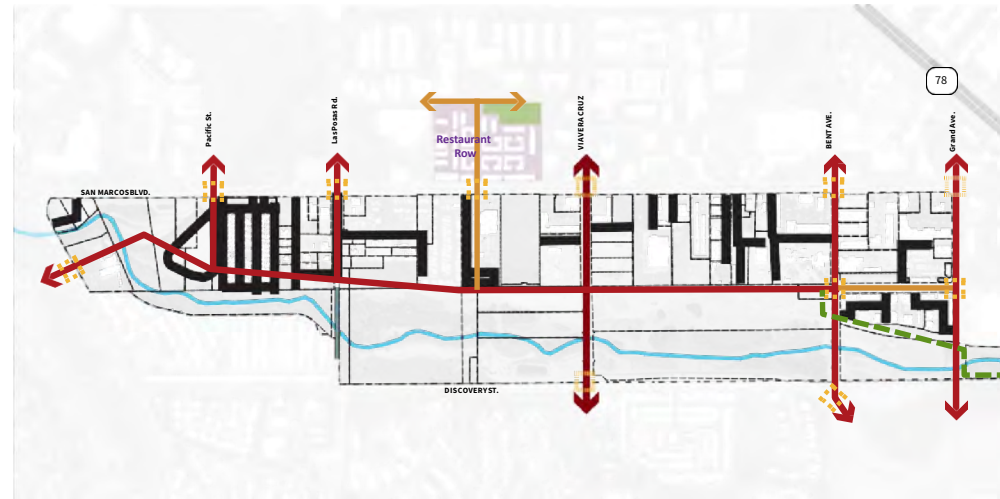
1. How much money does the City want to spend to catalyze redevelopment; to resolve the flooding issue?
2. What are City thoughts on using eminent domain, completing land swaps, and/or other similar approaches?

Transportation

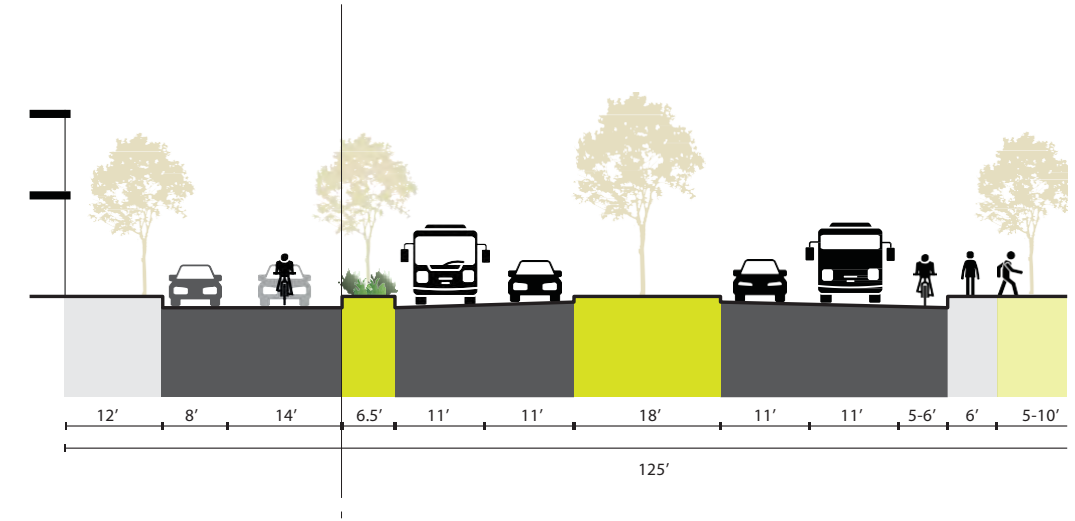
City Networks



Internal Network

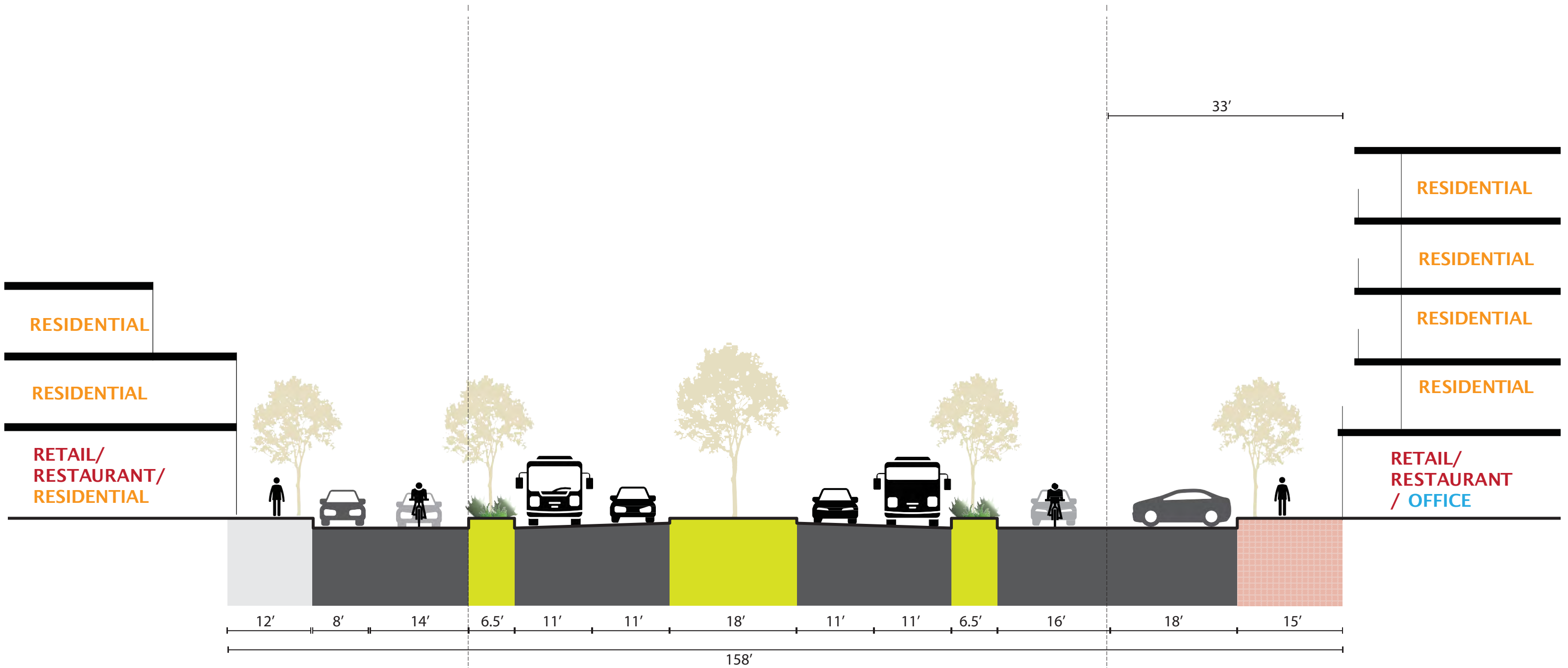


San Marcos Blvd.



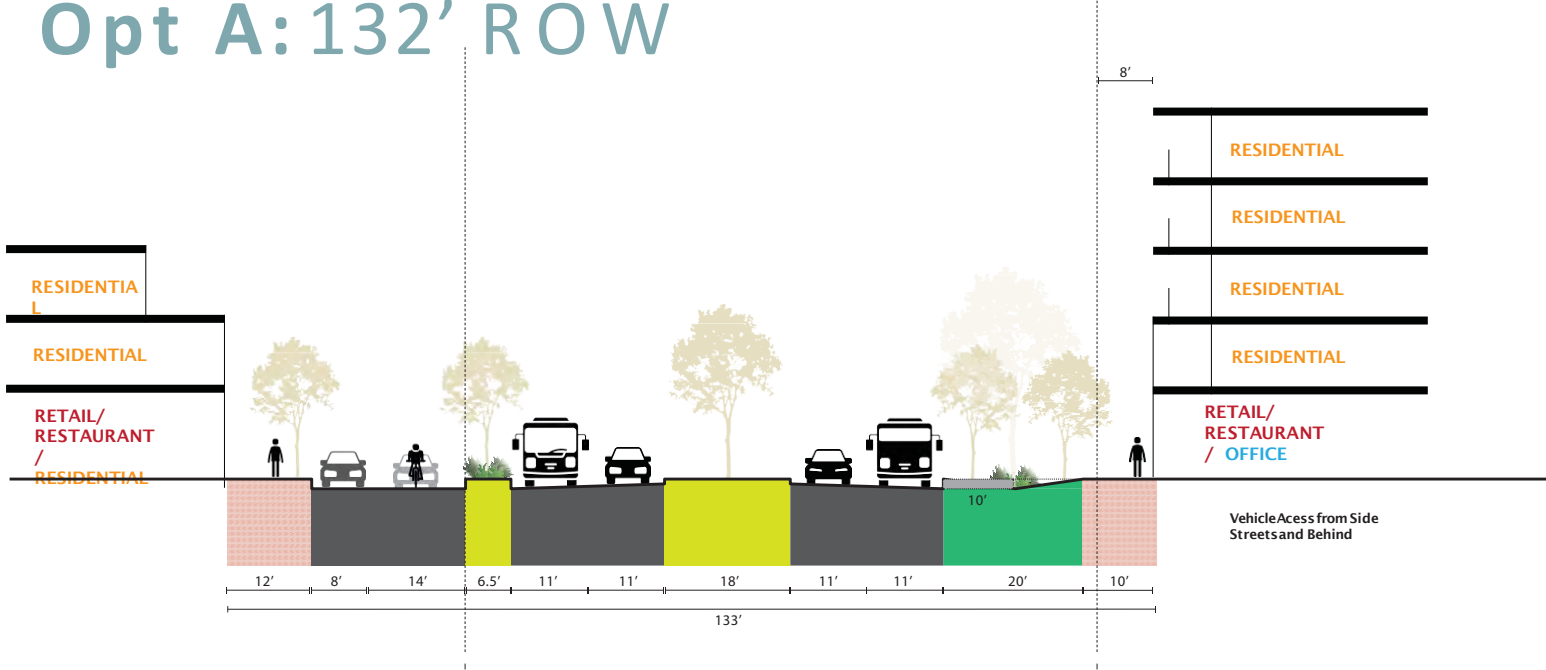
1. What place does San Marcos Blvd. want in a City-wide, multi-modal mobility network?
2. What is the access to the creek across San Marcos Blvd.?
3. How to deal with district parking structures?

San Marcos Blvd: Planned

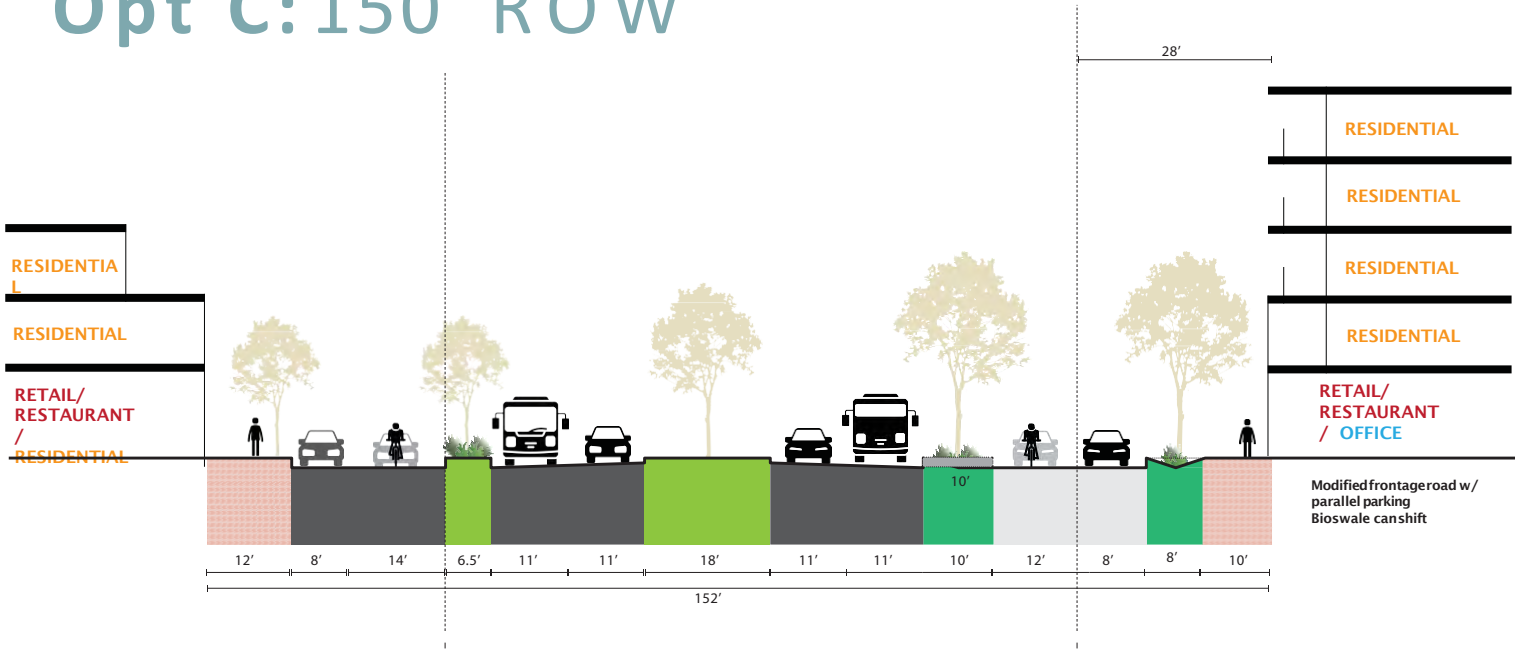


San Marcos Blvd: Multiway Design Options (all +/- ~5')

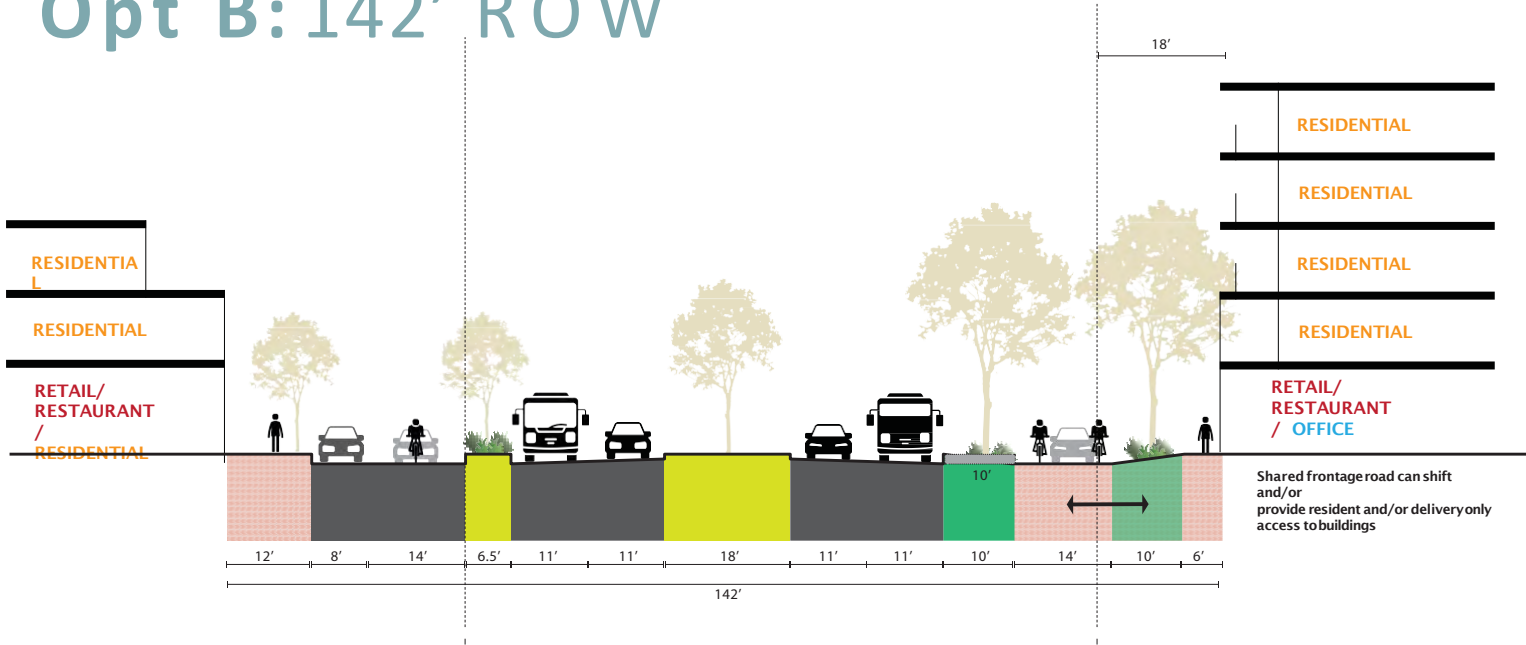
Opt A: 132' ROW



Opt C: 150' ROW



Opt B: 142' ROW



Opt D: 158' ROW

