



College Terrace Issues and Opportunities

College Terrace Residents Association

Updated October 31, 2001

1. Neighborhood-wide issues

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| A | <i>Cut-through traffic</i> | Reduce volume of commuter and commercial cut-through activity to/from Junipero Serra Boulevard, Bowdoin, and El Camino. |
| B | <i>Speeding</i> | Slow vehicles to 25 mph on local streets and on Stanford and California Avenues |
| C | <i>Traffic Calming</i> | Fast-track neighborhood traffic calming study (with \$50K from Stanford GUP Condition G-10). Need baseline prior to major university construction. \$150K for California Ave traffic calming measures was agreed to in 4-party MOU; need additional implementation funding. |
| D | <i>Neighborhood library</i> | Retain and improve the College Terrace Branch library as a neighborhood and city resource. |
| E | <i>Stanford and office parking impacts: residential permits</i> | Escondido Village residents and Stanford commuters defeat Stanford trip-reduction mandates by parking off campus. Office workers park on California and nearby streets. Create a residential parking permit program (\$100K in Stanford GUP Condition H-2). |

2. Stanford Avenue

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| A | <i>Stanford faculty-staff housing</i> | Require visual compatibility with houses across street to preserve College Terrace "feel" and property values. Balance density with neighborhood sensitive design. Driveways onto Olmsted Road, not Stanford Avenue. |
| B | <i>Construction in Escondido Village and along street</i> | Route construction trucks via Olmsted Road to minimize noise and maximize child cyclist safety. No construction trucks on Stanford Avenue during school commute. |
| C | <i>Traffic speed</i> | Calm traffic while continuing to handle "collector street" traffic volume. Traffic circles? Pedestrian crossing refuges? |
| D | <i>School bike/walk commute safety</i> | Improve walkability and bikeability along Stanford Avenue to encourage nonmotorized school commutes. In particular, unsafe conditions at the Stanford Avenue / El Camino intersection and at Starbucks driveways deter students from walking and biking to Escondido School, Jordan Middle School, and Palo Alto High School. |
| E | <i>Escondido School trip reduction</i> | Reduce dropoff/pickup traffic by promoting alternatives to driving kids to school |
| F | <i>Create a regional trail starting at El Camino</i> | Enhance existing informal walking/jogging trail and trees between El Camino and Escondido to visually buffer future faculty/staff housing. Link to existing creekside trail from Bowdoin to Raimundo, extend from Raimundo to Junipero Serra Boulevard and beyond. Link with regional trail segment S1 required by Stanford General Use Permit. |

3. California Avenue (residential section)

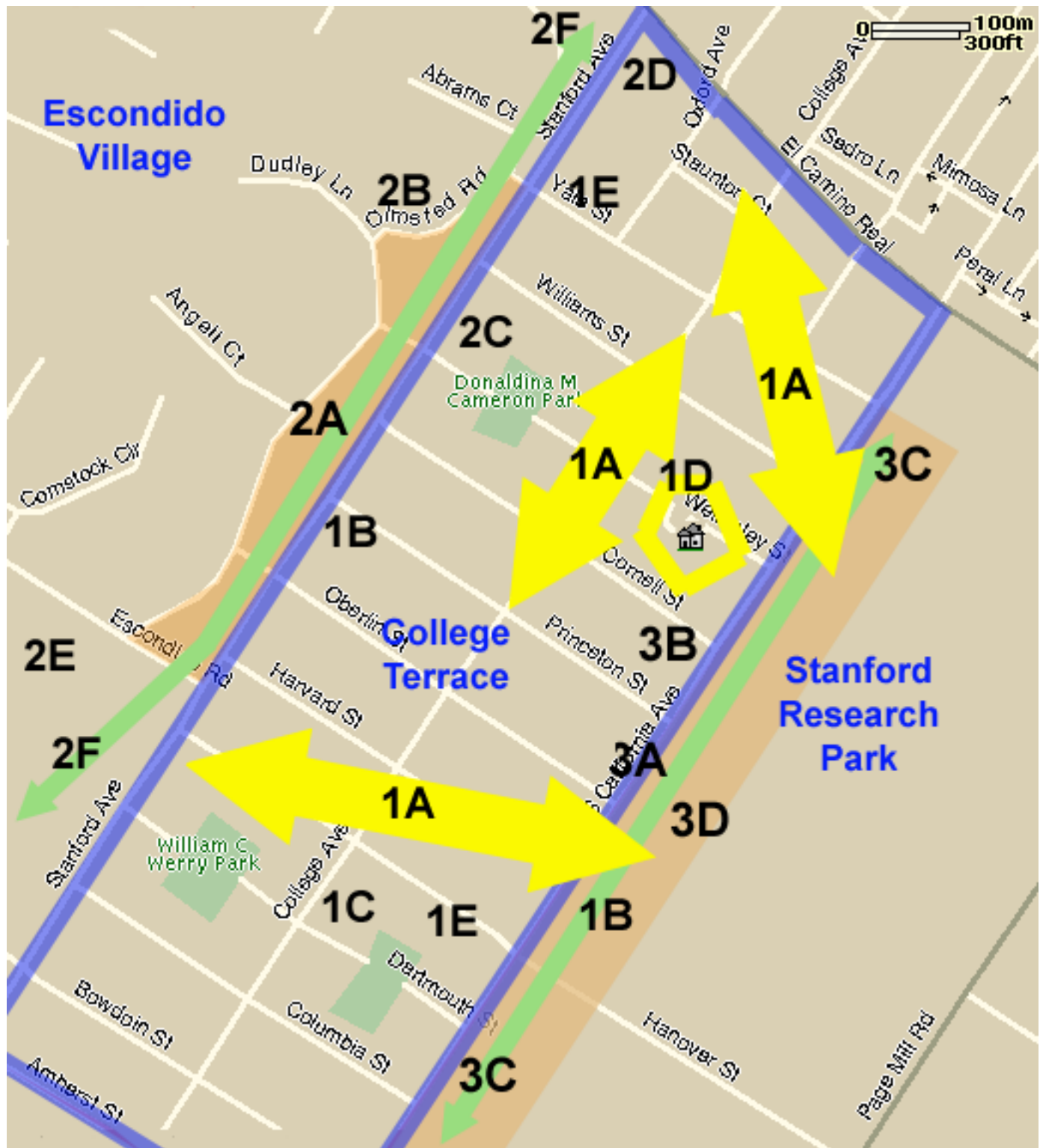
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| A | <i>Traffic speed</i> | Speeding between Yale and Amherst. Need for calming. Traffic circles? Pedestrian crossing refuges? |
| B | <i>Commuter parking</i> | Restrict commuter parking to within the Research Park. Remove office driveways from California as internal "spine" street is added (see item 4B). 2475 Hanover plans are a good cooperative start. |
| C | <i>Tree-lined visual buffer and route to open space</i> | Extend 2475 Hanover's planned double row ("allee") of ash trees and raised landscape "berm" toward El Camino and Amherst to screen buildings and create an amenity for residents and workers. |
| D | <i>Housing on both sides of street</i> | Encourage housing along the Research Park's California Avenue edge to buffer neighborhood from office building light, noise, traffic. |

4. Stanford Research Park

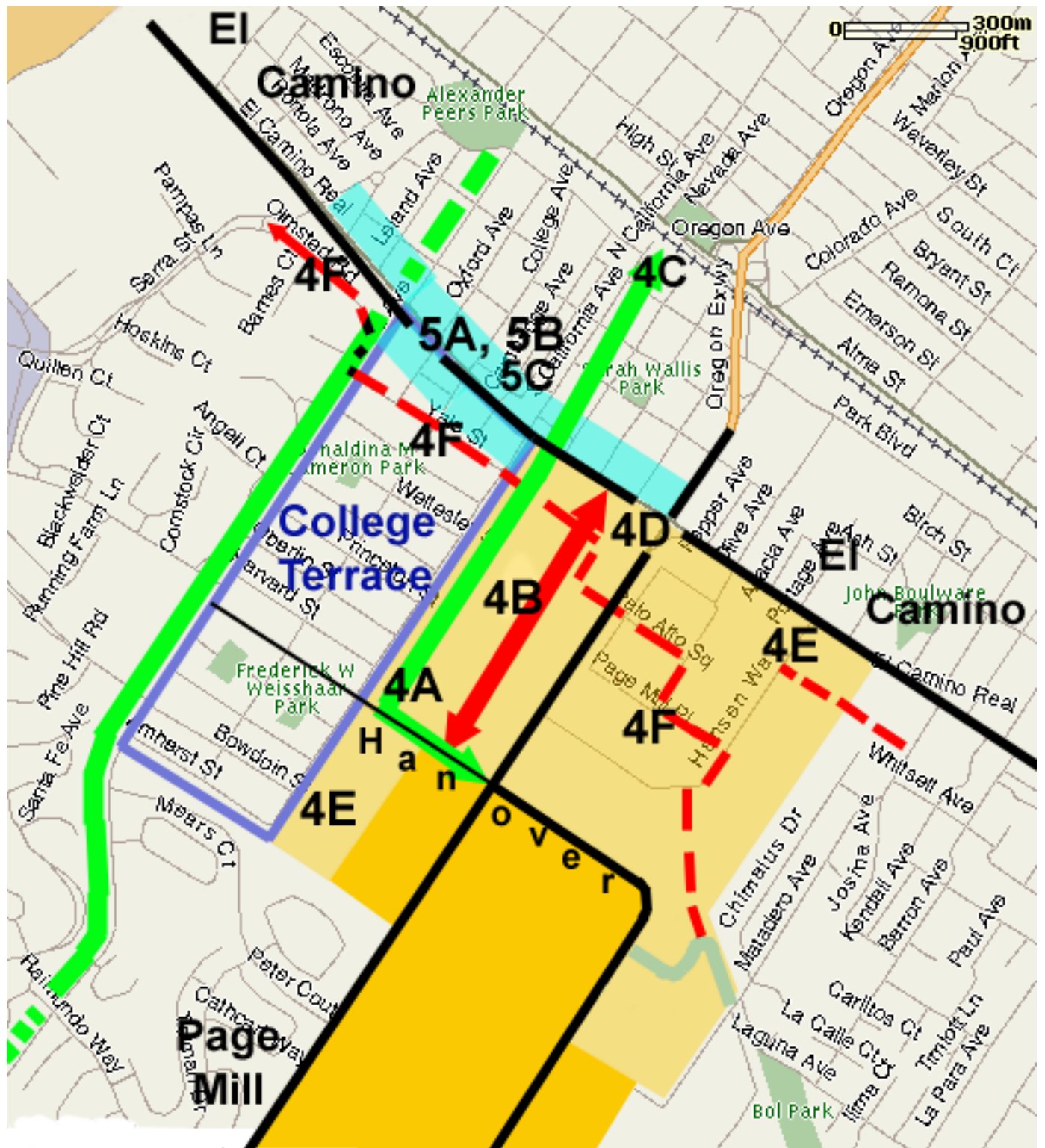
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| A | <i>Lawyers replacing R&D and warehouses</i> | Changes in occupant type and office density within permitted zoning have greatly increased commute traffic and all-day in/out activity on California Avenue. |
| B | <i>Take traffic off California Ave with a "spine"</i> | 1960's "superblock" layout forces commuters and trucks onto California Ave. Work with Stanford to create a new "spine street" connecting El Camino to Hanover. This would also enable a single shuttle line to serve all buildings between California and Page Mill. |
| C | <i>Improve Cal Ave Caltrain shuttles</i> | Better workday shuttle service between Research Park and the California Avenue Caltrain station could reduce commute traffic. |
| D | <i>Mayfield site access</i> | Opportunity to further improve internal circulation of adjacent "superblock" including north-south link to Page Mill. Possible Stanford credit for off-campus trip reduction? |
| E | <i>Housing in the Research Park: "East of Hanover"</i> | If / when Stanford adds housing per the "Mayfield" memo, the section east of Hanover and the last block of California west of Hanover (facing College Terrace) make the most sense for the city. |
| F | <i>North-south bicycling/walking "missing link"</i> | As the Research Park evolves, Mayfield is developed, and buildings change, create a north-south bike / walk alternative parallel to El Camino toward Barron Park via Yale Street and Ramos Way. |

5. El Camino Real (Park Blvd. to Page Mill Road)

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| A | <i>Neighborhood serving retail</i> | College Terrace residents walk to businesses on both sides of El Camino between Park Blvd. and Page Mill – our "front yard". We favor non-chain, neighborhood-serving retail. |
| B | <i>Housing over retail</i> | Build housing over retail, and live/work units. Fix zoning code so it doesn't penalize or unduly restrict such combined uses. |
| C | <i>Pedestrian crossings</i> | Improve the ease of crossing El Camino to reach businesses in the California Avenue shopping district. |



College Terrace Issues and Opportunities - Map 1 of 2
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College Terrace Issues and Opportunities - Map 2 of 2
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