



CREEK PLAN

Our Neighborhood. Our Creek.

Project Update: Alternatives Exploration

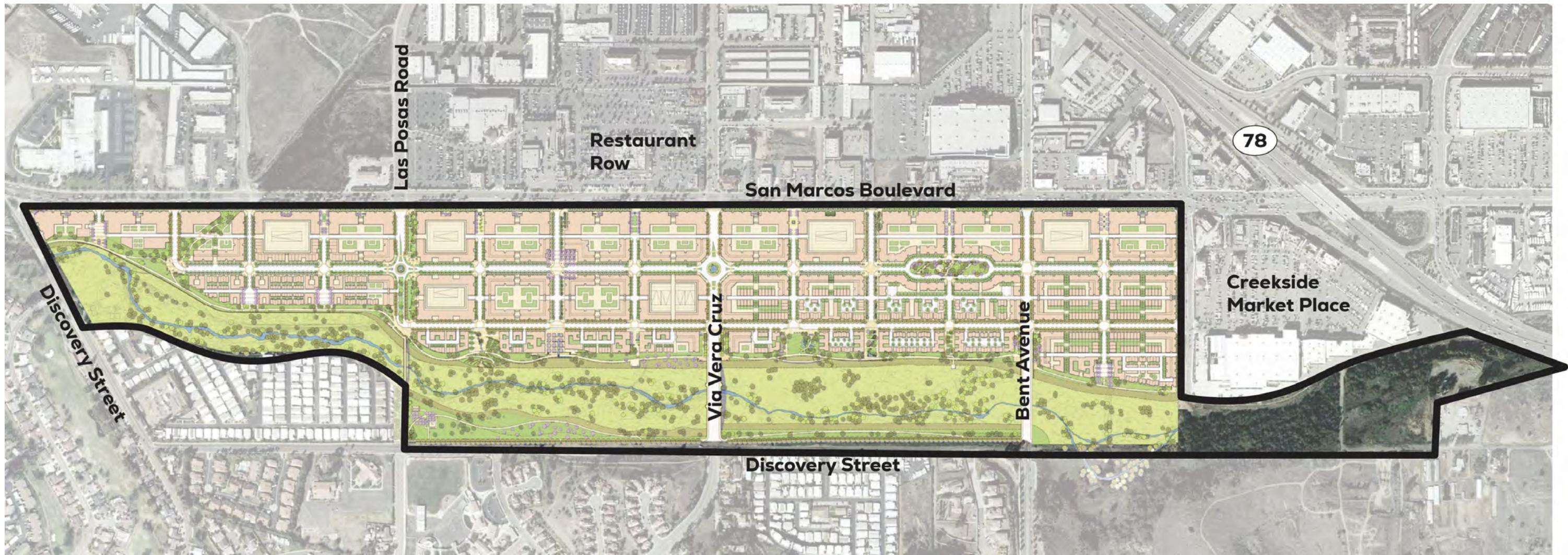
Planning Commission

19 May 2025

SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES



Current 2007 Creek District Specific Plan



Design Exploration Starting Points

Stormwater



Land Use



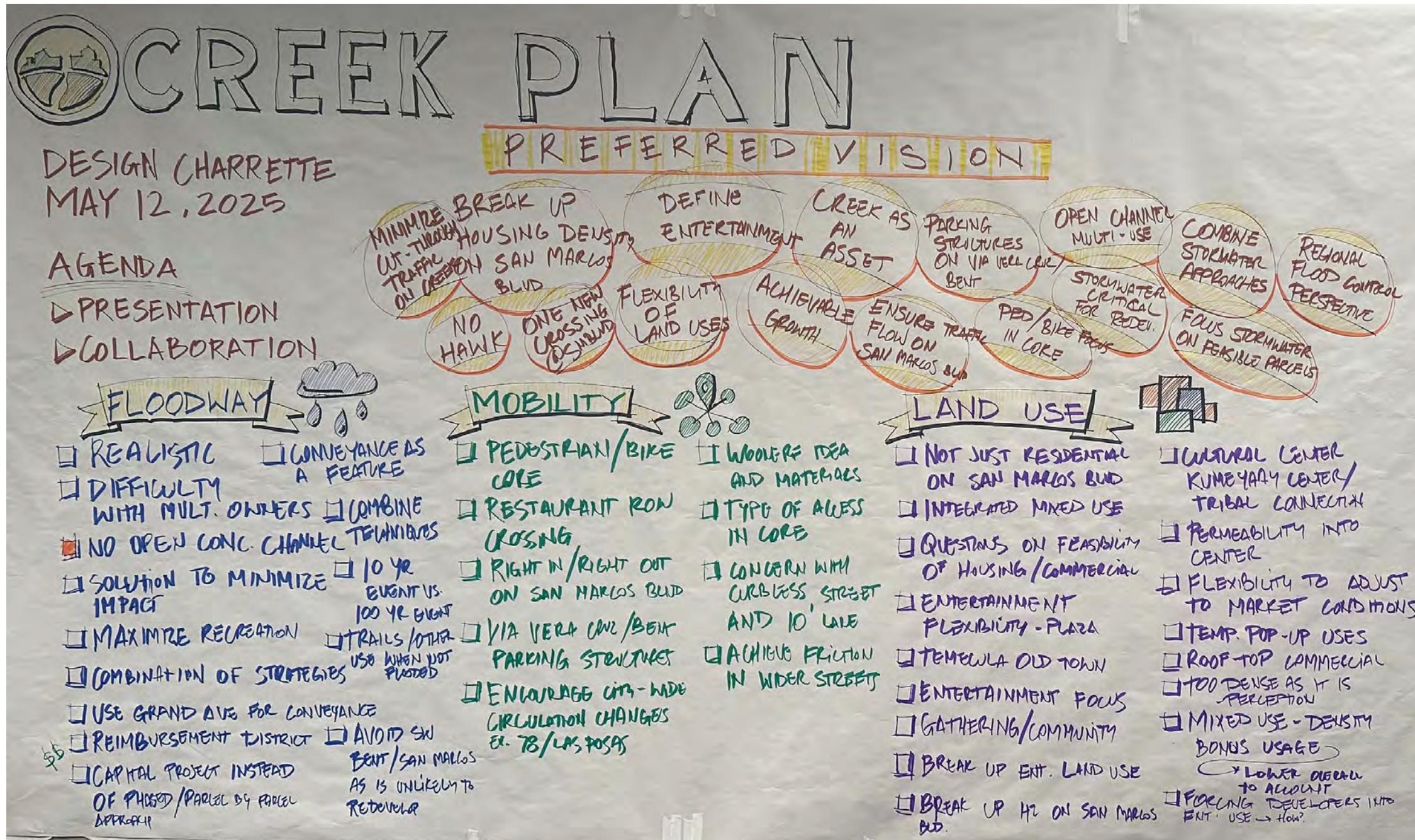
Mobility



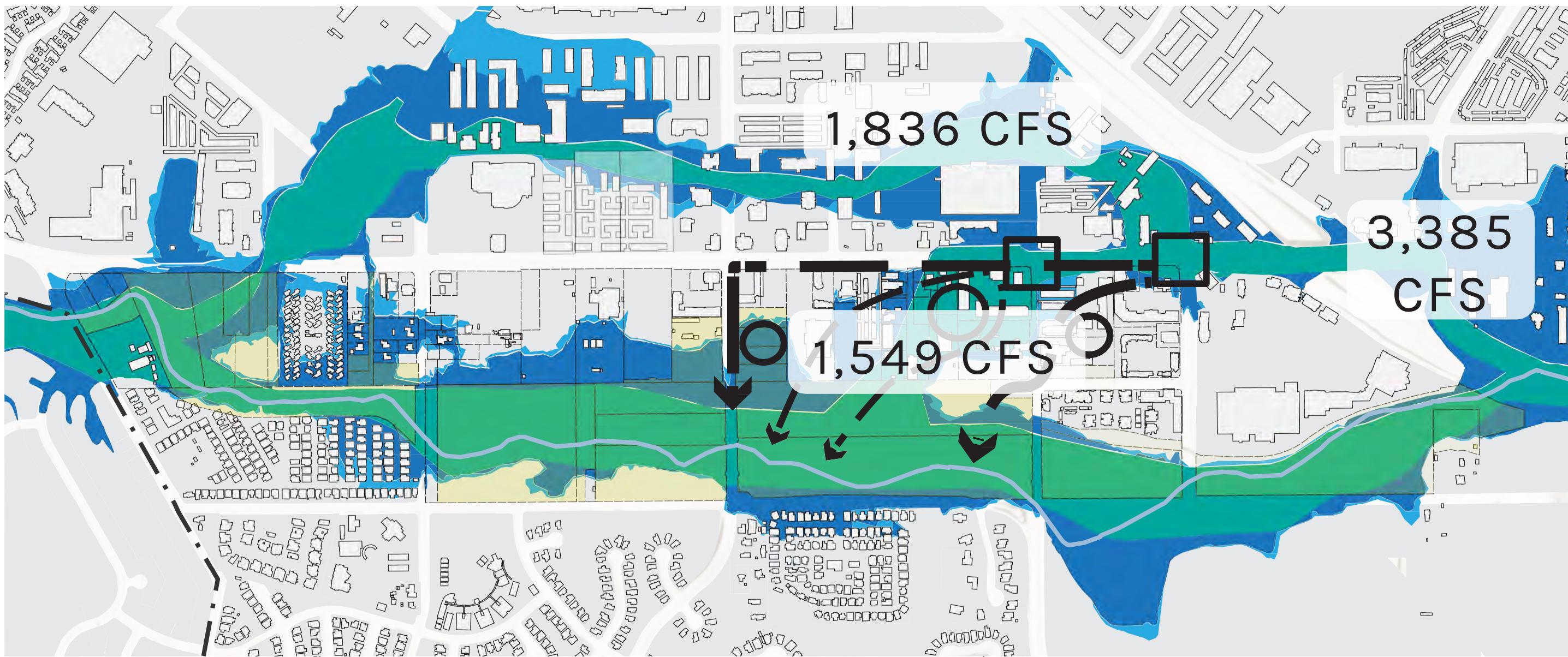
Goals:

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

All City Staff Alternatives Charrette



Stormwater/Flooding

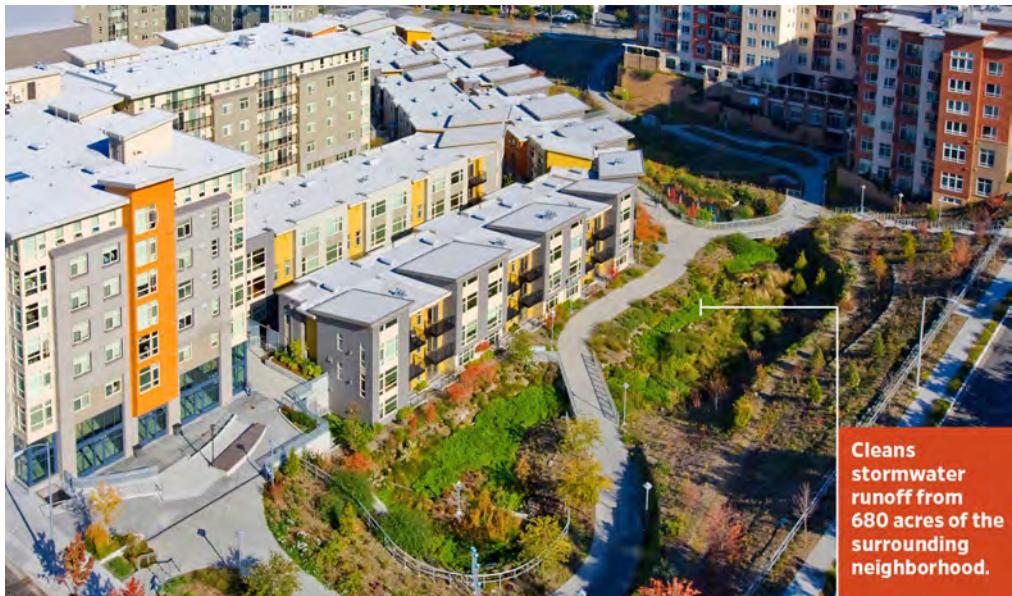
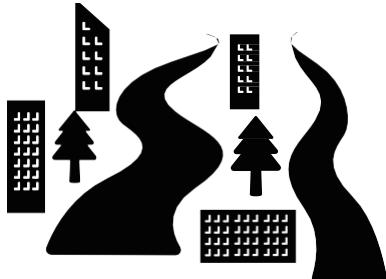


1. Two critical points along San Marcos Blvd. at Grand and Bent
2. Need to move water (1,549 CFS) from these points to the Creek

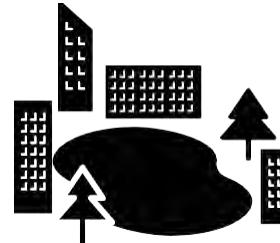
*Note: CFS based on FINAL LOCATION HYDRAULIC STUDY FOR VIA VERA CRUZ & BENT AVENUE BRIDGE CROSSINGS AT SAN MARCOS CREEK; Rick Engineering; November 2017

Stormwater/Flooding

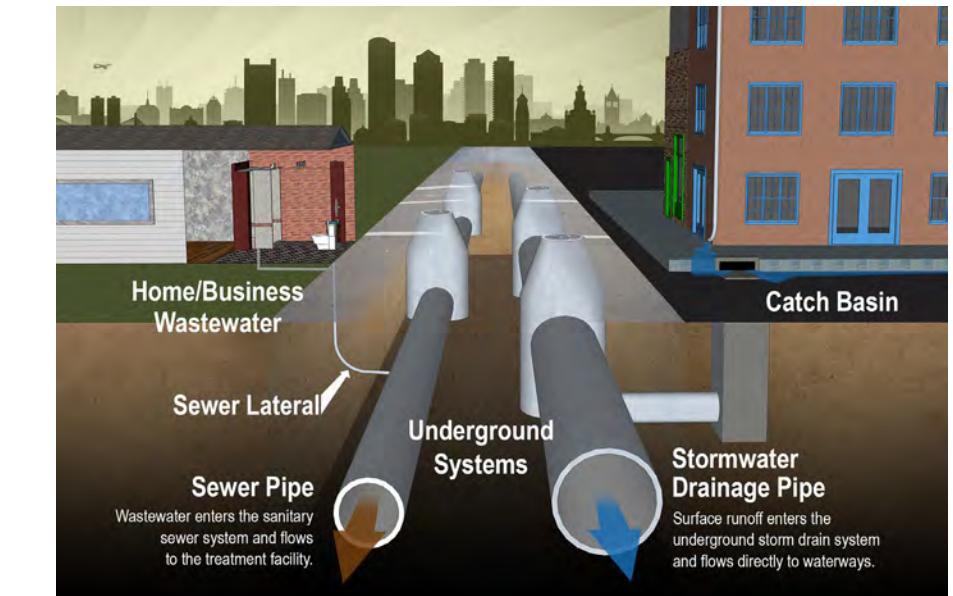
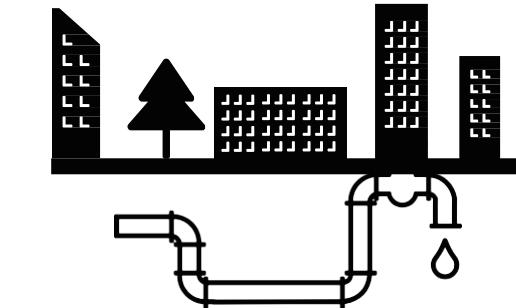
Open Flow Channel(s)



Catch Basin(s)



Underground System



Pros

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

Cons

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

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

Pros

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

Cons

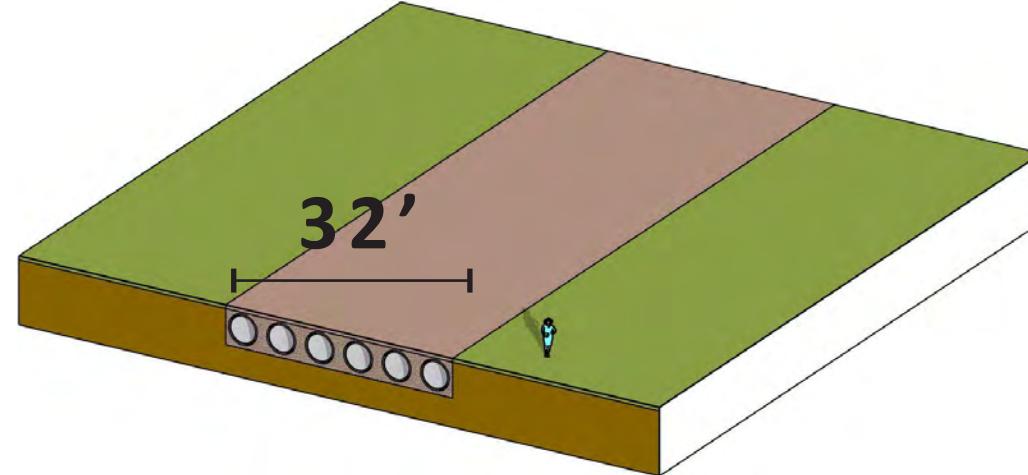
- Lowest cost/benefit trade-off
- Highest requirement for grey infrastructure
- Potential issues to access
- Least sustainable

Stormwater/Flooding Feasible Sizing Options

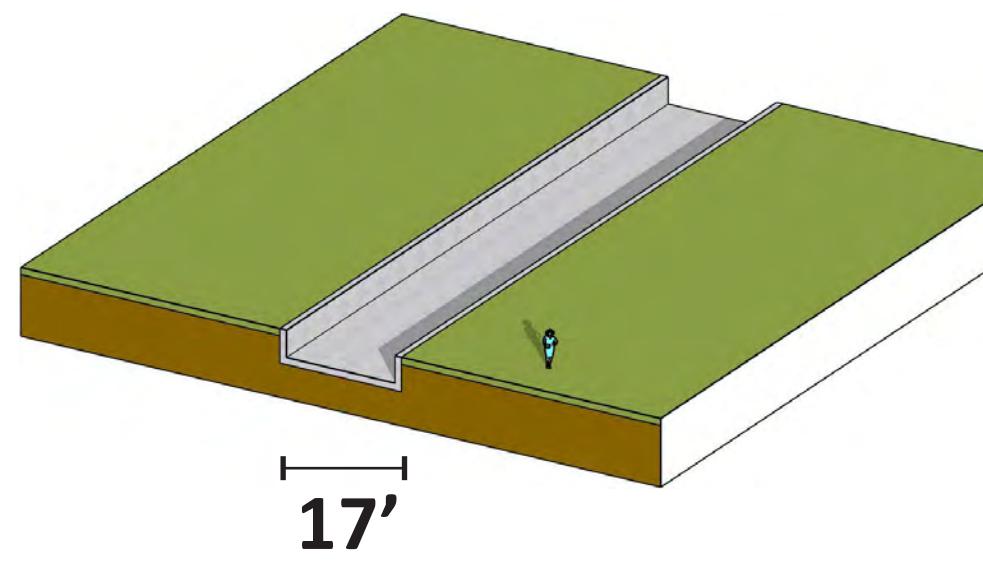
Assumptions:

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

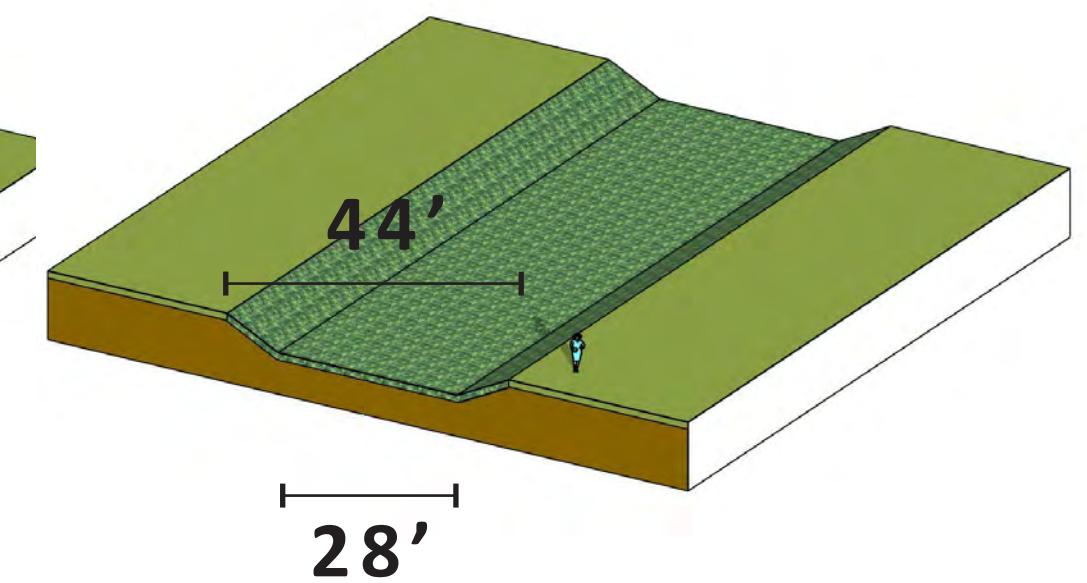
48" Pipes



Rectangle: Concrete



Trapezoid: Natural



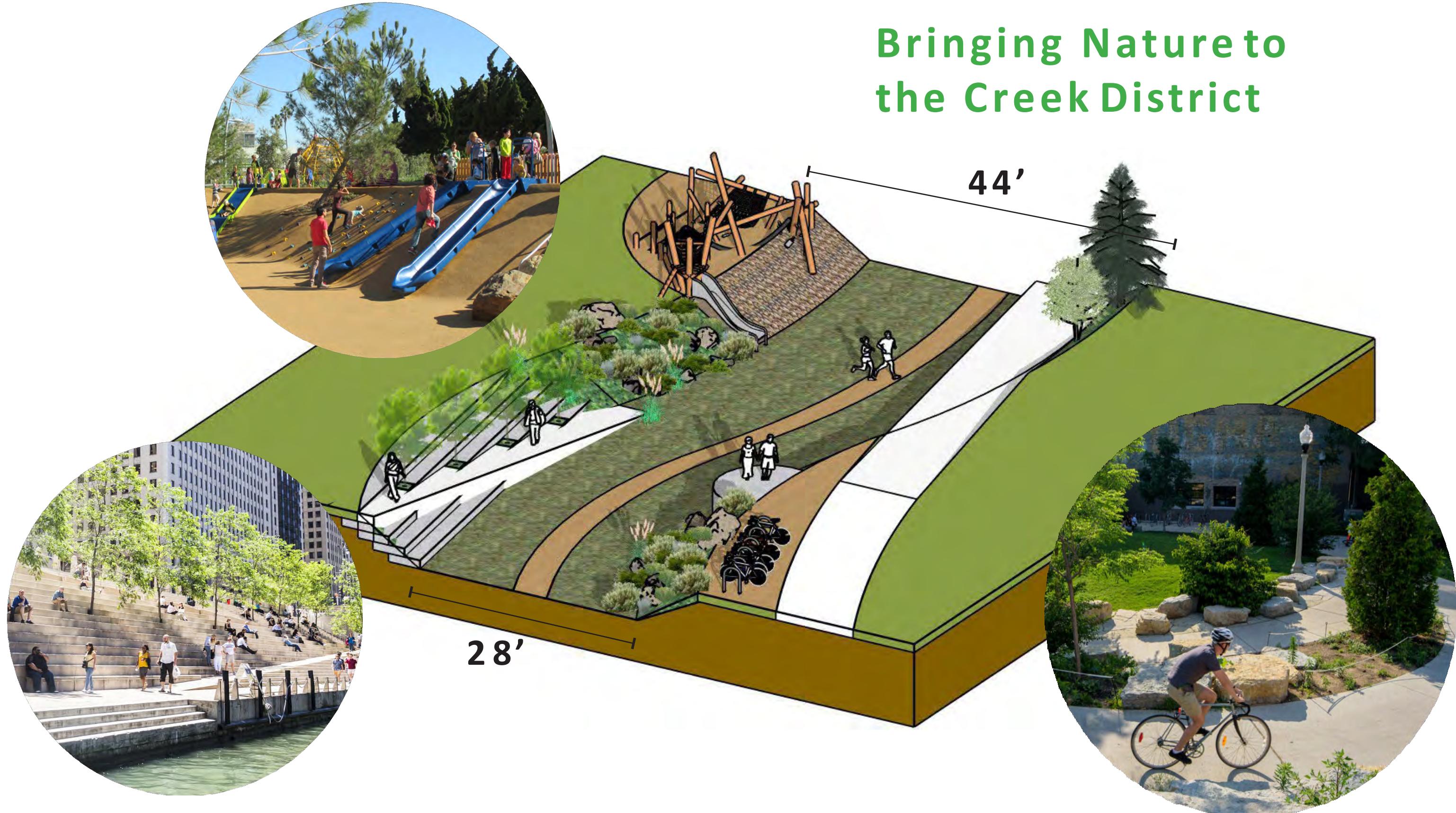
- Six (6) 48" pipes
- Minimum 5' depth

- Vertical concrete wall
- 4' depth

- 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

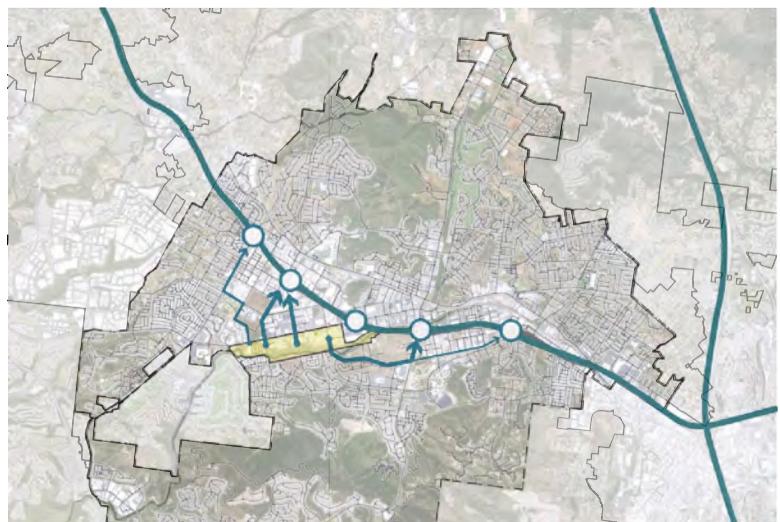


Concept C

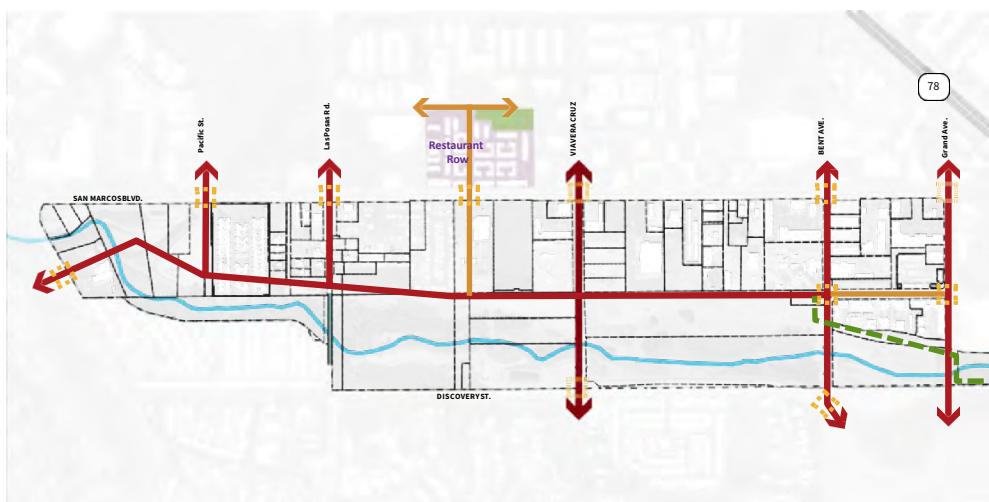


Transportation

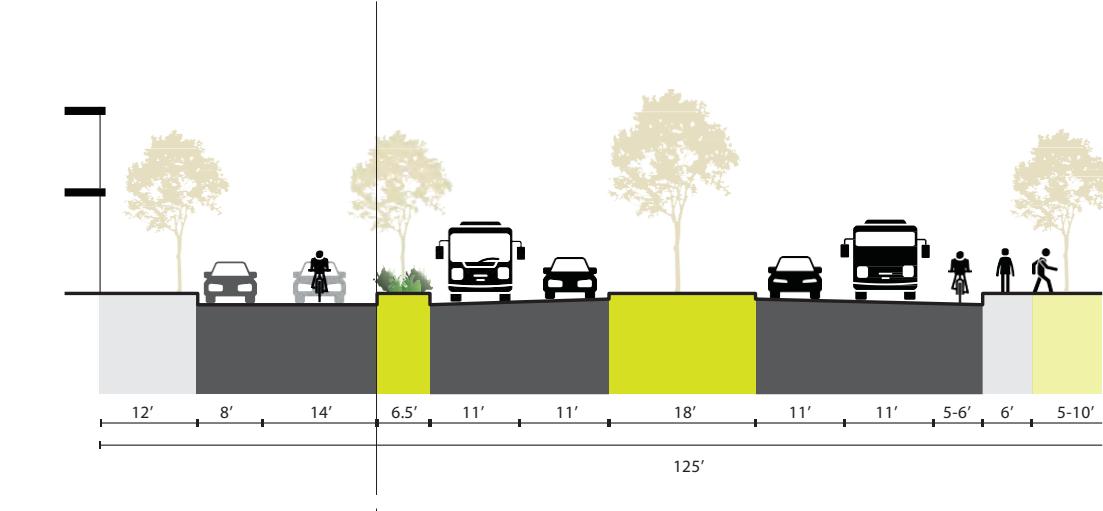
City Networks



Internal Network

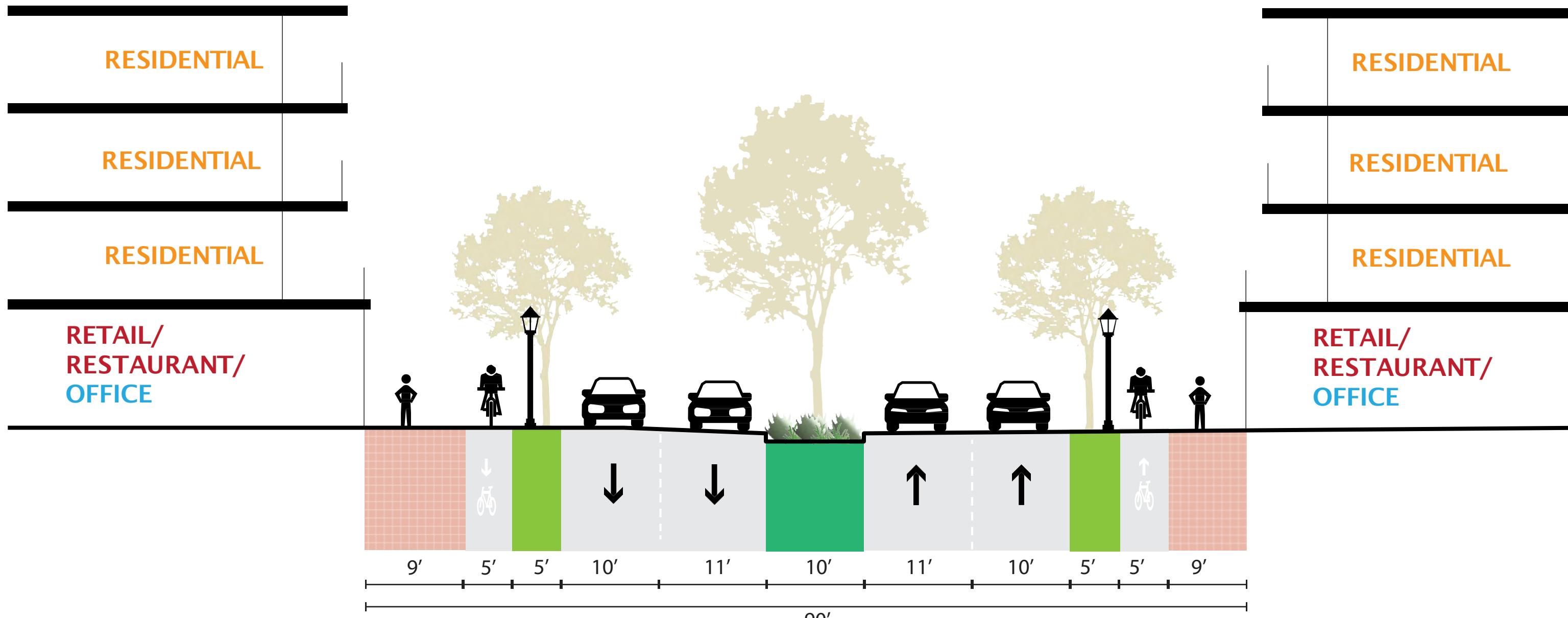


San Marcos Blvd.



Interior Street Types

Via Vera Cruz



Interior Street Types

Via Vera Cruz

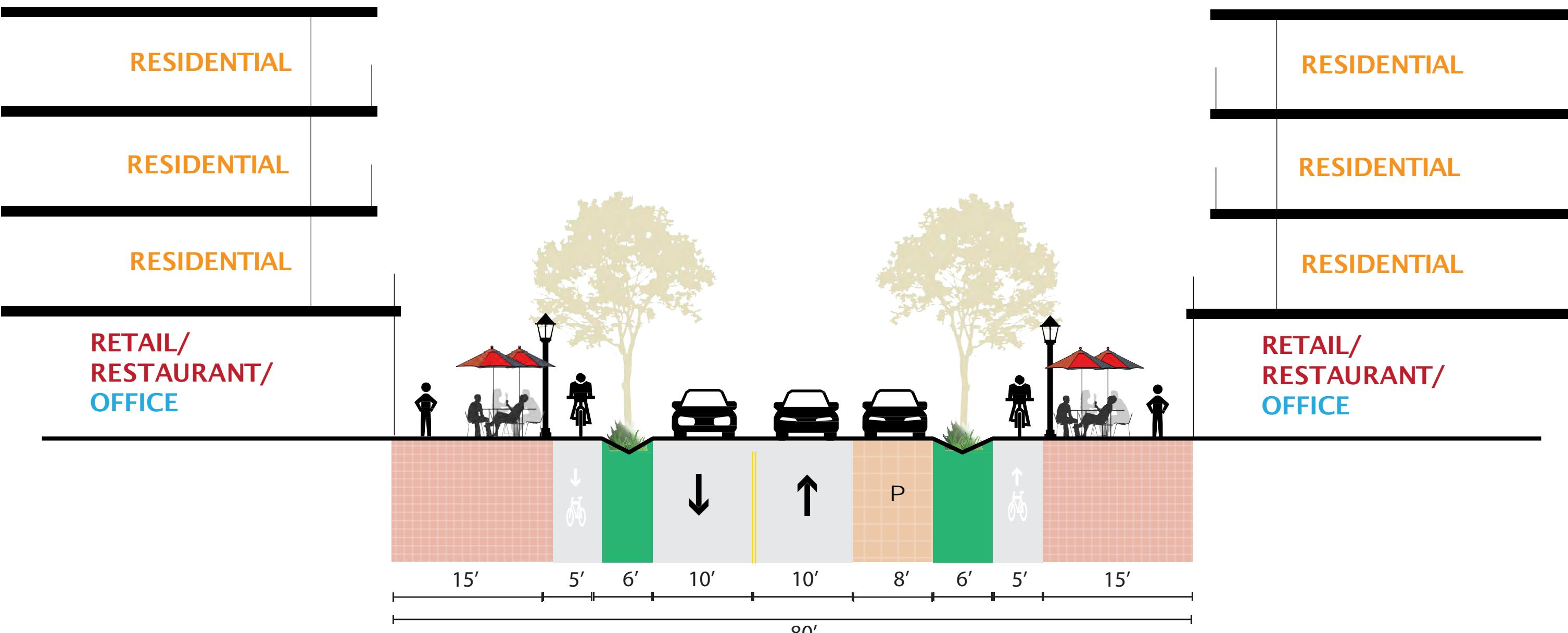


----- Plan Area Boundary
—— Creek

0 300 600 Feet

Interior Street Types

Protected Bicycle Street



Interior Street Types

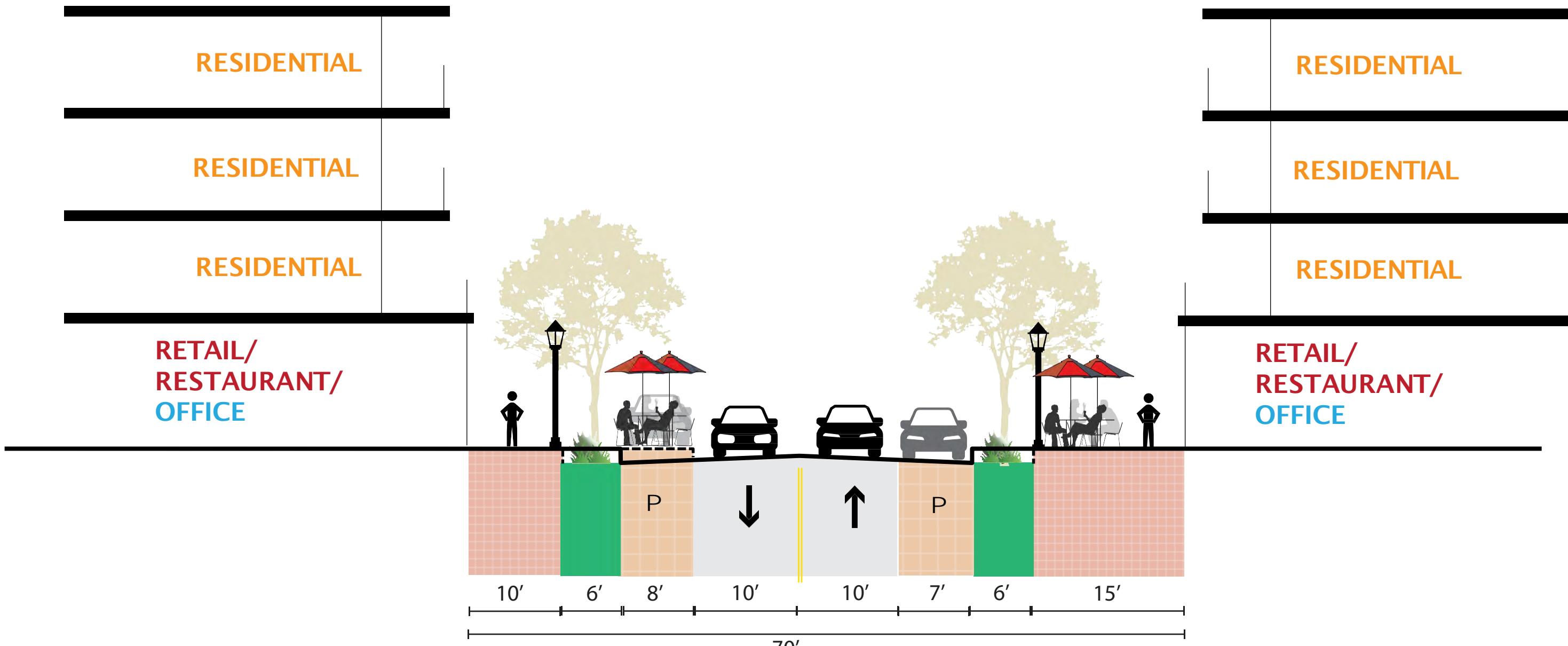
Protected Bicycle Street



----- Plan Area Boundary
—— Creek

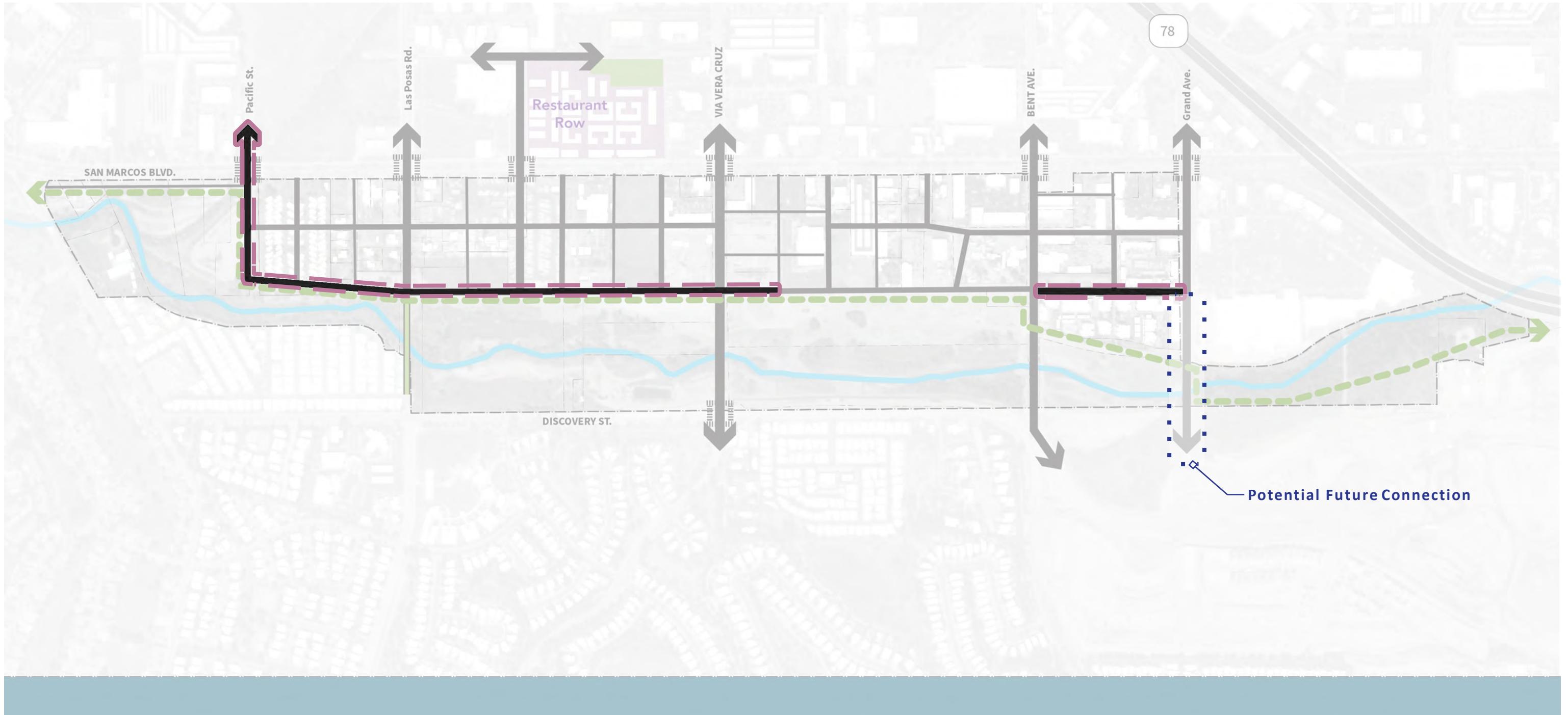
Interior Street Types

Pedestrian Street



Interior Street Types

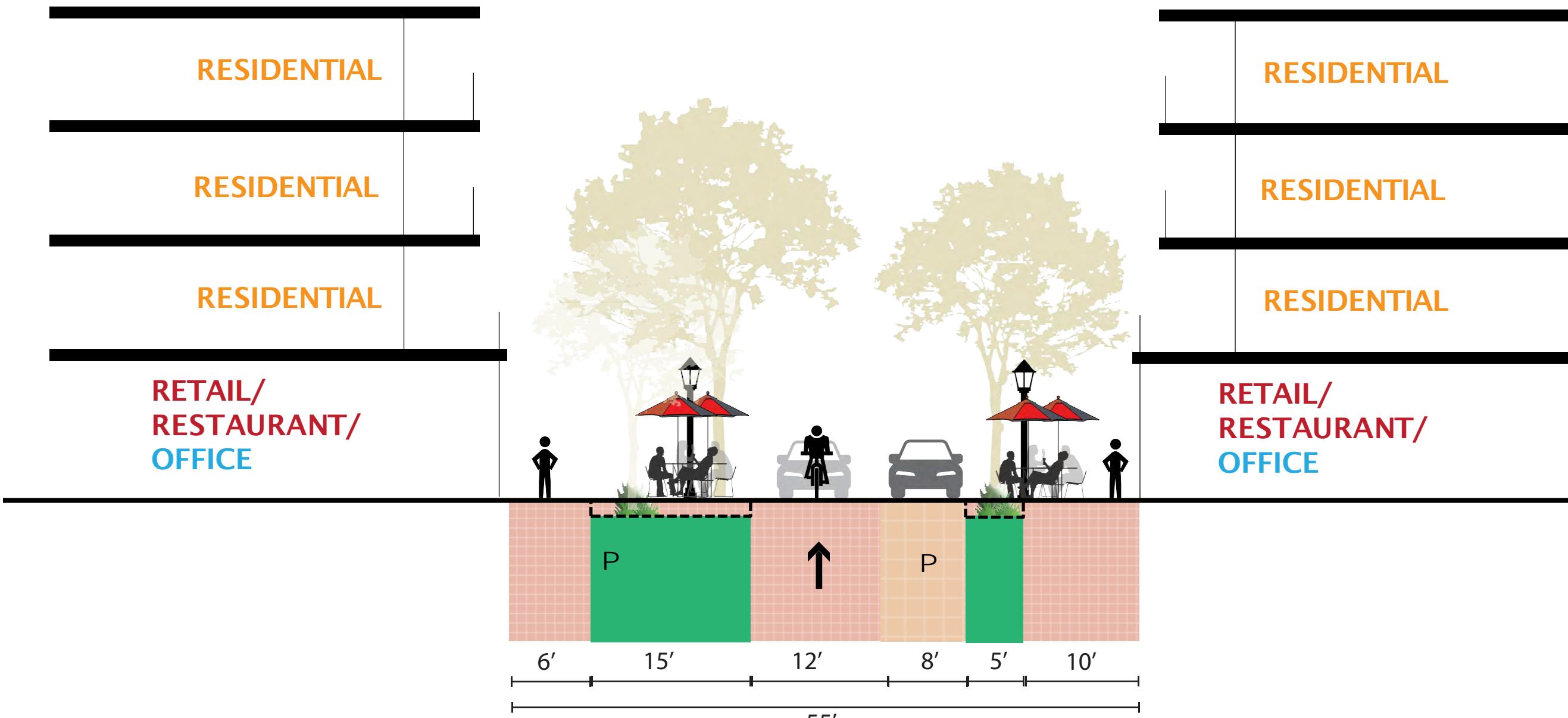
Pedestrian Street



----- Plan Area Boundary
—— Creek

Interior Street Types

Shared Rolled/Curbless Street



Interior Street Types

Shared Rolled/Curbless Street

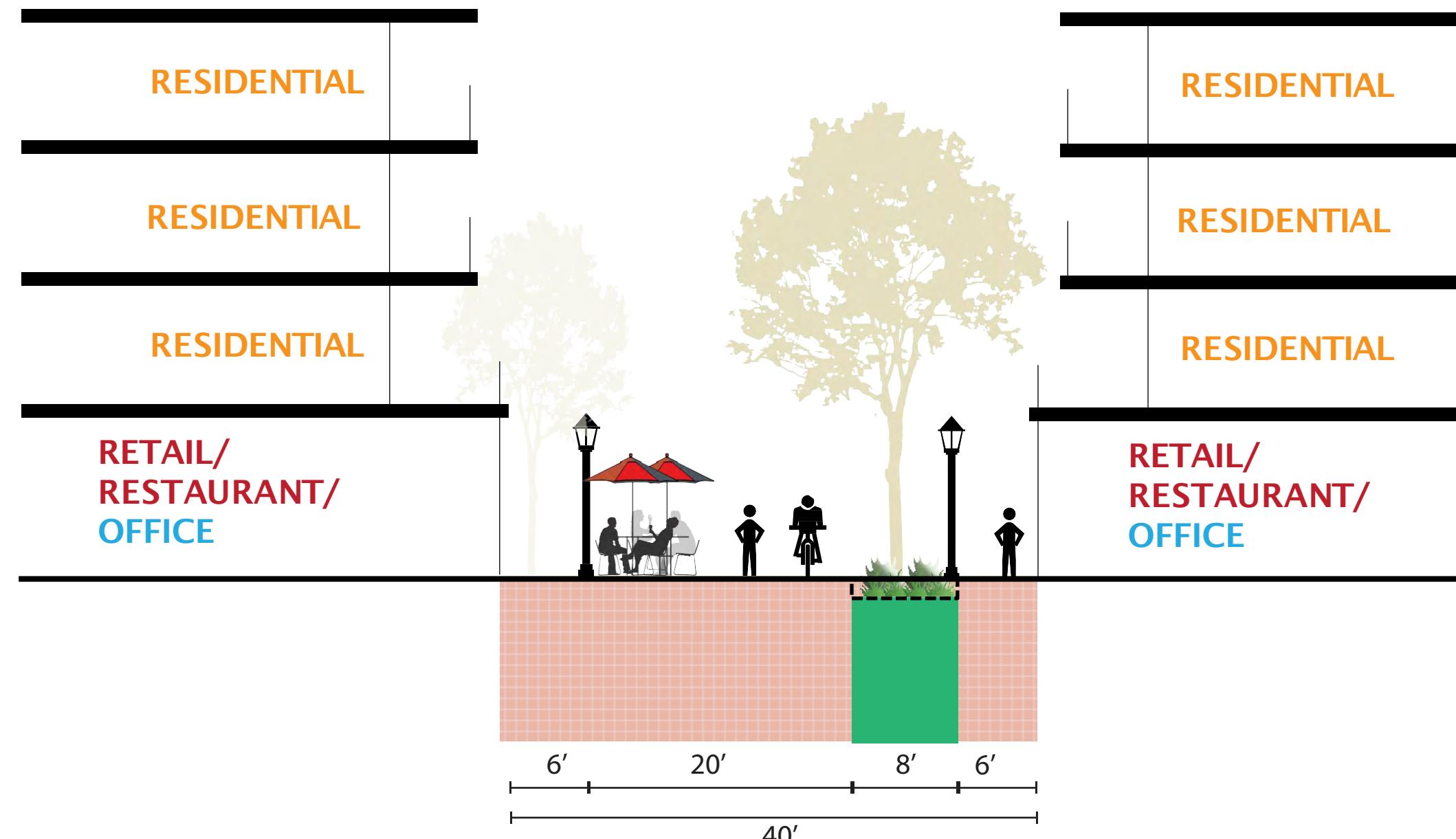
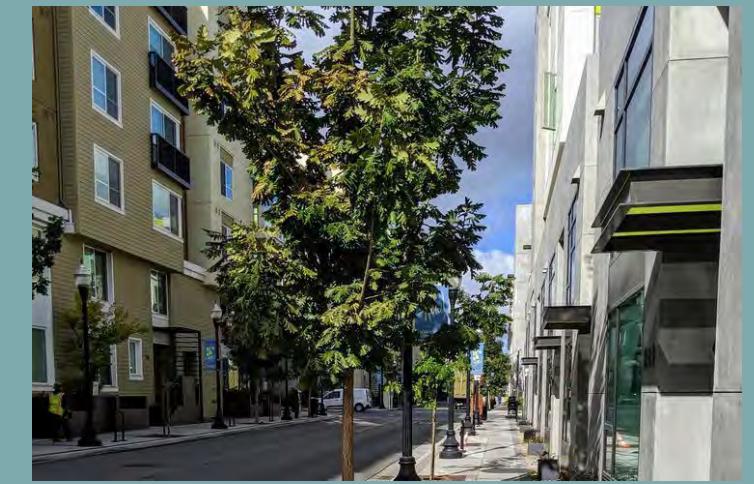


----- Plan Area Boundary
—— Creek

0 300 600 Feet

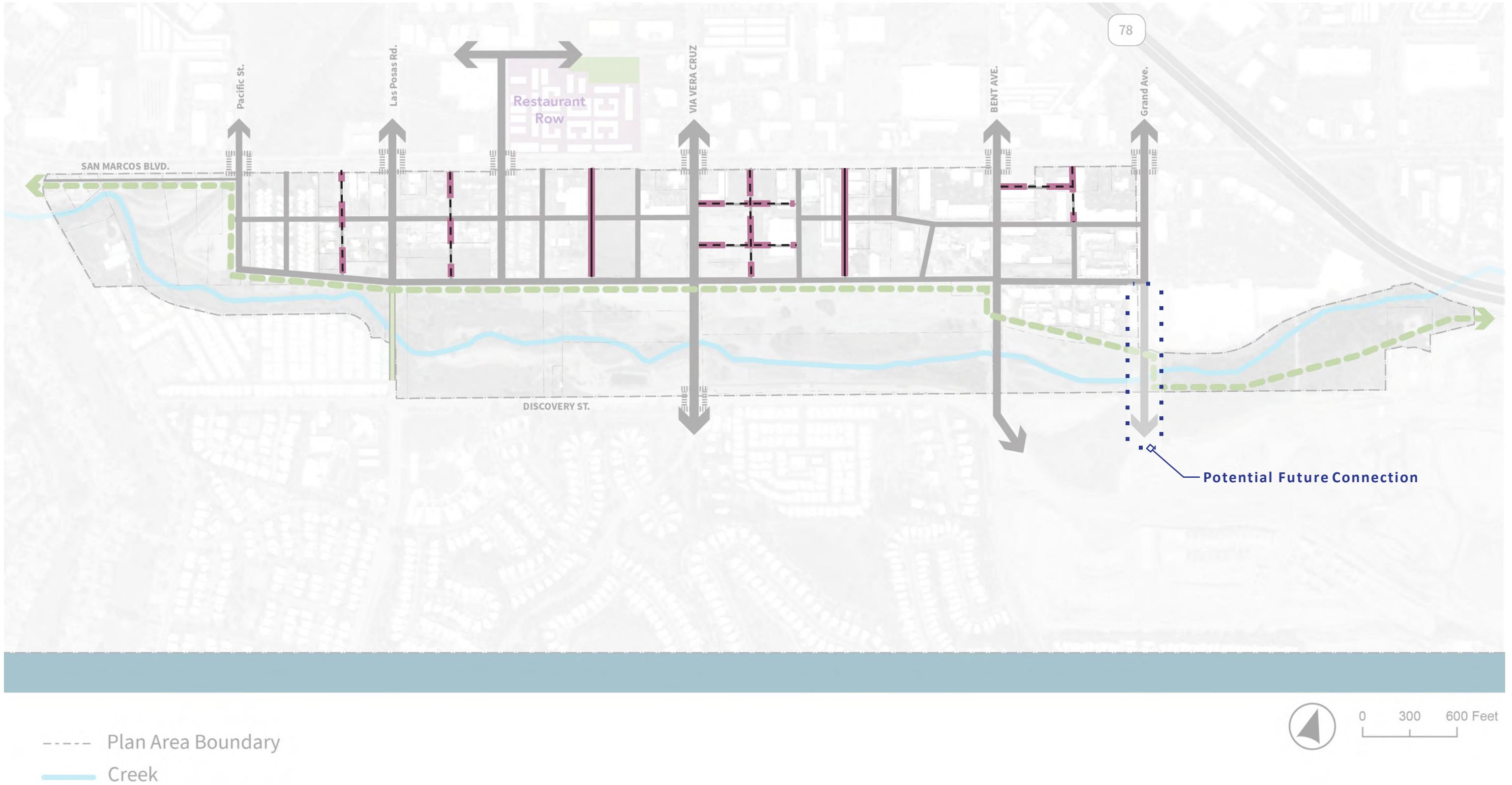
Interior Street Types

Pedestrian Paseo



Interior Street Types

Pedestrian Paseo



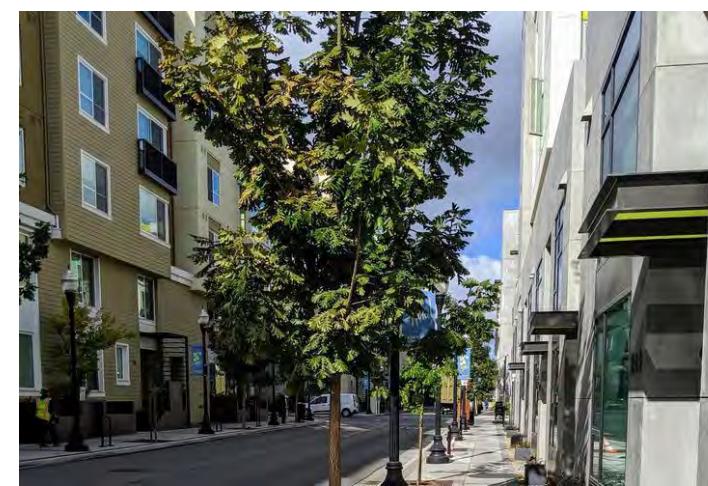
Internal Network: Internal local streets

Assumptions:

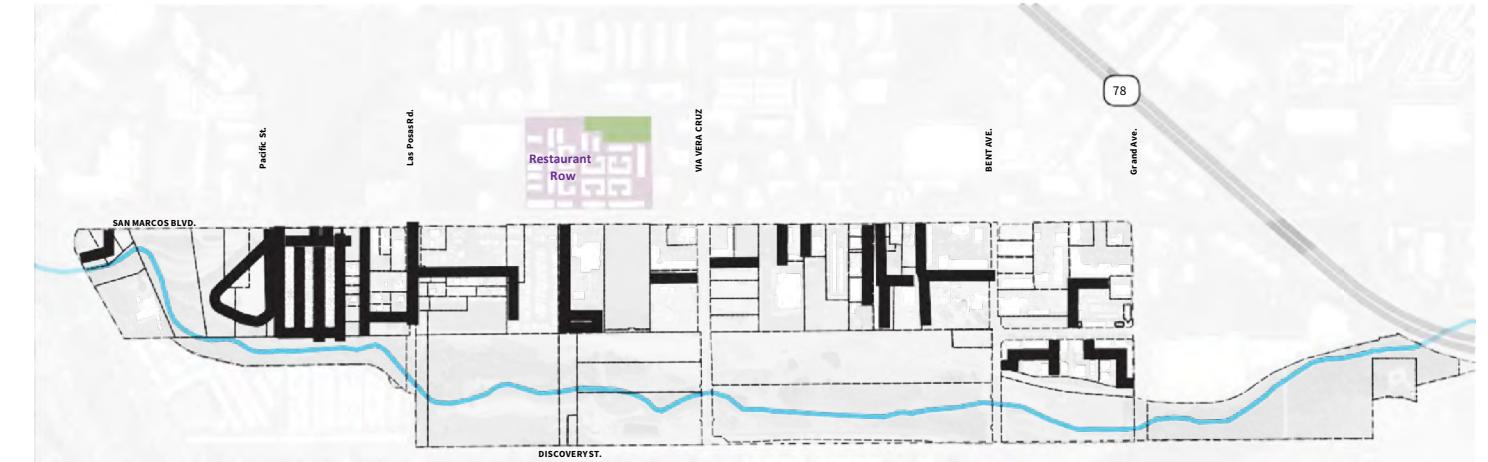
- Existing private streets to be dedicated to City upon private redevelopment
- Internal local network will be made up of existing private streets and additional future streets
- Internal local network can remain flexible
 1. Existing private streets can move
 2. Location of new streets
- Conceptual 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

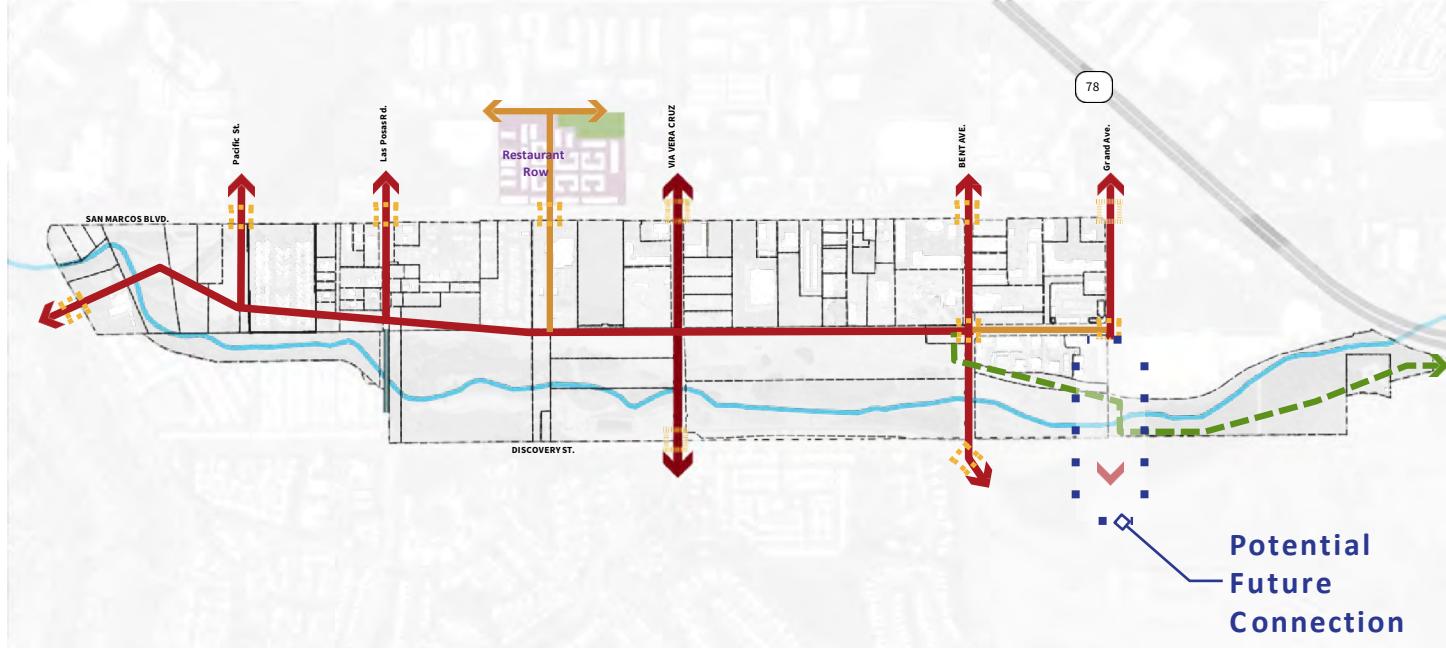


Potential Internal Local Network

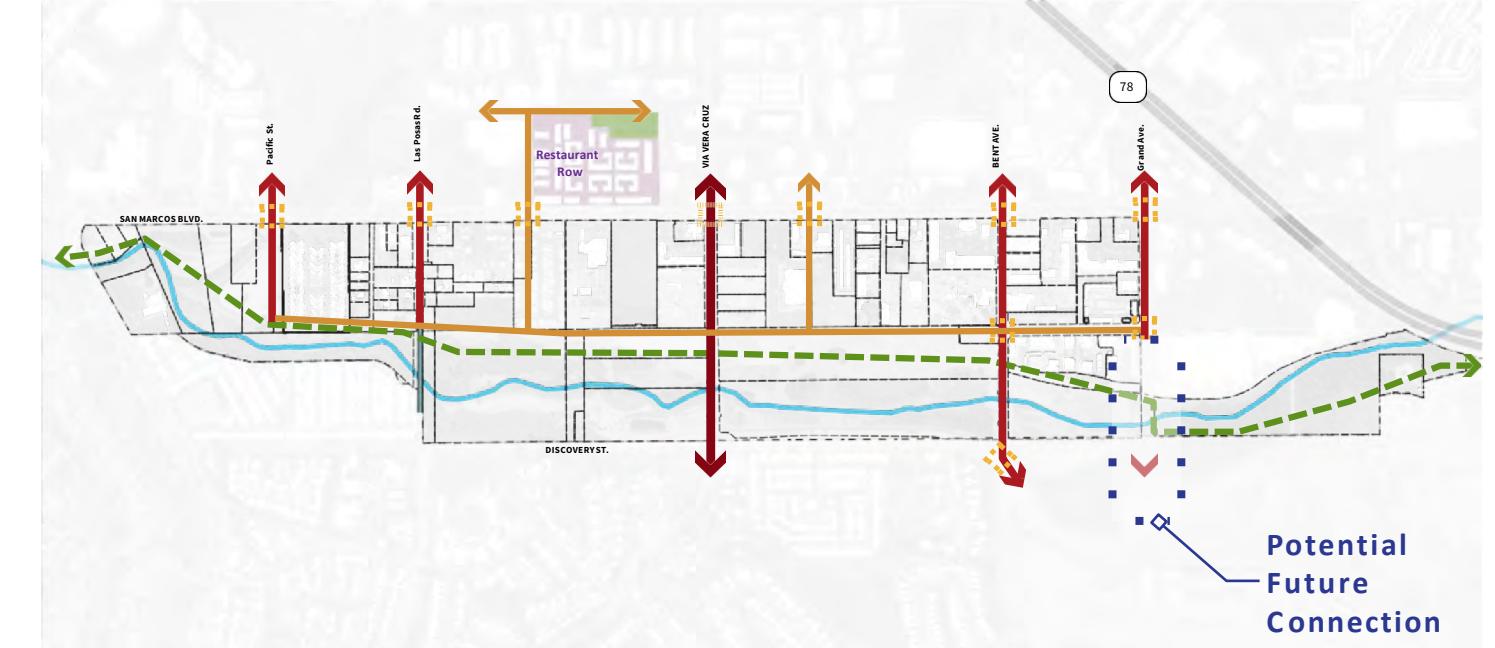


Internal Network: SM Crossings and District Access

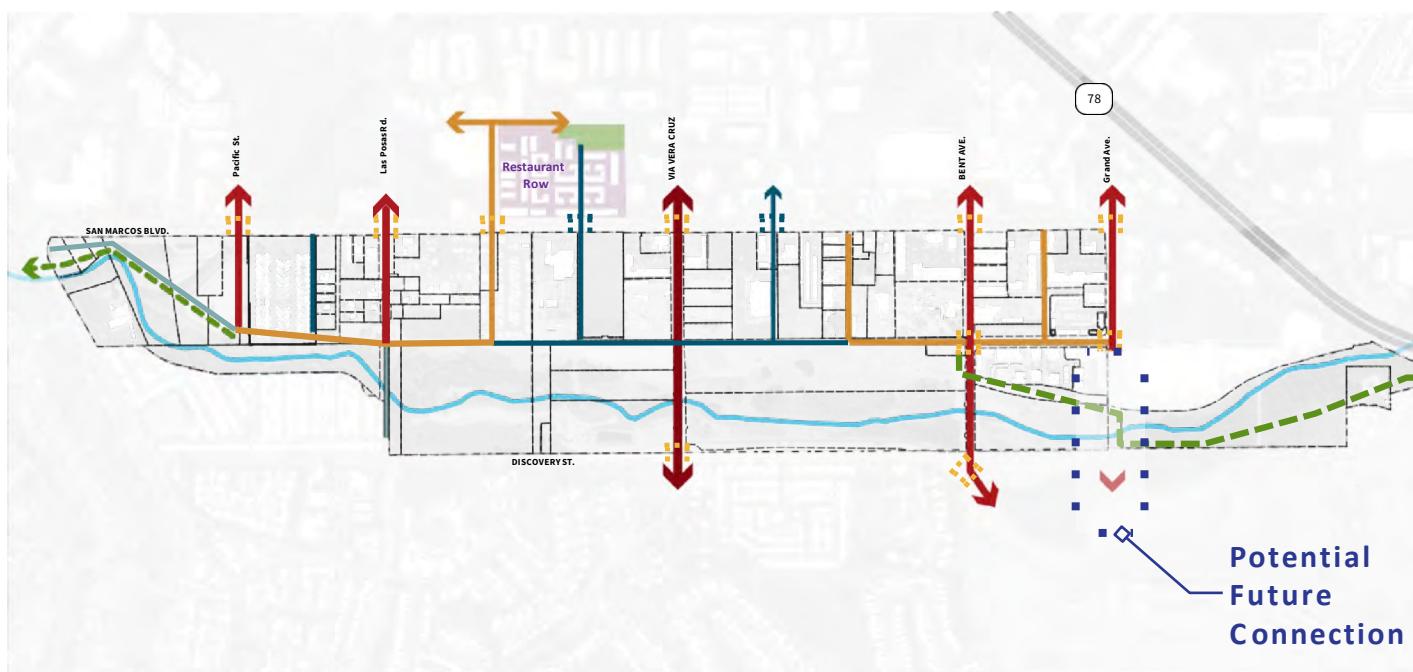
Minimal SM Blvd. Crossings



Creek Front Shared Street



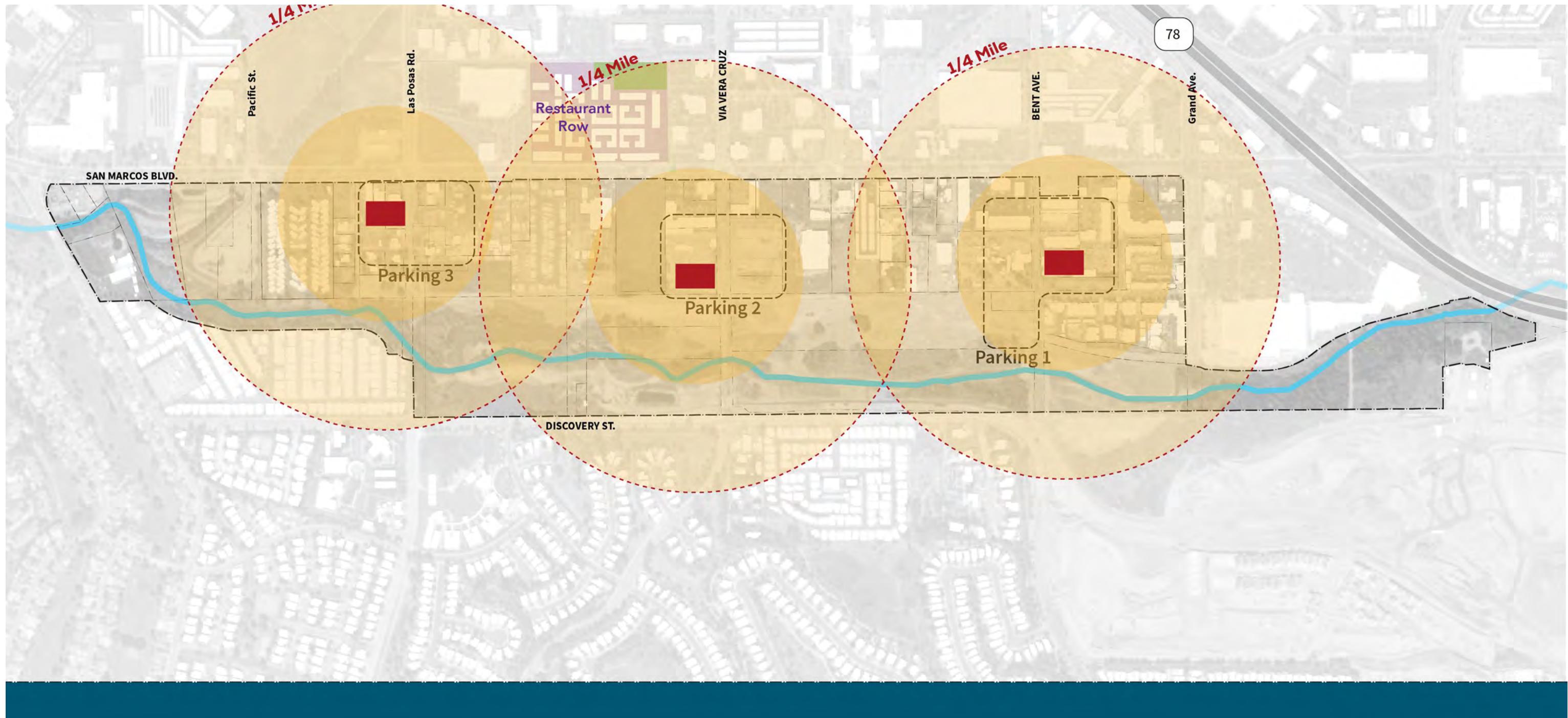
Creek Pedestrian Promenade



Frequent SM Blvd. Crossings

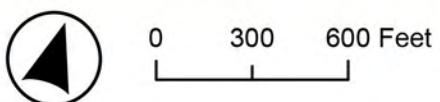


Parking: Preferred Public Park-Once Areas

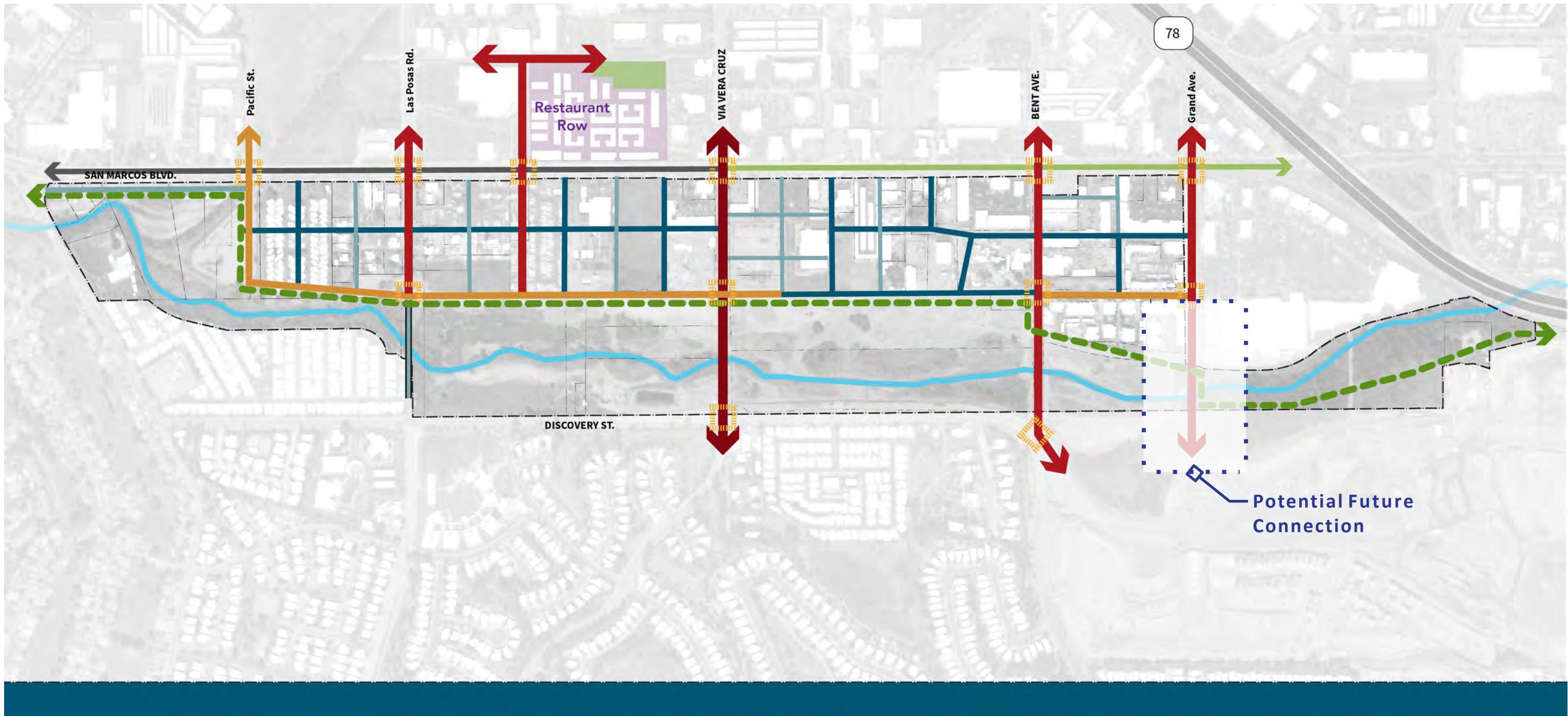


----- Plan Area Boundary

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)

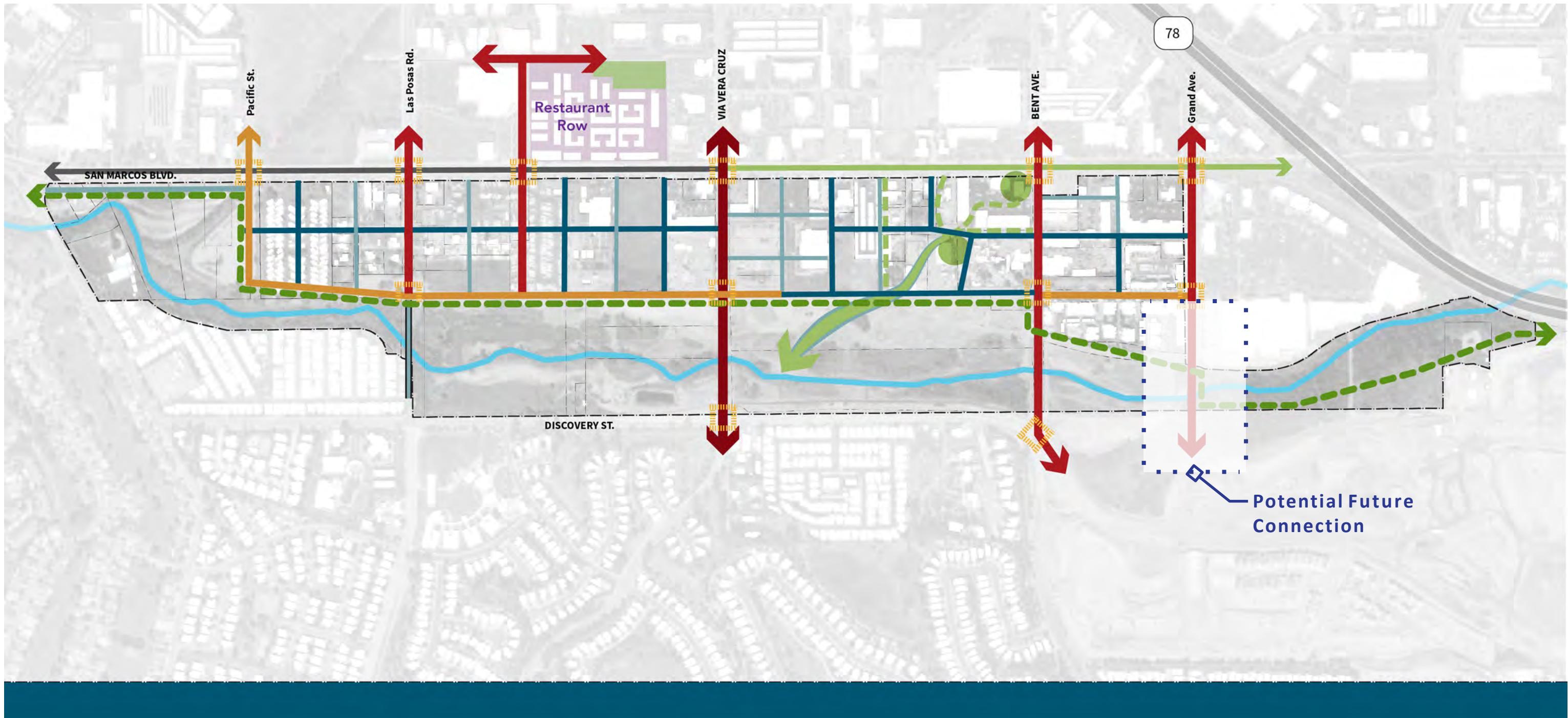
— Ped/Bike Bridge

— Bicycle Corridor



0 300 600 Feet

Mobility and Stormwater: 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

— Stormwater Open Channel

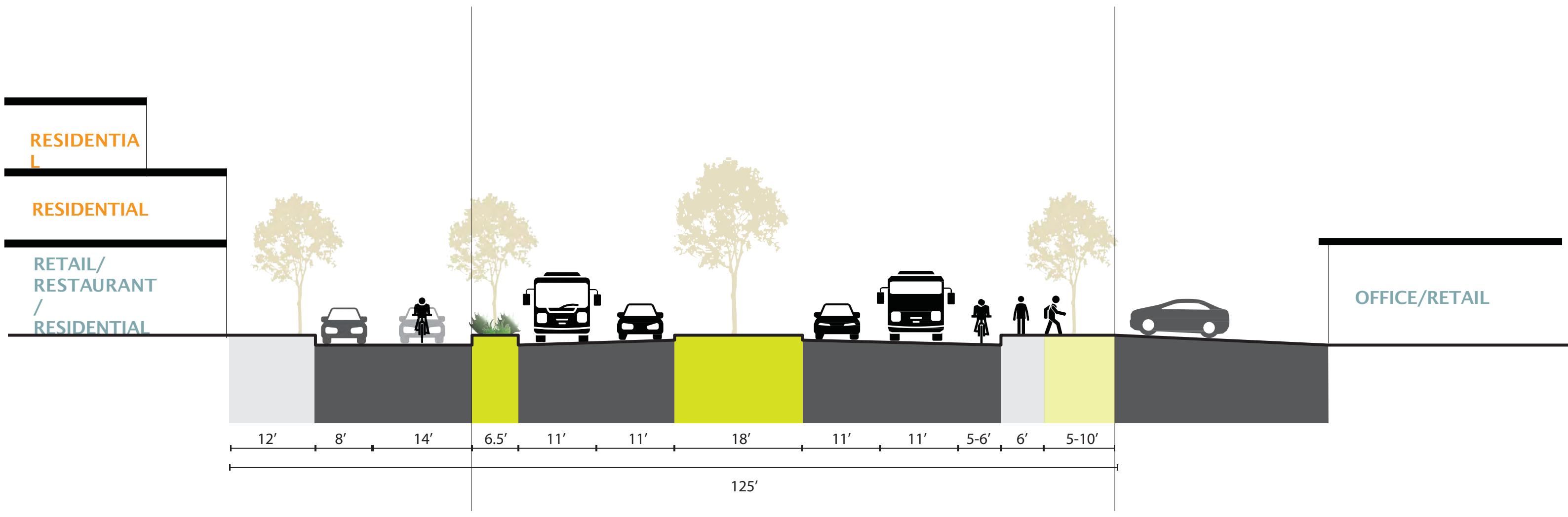
● Stormwater Basin



0 300 600 Feet

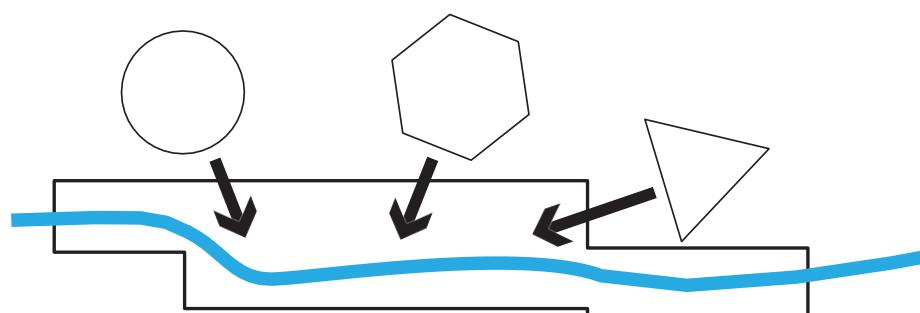
San Marcos Blvd: Existing

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

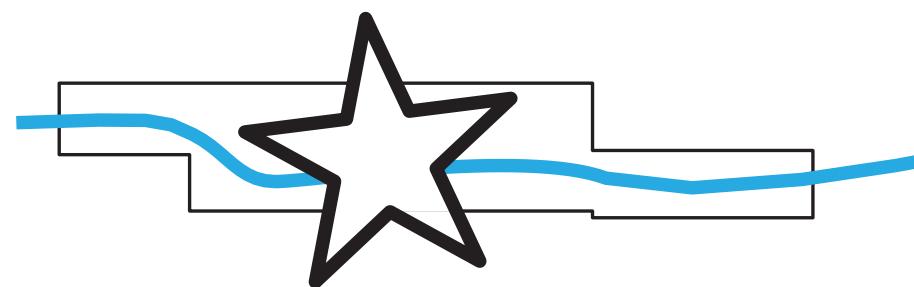


Land Use

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



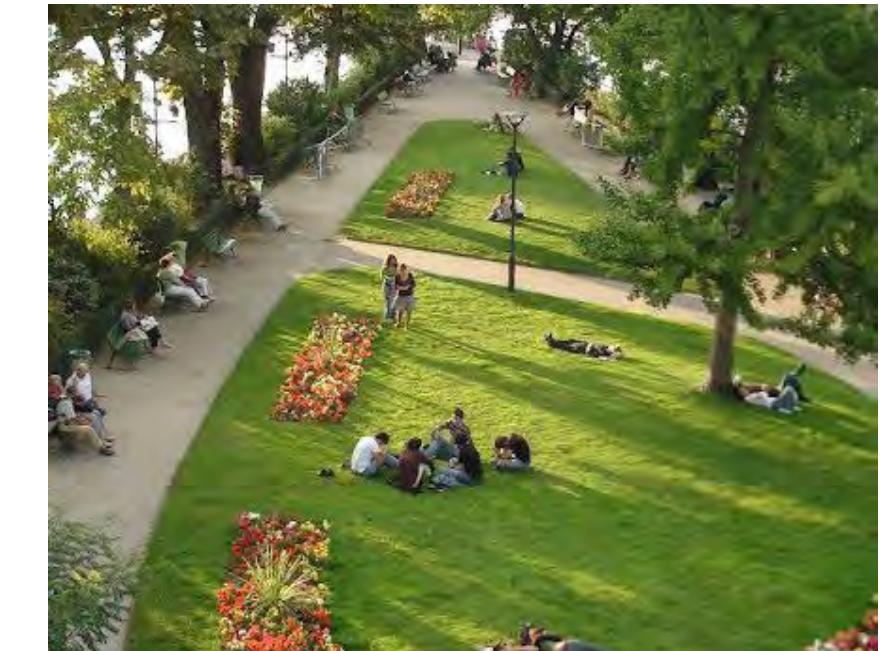
Commercial



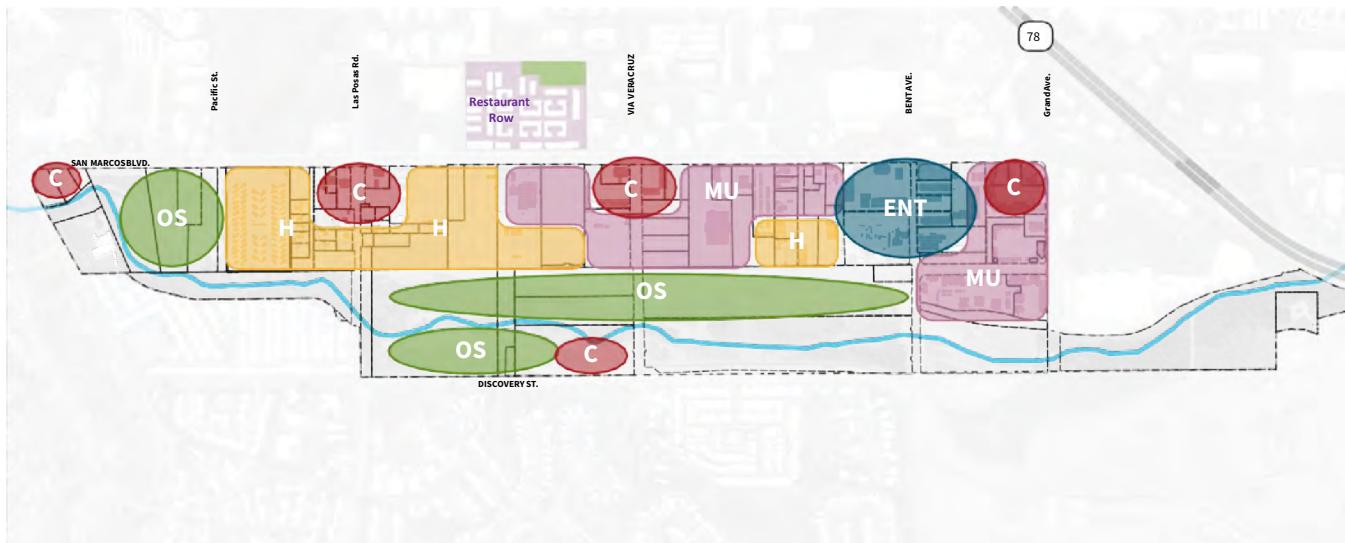
Arts and Culture



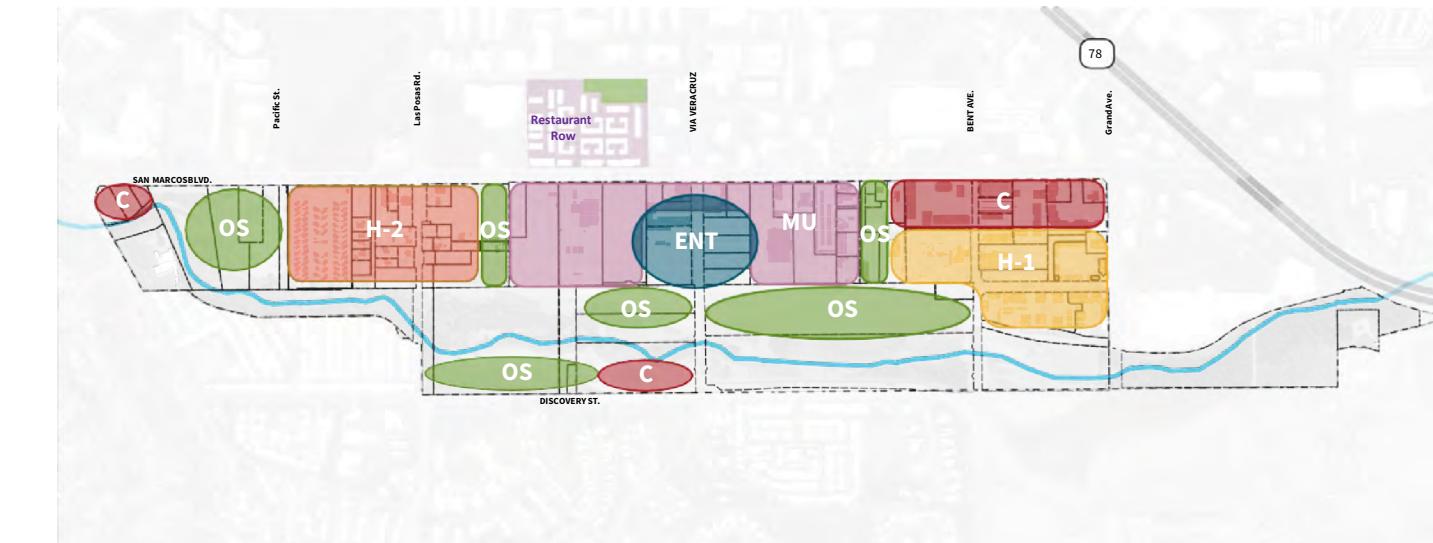
Open Space



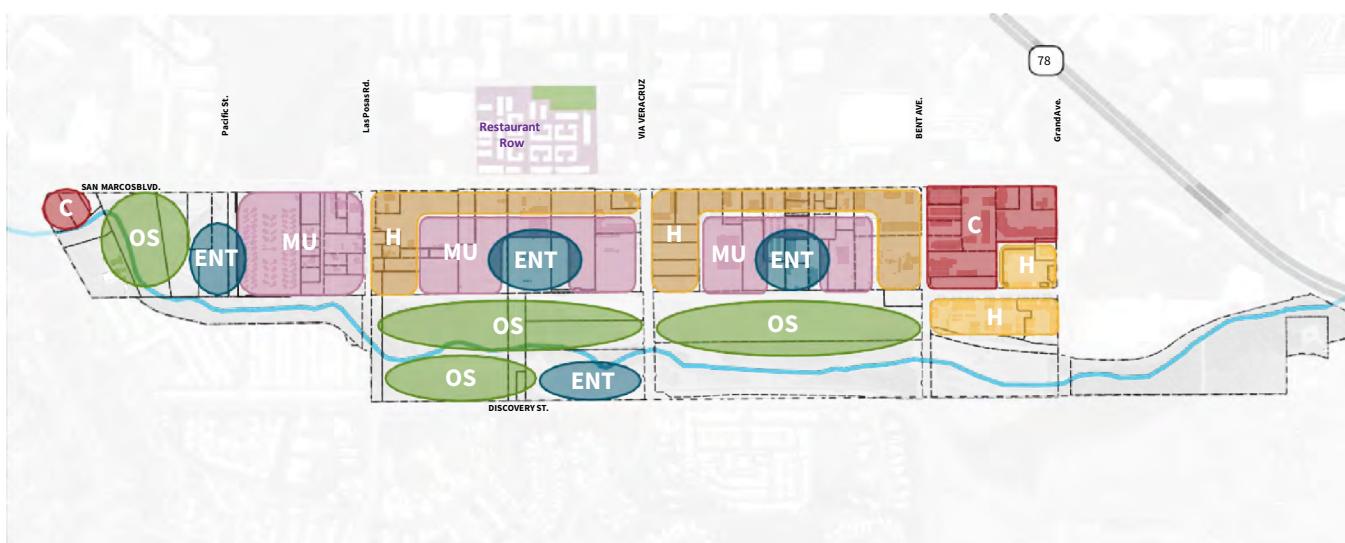
Option A - Commercial Nodes



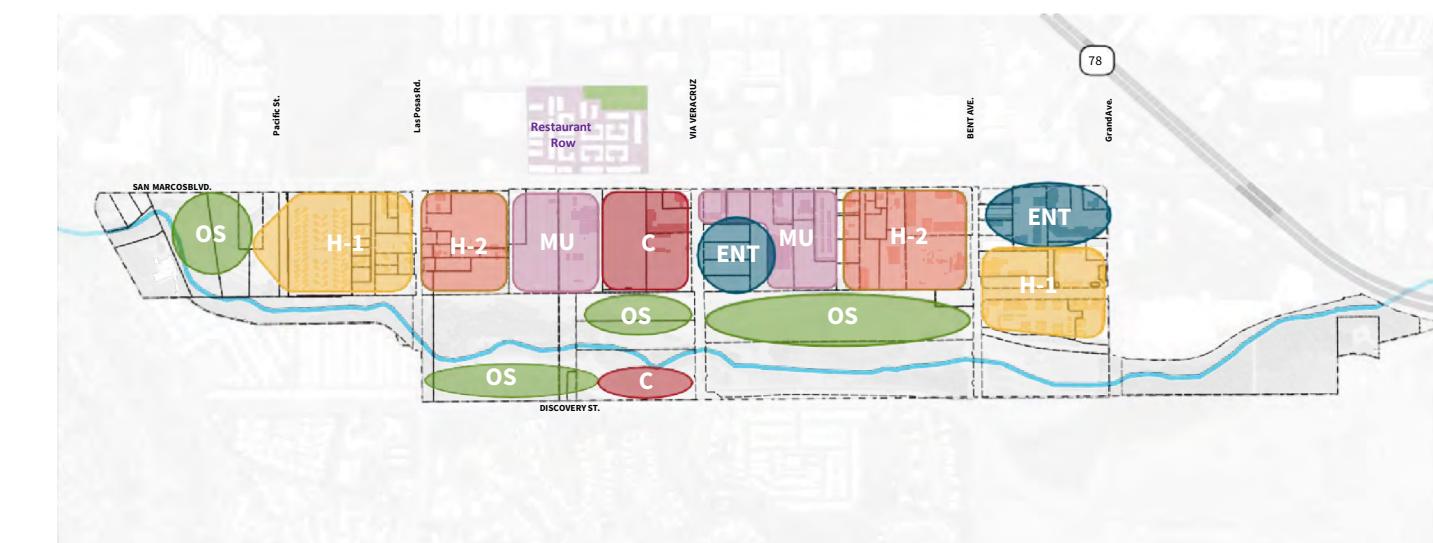
Option D - Arts and Culture Center



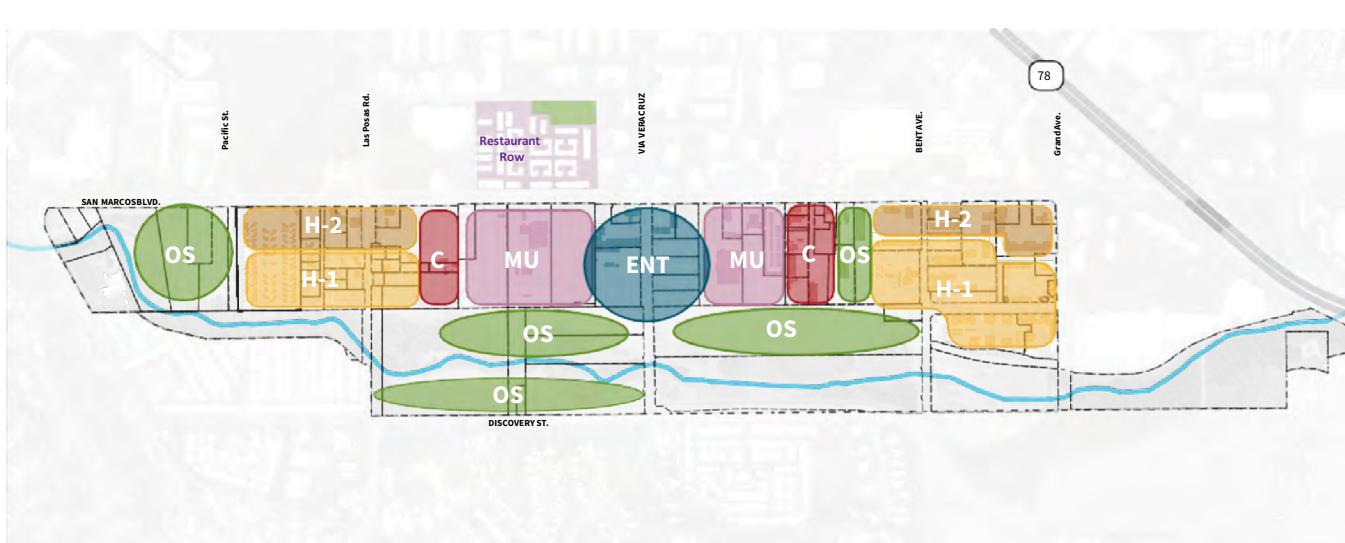
Option B - Entertainment Nodes



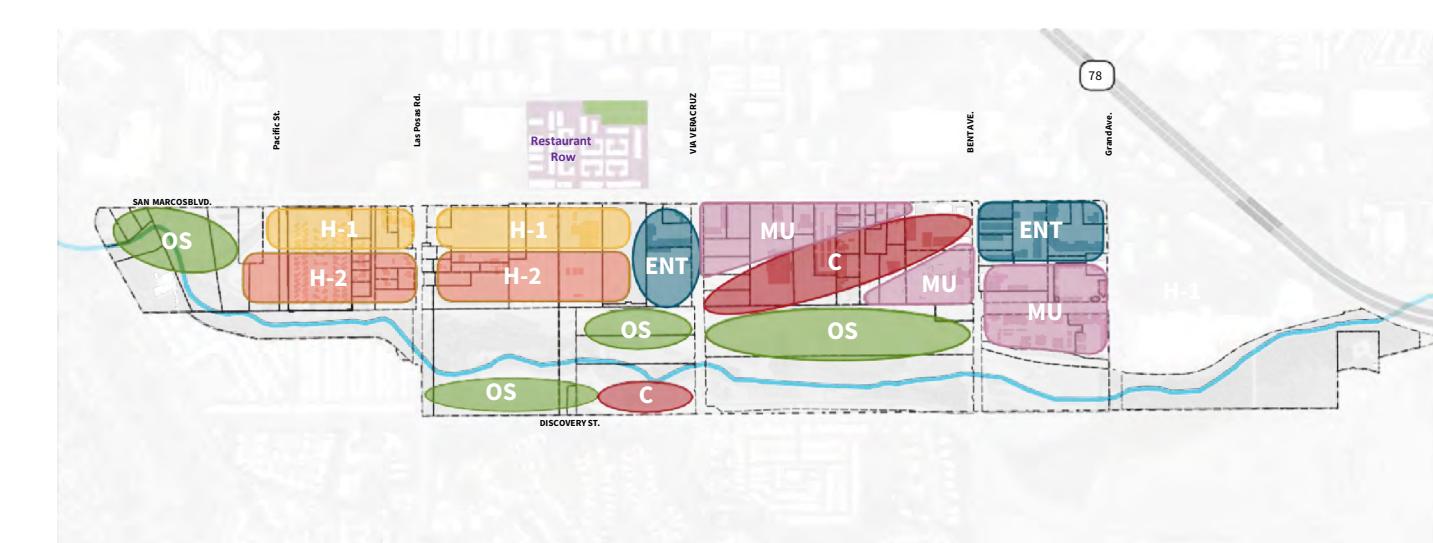
Option E - Stormwater Management



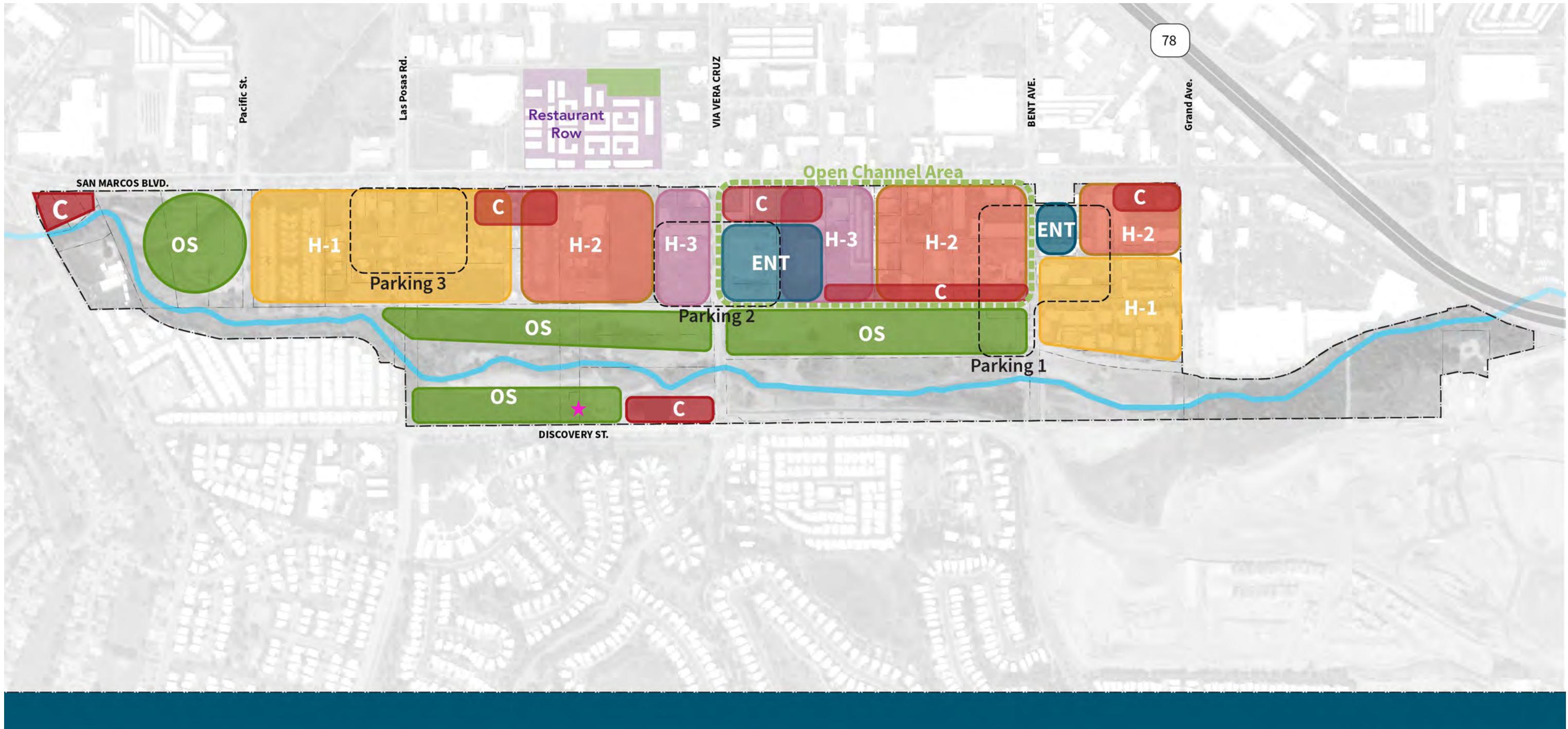
Option C - Central Destination (Concert Venue)



Option F - Entertainment Connection



Land Use: Emerging Preferred Plan



----- Plan Area Boundary

— Creek

■ H-1: Townhome

■ H-2: Garden, Stacked Flats, Wrap

■ H-3: Podium

■ C: Commercial (required ground-floor)

■ ENT: Arts and Culture

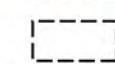
■ OS: Open Space (Public)



0 300 600 Feet

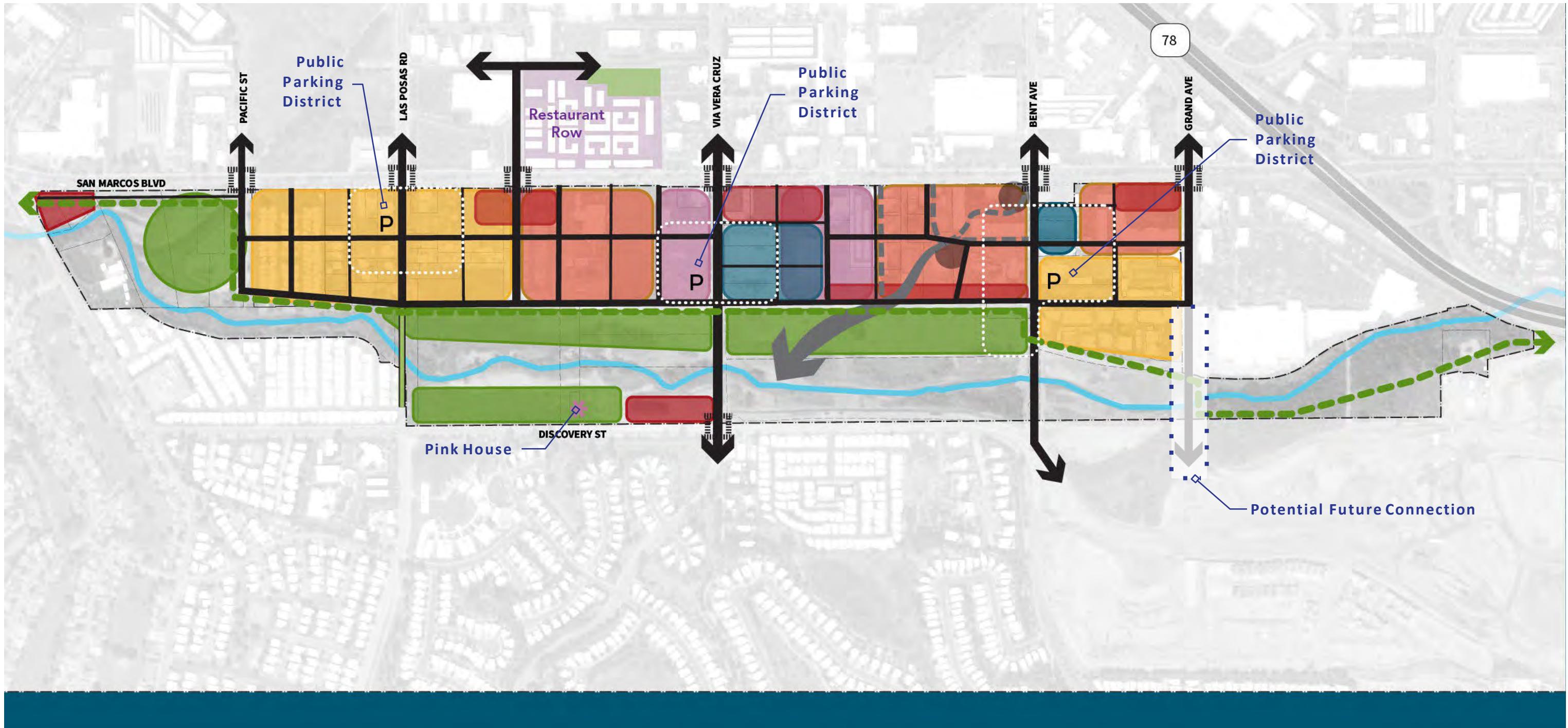


Open Space contribution to channel



Public Parking Areas

Combined: Emerging Preferred Plan



----- Plan Area Boundary

Creek

Stormwater Open Channel

Bicycle Corridor

H-1: Townhome

H-2: Garden, Stacked Flats, Wrap

H-3: Podium

C: Commercial (required)

ENT: Arts and Culture

OS: Open Space (Public)



0 300 600 Feet

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

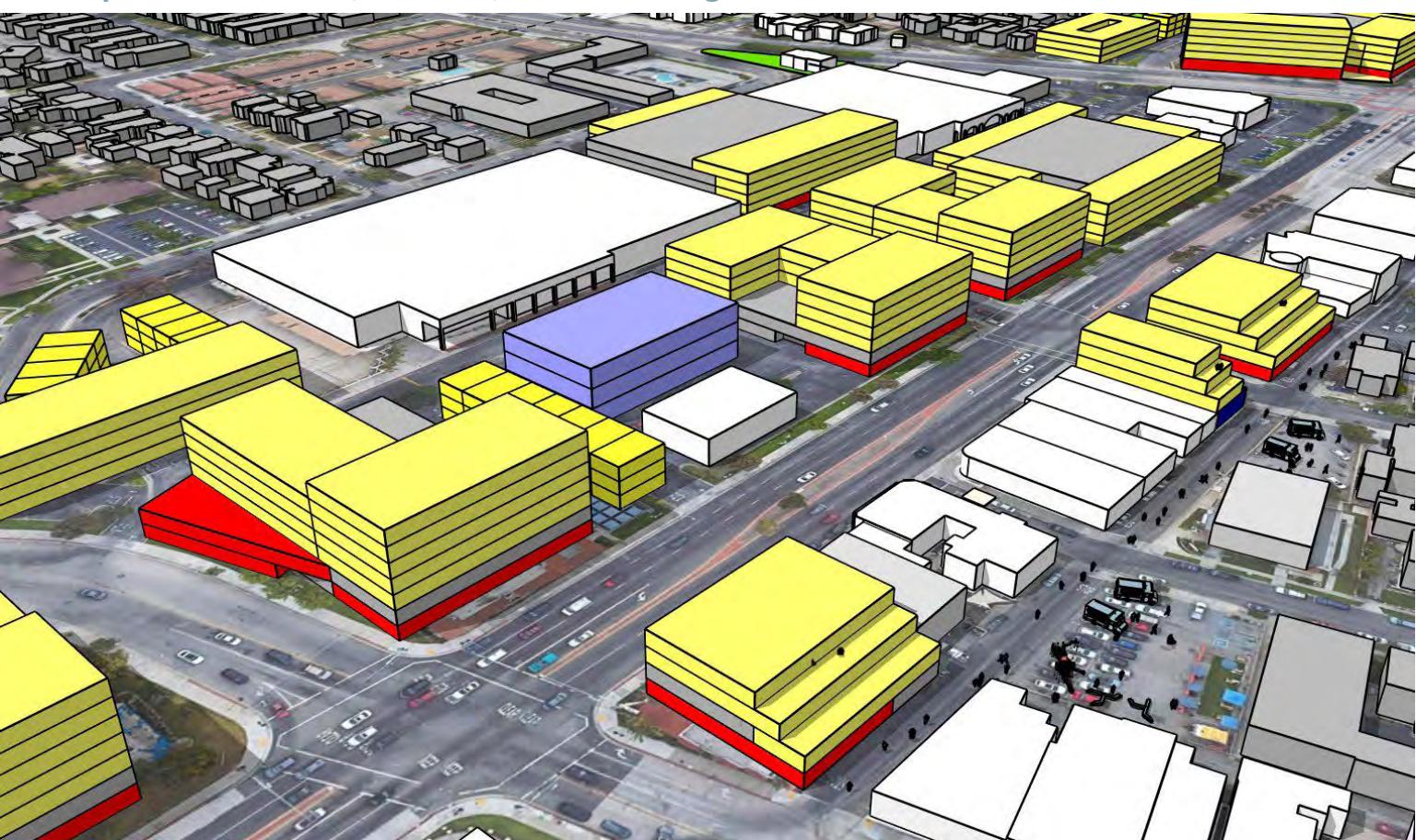
San Marcos Creek Promenade:

- Develop detailed concept considering topography

San Marcos Creek Existing Conditions

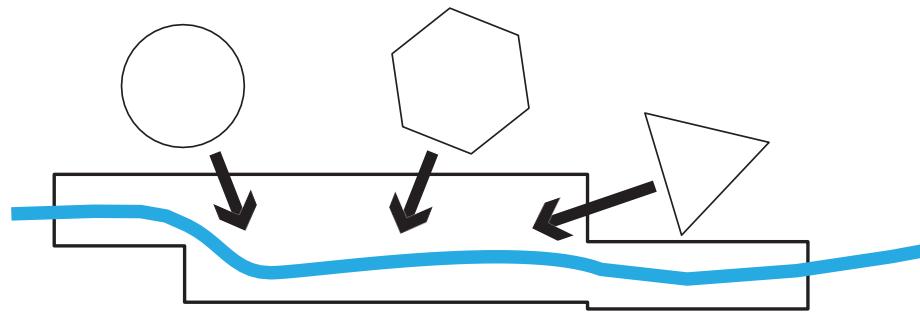


Conceptual Land Use, Streets, and Massing - Pico Rivera

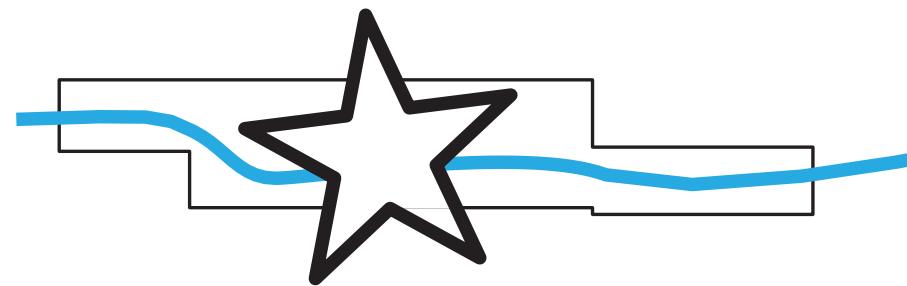


Land Use

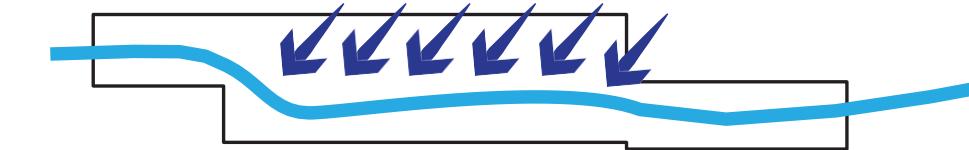
Respond to Existing Uses



New Entertainment Zone



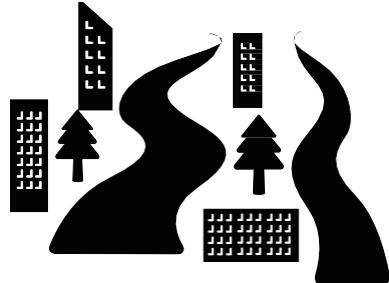
Stormwater Feasibility



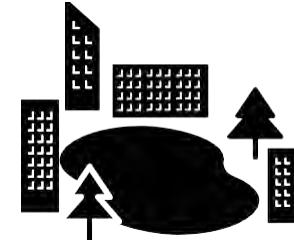
1. How does the City Plan to develop/is there flexibility in timeline to develop City-owned land?
2. Can we delay/avoid land surplus in short-term? Offer long-term leases?

Stormwater/Flooding

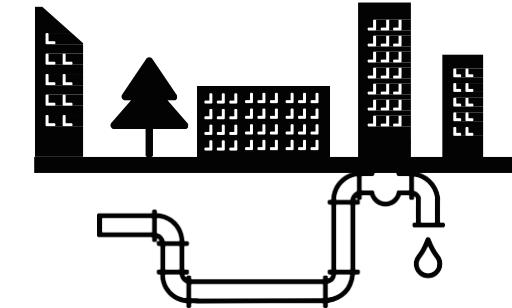
Open Flow Channel(s)



Catch Basin(s)



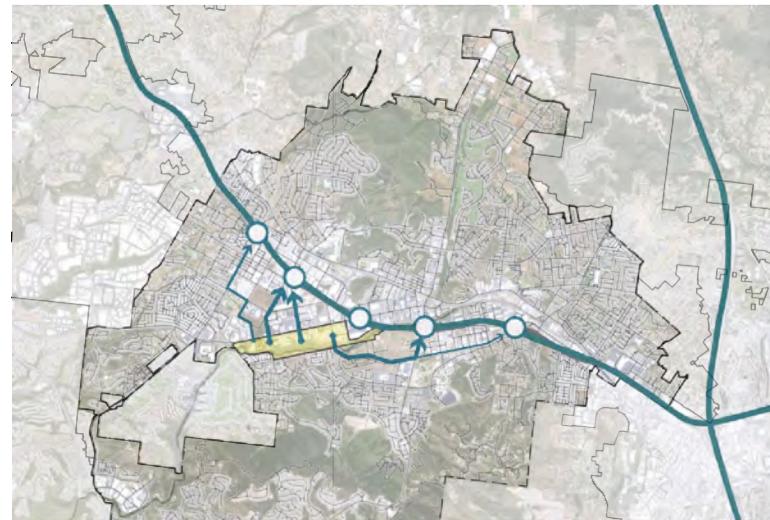
Underground Pipes



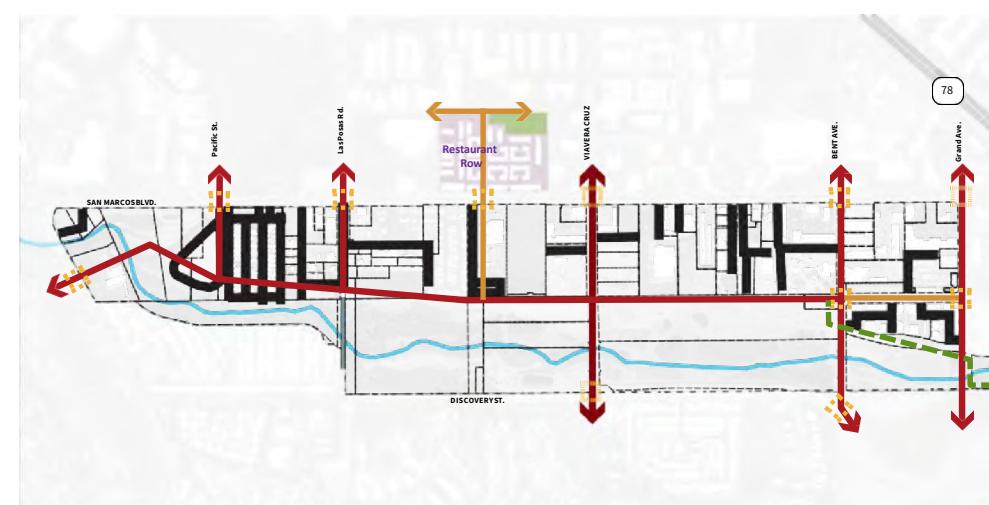
1. How much money does the City want to spend to catalyze redevelopment; to resolve the flooding issue?
2. What are City thoughts on using eminent domain, completing land swaps, and/or other similar approaches?

Transportation

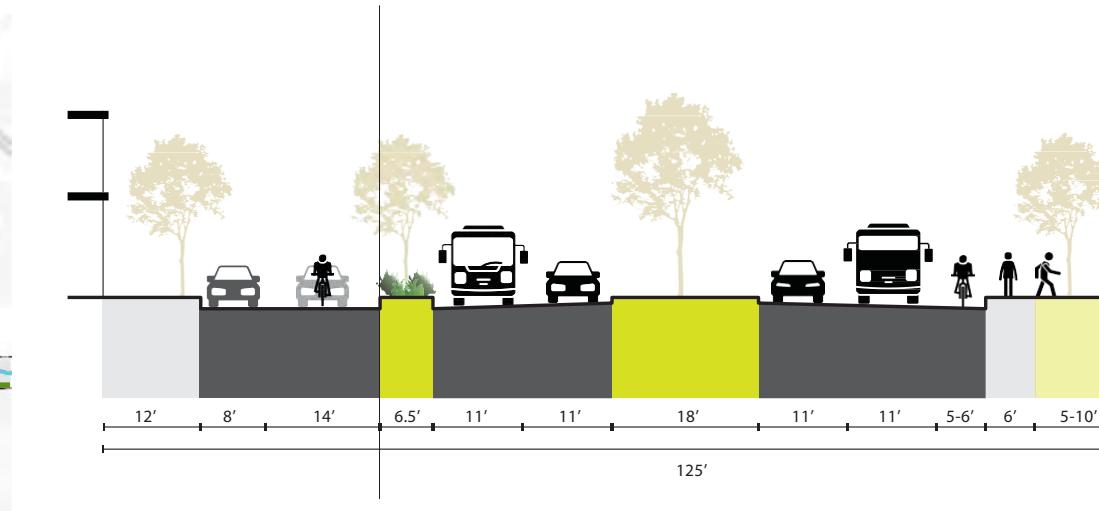
City Networks



Internal Network



San Marcos Blvd.



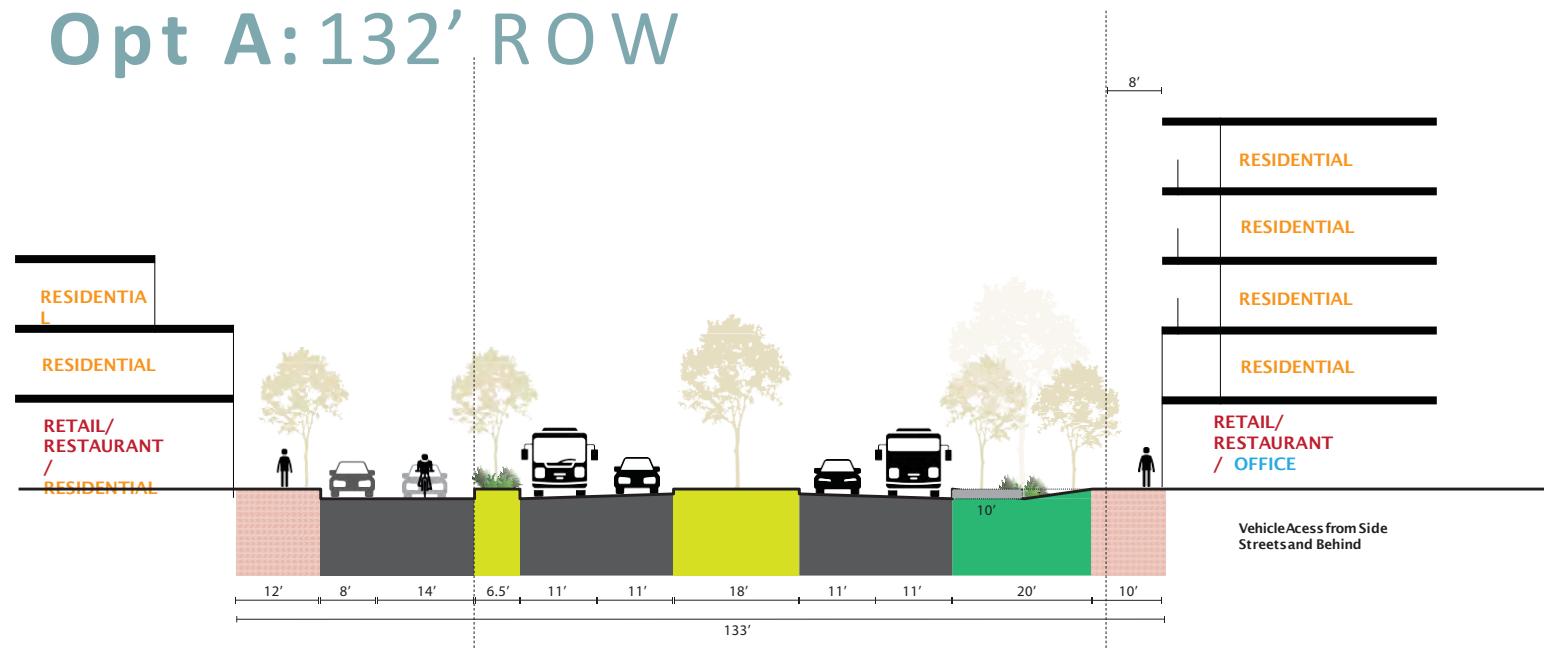
1. What place does San Marcos Blvd. want in a City-wide, multi-modal mobility network?
2. What is the access to the creek across San Marcos Blvd.?
3. How to deal with district parking structures?

San Marcos Blvd: Planned

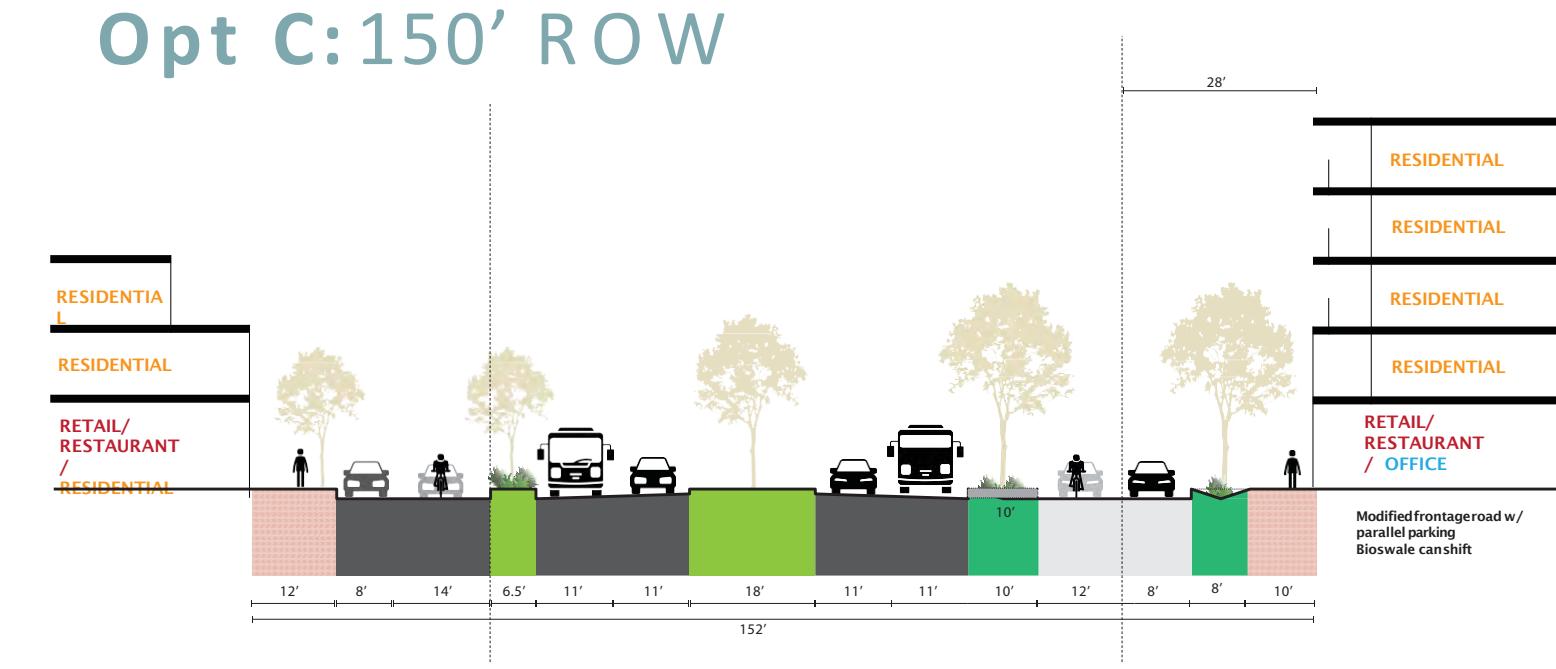


San Marcos Blvd: Multiway Design Options (all +/- ~5')

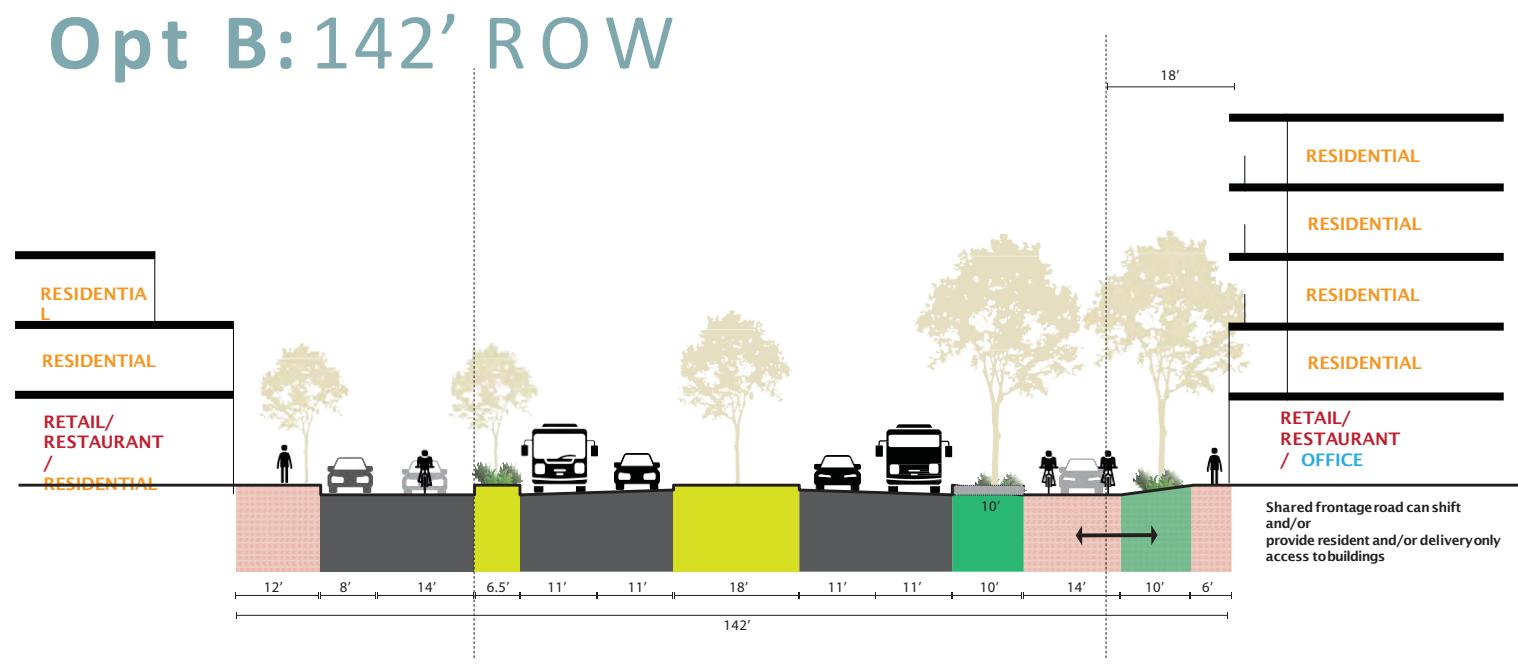
Opt A: 132' ROW



Opt C:150' ROW



Opt B: 142' ROW



Opt D: 158' ROW

