



# College Terrace Issues and Opportunities

## Board of Directors, College Terrace Residents Association

Revised October 10, 2003

### 1. Neighborhood-wide issues

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|----------|-----------------------------------|--|
| <b>A</b> | <i>Speeding</i>                   | Slow vehicles to 25 mph on College Terrace's local streets (cross streets and College Avenue) as well as on our collector streets (Stanford and California Avenues).   |
| <b>B</b> | <i>Cut-through traffic</i>        | Reduce volume of commuter and commercial cut-through traffic without a neighborhood origin or destination on both local and collector streets. Support balanced efforts to unclog arterial roads (Page Mill, El Camino Real) to reduce incentive to cut through.   |
| <b>C</b> | <i>Neighborhood traffic study</i> | Continue to fast-track our neighborhood traffic study (using \$50K from Stanford GUP Condition G-10). Move from analysis of 2002 baseline data to design and implementation of workable solutions, with multiple opportunities for input from residents.   |
| <b>D</b> | <i>Spillover parking</i>          | Effectively utilize \$100K (from Stanford GUP Condition H-2) to alleviate neighborhood parking congestion caused by Stanford University commuters, Escondido Village residents and California Avenue business employees. Insist that the City work with the neighborhood to design and implement a workable solution, such as residential permit parking, as soon as possible. |
| <b>E</b> | <i>Shuttle service</i>            | Work with the City, Stanford University and Research Park tenants to provide better shuttle service for commuters (thereby reducing peak period traffic) and also serve neighborhood residents.  |
| <b>F</b> | <i>Neighborhood library</i>       | Retain and improve our treasured College Terrace branch library.   |

### 2. El Camino Real (Stanford Avenue to Page Mill Road)

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|----------|--|---|
| <b>A</b> | <i>El Camino Real redesign</i>         | Support trial of Caltrans-approved El Camino redesign that would add trees and improve safety for pedestrians, cyclists and drivers without increasing delays for drivers in peak hour traffic.                     |
| <b>B</b> | <i>Stanford Ave./ ECR intersection</i> | Implement improvements to reduce hazards for cyclists, pedestrians and drivers using this intersection. Find workable solutions to dangers caused by drivers unsafely entering and exiting the Starbucks driveways. |
| <b>C</b> | <i>Neighborhood-serving retail</i>     | Work with the City to support and encourage genuine neighborhood-serving retail (existing and new) on both sides of El Camino Real between Stanford Avenue and Page Mill – our "front yard."                        |
| <b>D</b> | <i>Housing above</i>                   | Modify zoning code so it favors walkable, bikeable, transit-oriented  |

*retail*

mixed uses on ECR, including housing above ground floor retail.

### 3. Stanford Avenue / Border with Stanford University

- |          |  |   |
|----------|--|---|
| <b>A</b> | <i>School commute safety and trip reduction</i>                      | Implement traffic calming and safety improvements that will encourage walking and biking as alternatives to driving children to and from Escondido School and nearby preschools, as well as Jordan and Paly.  |
| <b>B</b> | <i>A more walkable street</i>  | Work with Stanford University to add pedestrian walkway on Escondido Village side as recommended in 1996. Consider options to provide safer pedestrian crossings.   |
| <b>C</b> | <i>Minimize truck traffic</i>  | Ensure that university-related trucks use approved routes and avoid Stanford Avenue whenever possible. Increase enforcement of "no through trucks" policy and weight limit.   |
| <b>D</b> | <i>Future Stanford faculty-staff housing on north side of street</i> | Balance density with neighborhood sensitive and pedestrian friendly design. Require visual compatibility with houses across street to preserve College Terrace character and property values. Place driveways on Olmsted Road, not Stanford Avenue. |

### 4. California Avenue/ Border with Stanford Research Park

- |          |   |  |
|----------|---|--|
| <b>A</b> | <i>Mayfield development agreement</i>               | Monitor public process and advocate for appropriate mitigations to any identified environmental impacts affecting College Terrace.   |
| <b>B</b> | <i>"Spine" road in Research Park</i>                | Work with City and Stanford Management Company to modify 1960's "superblock" layout that forces commuters and trucks onto California Ave. Long term goal is to create a new mid-block "spine" or service road connecting El Camino to Hanover, and to remove office driveways from California as segments are added. 2475 Hanover project incorporated this proposal into its design, continue in Mayfield site discussions. |
| <b>C</b> | <i>Tree-lined visual buffer and shaded sidewalk</i> | Extend 2475 Hanover's double row ("allee") of ash trees in both directions to screen buildings and provide shaded walkway to encourage walking instead of driving to California Avenue business district.  |
| <b>E</b> | <i>Future housing on Upper California site</i>      | Balance density with neighborhood sensitive and pedestrian friendly design. Require visual compatibility with houses across street to preserve College Terrace character and property values. Provide direct access to Page Mill and/or Hanover to reduce traffic impact on upper California.  |

**F** *North-south  
bicycling/walking  
"missing link"*

Design circulation for soccer field project to allow safe bicycle and pedestrian access to site from College Terrace and other neighborhoods. Long term goal is to create a north-south cyclist and pedestrian route parallel to El Camino toward Barron Park via Yale Street and Ramos Way.