



# San Ysidro

## COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN

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# SAN YSIDRO COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN

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City of San Diego



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# Introduction | 1



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## 1.1 COMMUNITY PROFILE

San Ysidro is a long-standing community of Mexican heritage, uniquely situated along the international border. San Ysidro's location, adjacent to Mexico, provides abundant opportunities for cultural exchange and commerce, serving both the tourist and the resident population. The San Ysidro Land Port of Entry is one of the world's busiest land ports and directly impacts the community of San Ysidro. San Ysidro's location also results in exposure to border traffic congestion and associated vehicle emissions, as well as geographic separation from much of the rest of the City of San Diego. San Ysidro also faces challenges related to aging infrastructure and barriers to connectivity. With strength in its people who have maintained a strong, tightly knit community with an optimistic vision for its future, San Ysidro is both a bustling, vibrant community and gateway to San Diego and the rest of the United States.

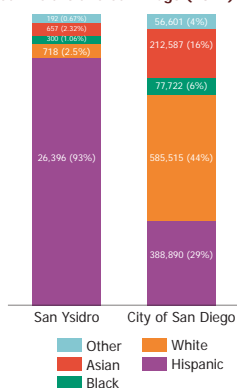
San Ysidro's urban form has been influenced by many factors. Following the short-lived Little Landers Colony (discussed in the Historic Preservation Element), commercial districts formed along San Ysidro Boulevard and Camino de la Plaza focusing primarily on border users. A legacy remains of traditional storefronts uniquely suited to small and sole-proprietor businesses, particularly along the community's main street, San Ysidro Boulevard. Remnants of the original grid pattern of streets and alleys enhances connectivity and promotes walkability in the old town, yet traffic congestion and poor pedestrian connectivity occurs at many "pinch points" where street widths narrow or access is restricted due to the trisecting of the freeways and trolley tracks.

San Ysidro has over a century of settlement and development. The community today contains a breadth of building types and architectural styles from development waves occurring since the early

### Where We Are...

San Ysidro is home to over **28,541** residents, within the **1,315,173** residents of the City of San Diego. Compared to the city overall, the community has somewhat younger population, with a median age of 27 years. In fact, 33 percent of the community's population is under 18 years old.

Race and Ethnicity in San Ysidro and San Diego (2012)



Over 92 percent of residents in San Ysidro are Hispanic compared with 29 percent citywide

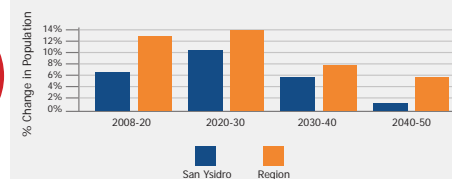
Median Age

27.8

### Where We Are Going...

Based on the vision of this plan and the application of planned land uses and development intensity, the community estimates to have a population of **38,559** persons by 2035.

#### Growth Trends in Total Population



Median Age

30.2  
2040

part of the twentieth century. This built environment, established through a rich cultural history, has helped make the community a dynamic asset to the region.

San Ysidro encompasses approximately 1,864 acres within the City's southern tip, adjacent to Otay Mesa-Nestor, Otay Mesa, the Tijuana River Valley, and the international border with Mexico (refer to **Figure 1-1 San Ysidro Community Plan Area and Coastal Zone Map**). Topographically, much of the San Ysidro planning area is moderately level; however, a sharp rise in topography occurs immediately east of Interstate 5 in the area of the international border crossing and its border with Otay Mesa. The Tijuana River floodplain comprises most of the planning area south and west of Interstate 5. Because of these topographical characteristics, spectacular views of the surrounding region can be found throughout the community.

San Ysidro has a notably young population, with nearly a third of the population under 18, and is characterized by a large component of 92 percent Hispanic residents compared to 29 percent citywide (2010). Along with a young and largely Hispanic population, San Ysidro is home to large families and often multiple generations under one roof. These demographic characteristics underscore the need to provide ample public facilities geared towards families with children, including parks, playgrounds, libraries, and recreational facilities. Even though San Ysidro has a high proportion of families, there is a relatively low rate of home ownership.

## 1.2 COMMUNITY VISION AND KEY OBJECTIVES

The Community Plan’s public outreach effort centered on individual community meetings that consisted of diverse representation from community planning group members, residents, property owners, various business interests, local community organizations and not-for-profit groups, as well as participating public agencies. In 2010, the community engaged in intensive visioning workshops and identified a community vision and key objectives:

- Establish an attractive international border destination for residents, businesses, and visitors
- Enhance and leverage bicultural and historic traditions and diversity
- Provide a plan with a mix of land uses that serves residents, generates prosperity, and capitalizes on visitor traffic
- Increase mobility for pedestrians, cyclists, transit, and automobiles through a border intermodal center, new linkages at key points, and a strong pedestrian focus

### Community Vision Statement

San Ysidro is a long standing community of Mexican heritage, uniquely situated along the international border. The community strives for excellence in education, greater job opportunities, diversity in housing, access to health services, and takes pride in their neighborhood identity.



- Identify locations for urban parks, plazas, promenades, and venues that support a variety of events and gatherings
- Expand park and recreation opportunities, including trail options at Dairy Mart Ponds, and joint use opportunities, promoting a healthy, active community
- Incorporate sustainability practices, policies, and design features that reduce greenhouse gas emissions, address environmental justice, and contribute to a strong economy
- Provide a lively, pedestrian-friendly, healthy environment where kids can walk safely to school
- Facilitate the development of San Ysidro Historic Village
- Craft a clear and practical implementation strategy

## 1.3 LEGISLATIVE FRAMEWORK

### General Plan

The General Plan sets out a long-range vision and policy framework to guide future development, provide public services, and maintain the qualities that define San Diego and contains a set of overall guiding principles (see inset).

The San Ysidro Community Plan is a component of the City of San Diego's General Plan. It is intended to further express the General Plan goals and policies in San Ysidro through the provision of more site-specific recommendations and provides the basis for zoning and the Impact Fee Study (IFS). The General Plan and Community Plan work together to establish the framework for growth and development in San Ysidro. Some specific General Plan policies are referenced within the Community Plan to emphasize their significance in San Ysidro, but all applicable General Plan policies may be cited in conjunction with the Community Plan, whether or not they are specifically referenced. Both the General Plan and the San Ysidro Community Plan should be consulted for land use planning matters in San Ysidro. While the Community Plan addresses specific community needs, its policies and recommendations remain in harmony with the General Plan, citywide policies, and other community plans.

### General Plan Guiding Principles

- An open space network formed by parks, canyons, river valleys, habitats, beaches and ocean
- Diverse residential communities formed by the open space network
- Compact and walkable mixed-use villages of different scales within communities
- Employment centers for a strong economy
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers
- High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors
- Historic districts and sites that respect our heritage
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities
- A clean and sustainable environment
- A high aesthetic standard



## The Climate Action Plan

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by a number of targets and actions, which together will meet GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal established in former Governor Arnold Schwarzenegger’s Executive Order S-3-05. One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies that promote increased capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. The San Ysidro Community Plan takes a multi-modal approach to improving circulation and access through and within San Ysidro. These mobility policies and recommendations in the community plan builds from the General Plan’s Mobility Element and ultimately propose a mobility strategy that improves access to transit through better pedestrian and bicycle infrastructure that complement the increased density in the village areas. The Community Plan enhances the community’s overall accessibility and village design by including paseos, pocket parks, and plazas, creating a more friendly and active urban environment.

## Land Development Code

The City of San Diego’s Land Development Code (LDC) is part of the municipal code and contains regulations and controls pertaining to land use, density and intensity, building massing, architectural design, landscaping, stormwater management, street frontages, lighting, and other development characteristics. The LDC implements the land use policies and recommendations of the Community Plan and all development within San Ysidro must comply with regulations set forth in the LDC.

## Local Coastal Program

The California Coastal Act requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program (LCP). The Local Coastal Program includes issue identification, a land use plan and implementation ordinances. The coastal zone portion of the San Ysidro community is located adjacent to the Tijuana River Valley; see **Figure 1-1 San Ysidro Community Plan Area and Coastal Zone Map**. This Plan addresses the basic resource protection measures for the coastal zone area in San Ysidro and discusses the community’s relationship to the Tijuana River Valley resource area. The Tijuana River Valley Local Coastal Program Land Use Plan (Tijuana River Valley LCP) primarily emphasizes the preservation, enhancement and restoration of the natural features of the valley and allows limited recreational and agricultural uses. The Tijuana River Valley is a broad natural floodplain containing a variety of wetland and riparian areas. The valley floodplain contains a mixture of agricultural uses, rural housing, and riparian woodlands. A portion of the South Neighborhood of San Ysidro, including the Dairy Mart Ponds open space area and existing residential development, is within the Tijuana River Valley floodplain and is within the coastal resource area. The important coastal resources within San Ysidro consist of the Dairy Mart Ponds which is discussed within the open space section of the Conservation Element. Adjacent coastal resources, the Tijuana River Valley floodplain and the Tijuana River estuary, are discussed in the Tijuana River Valley LCP. **Table 1-1 Coastal Issue Area and Community Plan Element Reference** identifies Coastal Act issues and the corresponding Plan Element the issue is discussed.



Figure 1-1: San Ysidro Community Plan Area and Coastal Zone Map

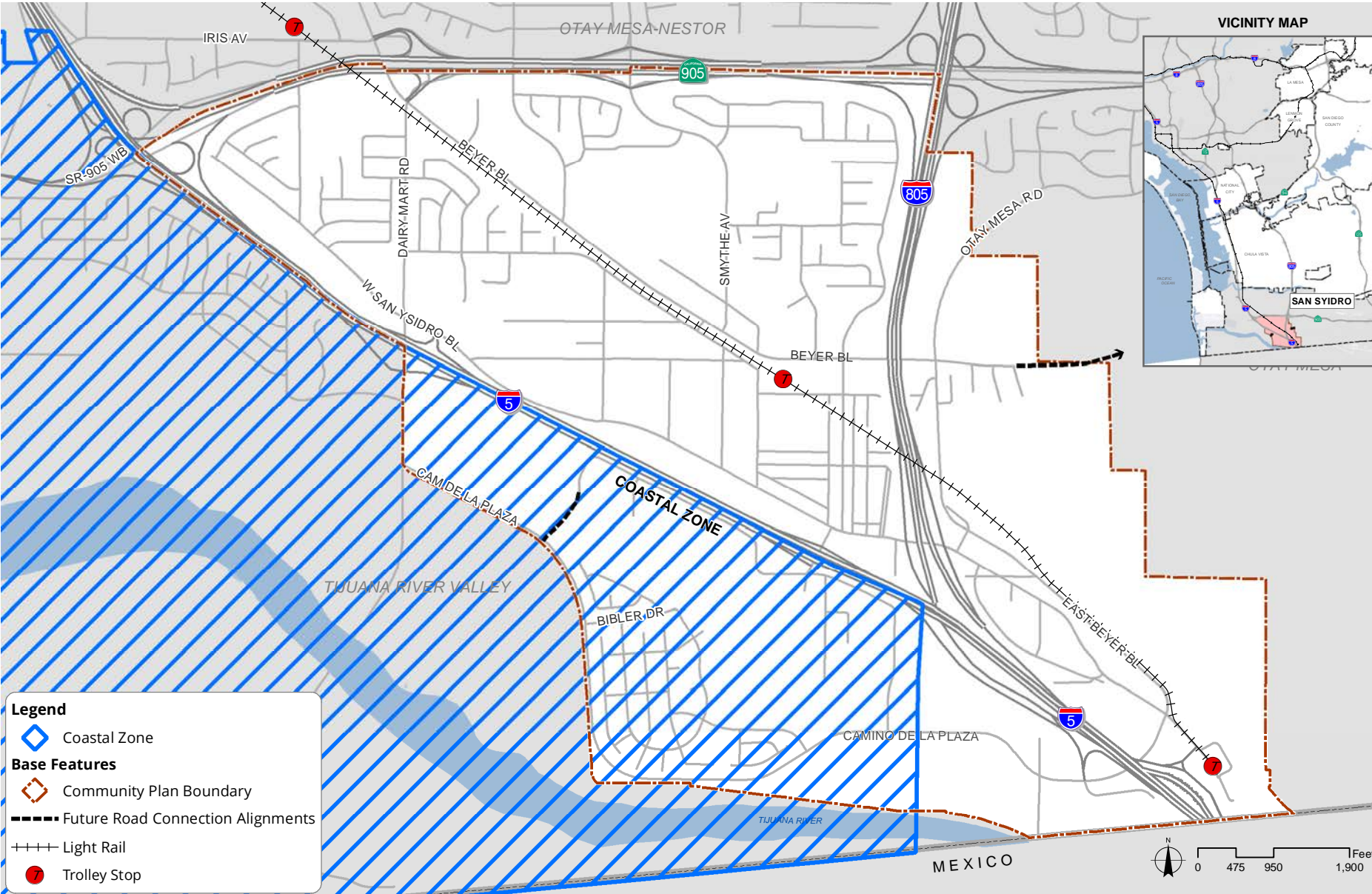


Table 1-1: Coastal Issue Area and Community Plan Element Reference

Coastal Issue	Community Plan Element	Section/Policy Reference
Public Access	Land Use; Mobility; Recreation; Conservation	2.2.7 Enhance public scenic vistas; 3.2.1, 3.2.2, 3.3.3a, 3.3.4, 3.4.3, 3.4.4, Improve access/connectivity; 7.1.16, 7.4.1, 7.4.3 Connecting trails; 2.2.6, 3.10.4, 3.10.5 On-street parking demand
Recreation	Recreation; Conservation	7.1.15 Joint Use Trails; 8.2.3, 8.2.4, 8.2.5 Awareness, education and appreciation
Marine/Wetland Environment	Recreation; Conservation	7.2, 7.4 Preservation of open space; 8.2 Preservation of coastal resources
Land Resources	Conservation	8.2 Preservation of coastal resources; 8.7.8 Watershed management
Development	Land Use; Recreation; Public Facilities; Conservation	2.2.14 Balanced Housing Types; 2.2.10, 7.2.3, 7.2.4, 8.2.1, 8.2.2 Sensitive development near Dairy Mart Ponds; 6.1 Water, Sewer, and Stormwater Infrastructure
Climate Change	Conservation	8.1 Sustainability

### How To Use The Community Plan

The Community Plan provides a long-range physical development guide for the City of San Diego and its property owners and citizens. It also contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in the San Ysidro. When using the Community Plan to develop projects or determine what uses are appropriate for a site, the applicable development regulations found in the City’s Land Development Code, along with the San Ysidro Impact Fee Study and the San Ysidro Historic Village Specific Plan, should be reviewed to ensure implementation of this Plan.

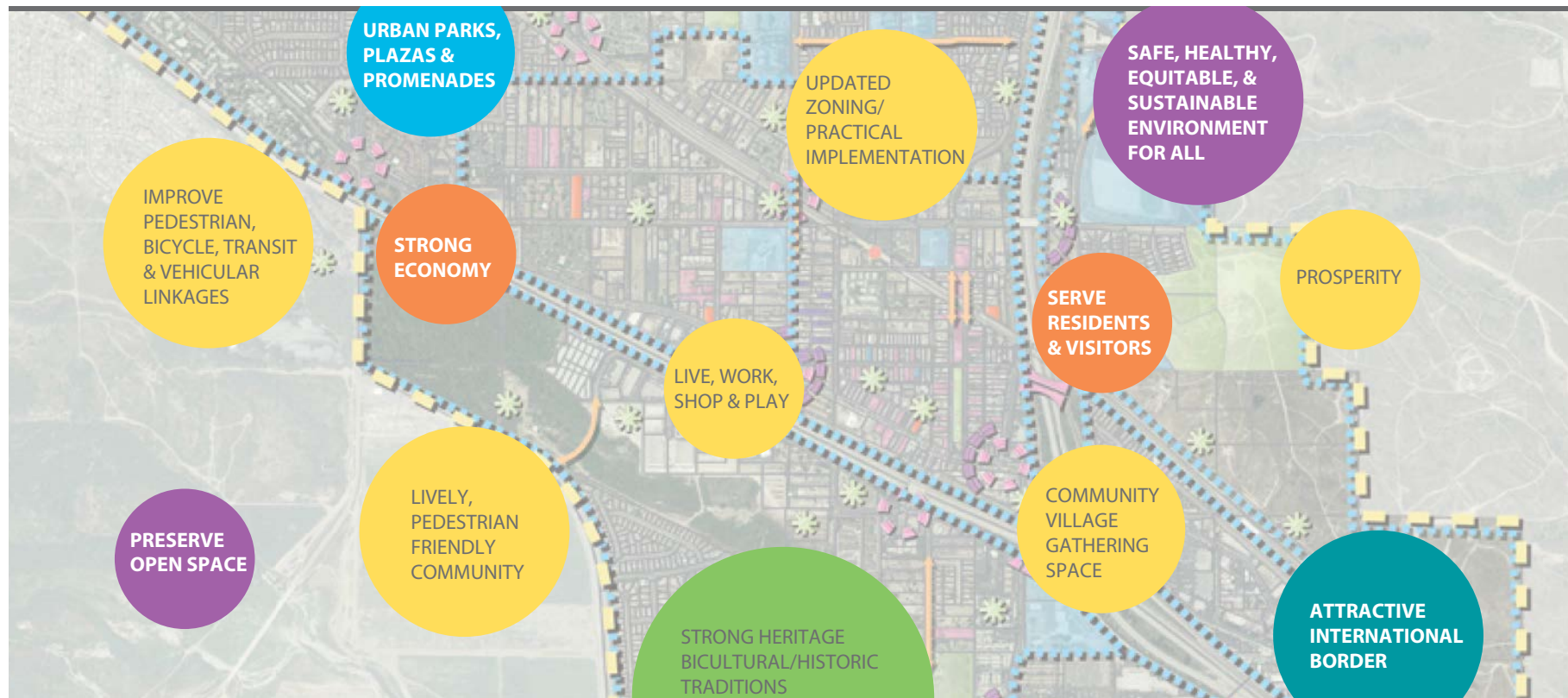
### Plan Organization

The Community Plan is organized similarly to the General Plan and includes nine elements. Each element includes goals, discussion sections, policies, and recommendations. A separate implementation section includes implementation measures. Policies often cross reference the General Plan and related subjects in corresponding elements. The Community Plan is a companion document to the General Plan, and the General Plan should be used in conjunction with the Community Plan.

Table 1-2: Key Objectives Cross Reference Table

San Ysidro Community Plan			General Plan
Key Objective	Element	Section	Element/Section
<b>Improved Linkages:</b> Mobility and Connectivity	Land Use	2.5, 2.6	Land Use-A & I; Mobility-A,B,C,F, & I; Urban Design-A & B
	Mobility	3.2, 3.3, 3.4, 3.5, 3.6, 3.9	
	Urban Design	4.5, 4.8, 4.9, 4.11	
	Public Facilities	6.2	
	Recreation	7.3	
<b>Live, Work, Shop and Play:</b> Village Development and Design	Land Use	2.5; 2.7	Land Use-A, H; Mobility-A, B, C, F & I; Urban Design-A, B, C & E
	Mobility	3.2; 3.3; 3.4; 3.5; 3.8	
	Urban Design	4.3; 4.4; 4.5; 4.6; 4.8; 4.9	
	Economic Prosperity	5.5; 5.6, 5.7	
<b>Celebration of Heritage &amp; Bicultural Tradition:</b> Character & Building Form	Land Use	2.1; 2.2; 2.3; 2.4; 2.5	Urban Design-A, B, E & F; Conservation-A & B; Historic Preservation-A
	Urban Design	4.2; 4.3; 4.4; 4.6; 4.7; 4.8; 4.9, 4.11	
	Conservation	8.1	
	Historic Preservation	9.1	
<b>A Strong Economy:</b> Commercial & Employment	Land Use	2.3; 2.5; 2.6	Land Use-A & H; Economic Prosperity B, D, F & G
	Mobility	3.6; 3.8	
	Urban Design	4.2; 4.3	
	Economic Prosperity	5.1; 5.2; 5.3; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9	
<b>Attractive International Border:</b> Border Commercial & Port of Entry	Land Use	2.3; 2.5; 2.6	Mobility-I; Economic Prosperity-J
	Mobility	3.3; 3.4; 3.5; 3.8; 3.9	
	Urban Design	4.4	
	Economic Prosperity	5.5	
<b>Urban Parks &amp; Preserve Open Space:</b> Parks, Plazas & Open Space	Land Use	2.1	Urban Design-A & E; Recreation-B, C, E & F; Conservation-B, H & M;
	Urban Design	4.6	
	Public Facilities	6.1; 6.2	
	Recreation	7.1;7.4	
	Conservation	8.2	
<b>Implementation Strategy</b>	Implementation	10	





Key Objectives presented during plan update meetings.

The Plan’s Key Objectives define San Ysidro’s long range priorities for growth and development and support the community’s vision. These Key Objectives are reinforced by various elements and policies in the Plan as well as the General Plan. Table 1-2 lists the planning topics associated to the Key Objectives and provides a cross-referencing tool which identifies related Community Plan and General Plan Element and Section references for ease of use. Although the policy sections referenced below are intended to emphasize their significance in the community, all applicable policies within the Plan or General Plan may be cited in conjunction with a plan review or project related to these topics.

Also, throughout the document readers will notice policy cross references in a Section discussion or within a policy itself. This additional cross referencing tool is to help the user navigate between similar topics in multiple elements within this Plan and the General Plan. The cross references which are suggested do not limit other policies from being cited in relation to the topic.



## Latino Urbanism

“Latino Urbanism encompasses adaptive strategies, behavioral idiosyncrasies, and informal design elements that are based on how Latinos utilize space. It inspires an “enacted environment” that provides a more intense use of public space, the creation of new spaces by families spending more time outdoors in their yards, parks, and neighborhoods. Private garden spaces are more adorned and have more landscaping. Housing among Latinos is also more diverse with multi-generational housing or multifamily units.”

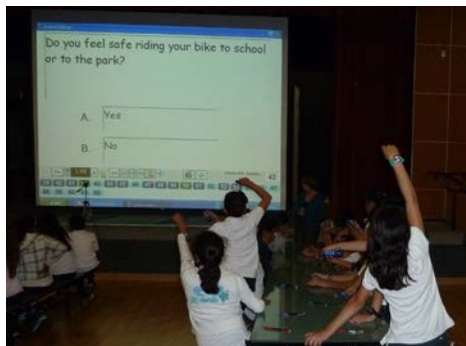
- James Rojas, Urban Planner



## 1.4 PLANNING PROCESS

The public outreach for the Community Plan was primarily conducted through the Community Plan Update Advisory Committee, who regularly held special meetings with the San Ysidro Community Planning Group, as well as other stakeholder representatives. These meetings serve as the backbone for the community outreach effort. However, the outreach effort also included individual stakeholder meetings, a walk audit, booths at community festivals and school functions, community survey, outreach to students through the local schools, and presentations to other organizations and agencies. The community outreach was a collaborative process between community members, stakeholders, and the City and the participation strategy was designed to:

- Enhance community participation and input
- Integrate consensus building with the planning process
- Strengthen community partnerships
- Provide learning opportunities to improve mobility, housing, recreation, access, and quality of life issues for residents, businesses, and visitors
- Gather and integrate community input and feedback



### San Ysidro COMMUNITY PLAN UPDATE

#### ACTUALIZACIÓN DEL PLAN COMUNITARIO

**Join Us! Community Workshops**  
October 4th, 5th, and 13th  
Willow Elementary School, 6pm

**Esta Invitado! Talleres Comunitarios**  
Octubre 4, 5, y 13  
Willow Elementary School, 6pm

**What is a Community Plan:**

- San Ysidro's Community Plan is a long range plan to guide growth and development, and to help implement community goals. It is a part of the City's General Plan.
- The Community Plan is currently being updated to address new conditions, challenges, and opportunities facing San Ysidro.

**How Can you Help?**

- Community members have a critical role in updating the community plan, to ensure that it represents the community's vision and goals.

**Que es un Plan Comunitario:**

- El Plan Comunitario de San Ysidro es un plan a largo plazo para guiar el crecimiento y desarrollo, y para ayudar a implementar metas comunitarias. Es una parte del Plan General de la Ciudad.
- Presentemente, se esta actualizando el Plan Comunitario para responder a las nuevas condiciones, retos, y oportunidades que enfrenta San Ysidro.

**¿Como Puede Ayudar?**

- Los miembros de la comunidad tienen una parte critica en la actualización del plan comunitario, para asegurar que la vision y las metas de la comunidad sean representadas.

Get Involved!

Children are Welcome!

**Topics to be discussed:**

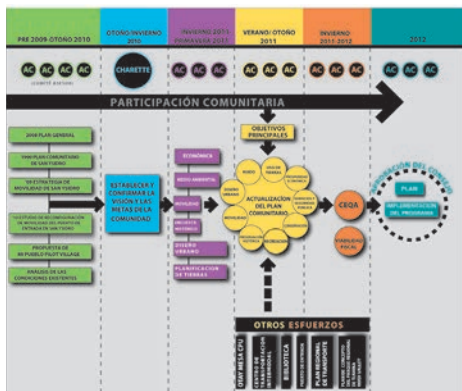
- Land Use (residential, commercial, industrial)
- Mobility (vehicles, bikes, pedestrians)
- Urban Design (streetscape, plazas, building form and design)
- Recreation (parks & trails)
- Conservation (open space)
- Public Facilities, Services, Safety (schools, library, police & fire)

**Temas a Tratar:**

- Uso de Tierras (residencial, comercial, industrial)
- Movilidad (vehículos, bicicletas, peatonos)
- Diseño Urbano (calles, plazas, forma y diseño de edificios)
- Recreación (parques y rutas)
- Conservación (espacios abiertos)
- Instalaciones, Servicios, y Seguridad Publica (escuelas, biblioteca, policia y bomberos)

¡ Ven ayudarnos a planear para el futuro de San Ysidro!   
 Veo lado reverso para Calendario y Mapa

Please Come Help Us Plan For the Future of San Ysidro!  
See Reverse for Schedule and Map



Community outreach

## 1.5 ENVIRONMENTAL IMPACT REPORT

Pursuant to the California Environmental Quality Act (CEQA), the San Ysidro Community Plan Programmatic Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the realization and implementation of Community Plan policies and recommendations. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies were designed to reduce or avoid such impacts. The EIR includes mitigation measures as part of a Mitigation, Monitoring, and Reporting Program (MMRP). The plan assumes projects implemented under the plan are implementing the MMRP.

# Land Use | 2



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## Discussion

The Land Use Element establishes the distribution and pattern of land uses throughout the community along with associated residential densities. Refer to **Figure 2-2 Land Use Map** for land use designations. The Land Use Element also contains community-specific policies for the future development of residential, commercial/mixed-use, institutional, and village-designated areas within the San Ysidro community. In order to facilitate revitalization and address public space deficiencies in the community, the Land Use Element includes policies for focus areas where development is encouraged through higher intensity zoning. The policies provide direction for new development to meet the community's land use vision.



## Goals

- A community of Mexican heritage, which offers excellent education, job, housing, health services, and recreational opportunities
- A grand gateway linking Mexico to the United States and the City of San Diego
- A safe and healthy living environment with a diverse mix of housing opportunities and land uses
- Residential densities, which retain the character and scale of the San Ysidro community, and offer new housing opportunities for all income levels
- Opportunities for market rate, upscale housing, and affordable housing
- A community village, San Ysidro Historic Village, which provides access to first class social services, transit, and cultural amenities
- A vibrant commercial and entertainment Border Village
- An intermodal transit facility at the border
- A community with acceptable noise levels

“The heralding of a critical 21st Century U.S.–Mexico alliance along our shared border testifies to the grandness of San Ysidro, an enduring Native Californian coastal passageway, our world’s most engaged land crossing, and a region inextricably linked by trade, familial ties, and ancient roots.”

– Miguel Aguirre, San Ysidro Business Owner

## 2.1 LAND USE DISTRIBUTION

The community has a unique level of complexity due to its long-standing and diverse development history, varied geography, and proximity to the international border Port of Entry. San Ysidro is a community with an established land use pattern that is expected to remain, although some land use intensities are increasing as a result of this plan. The community will continue to evolve incrementally with the hopes of spurring growth within Village areas. The recommended land use break down within the community is located in **Table 2-1 Land Uses**.

The distribution of land uses provides an opportunity for balanced and sustainable growth in San Ysidro. The challenge will be to balance the needs of the residents, daily visitors, commuters, and business interests with one another and create a cohesive community of often different needs and competing interests.

Agency owned property not including streets and freeways compromises approximately 367 acres within San Ysidro. This includes federal, state, and local jurisdictions with uses including open space, parks, trolley stations, and port facilities. Approximately 50 acres of designated institutional land is reserved for the federal Port of Entry with an additional 14.5 acres of federal property supporting border and port activities within the community. The total acreage reserved for the right-of-way equates to almost 30% of the community’s acreage with the majority of this owned by the state. See the side bar and figure for more information regarding government ownership in San Ysidro.

Table 2-1: Land Uses

Land Use	Acreage	Percentage
Low-Density Residential (5-10 dwelling units/net acre)	308	17%
Low-Medium Density Residential (10-15 dwelling units/net acre)	219	12%
Low-Moderate Density Residential (10-22 dwelling units/net acre)	30	2%
Medium-Density Residential (15-30 dwelling units/net acre)	84	5%
Community Commercial/Residential permitted	60	3%
Community Commercial/Residential prohibited	66	4%
Regional Commercial	91	5%
Heavy Commercial	38	2%
Industrial	38	2%
Open Space	161	9%
Park	70	4%
Institutional	160	9%
Right-of-Way	538	29%
<b>TOTAL</b>	<b>1,863</b>	<b>100%</b>



## Government Jurisdictions

Refer to **Figure 2-1** for publicly owned land.

### Federal Government

The Federal government owns the San Ysidro Port of Entry facility, the Detention Center, totaling over 50 acres.

### State of California

The California Department of Fish and Game own 35.5 acres of the wetlands preserve located in the Open Space area referred to as the Dairy Mart Ponds. Caltrans manages approximately 238 acres of freeway right of way.

### San Ysidro School District

The school district owns approximately 118 acres within San Ysidro. This land includes six school sites, district offices and vacant land.

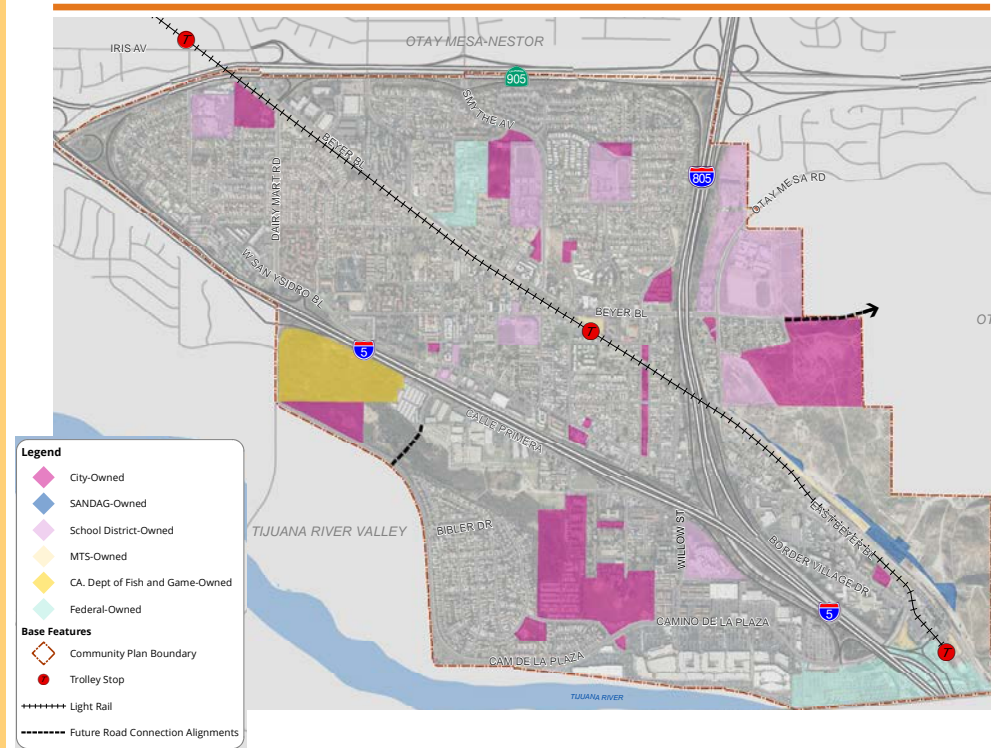
### City of San Diego

The City of San Diego owns 138 acres in San Ysidro, not including public rights of way. The City manages 105 acres of Parks and Open Space, 25 acres of multi-family residential, and various Institutional uses including a fire station, library and service center.

### The San Diego & Arizona Eastern South Line Railway, MTS Blue Line & Trolley Stations

There are 36 acres of rail line located in San Ysidro owned by both public and private entities. SANDAG owns approximately 13.5 acres adjacent to the rail line for freight operations above East Beyer Blvd. The Metropolitan Transit System owns 6.6 acres, including Beyer Trolley Station, San Ysidro Trolley Station and parking lot.

Figure 2-1: Public Ownership Map



### Land Use Density/Intensity

Land use intensity is related to the specific type of use as well as the manifestation of a particular use (or multiple uses) within a developed or built form. A generalized description of land use categories is provided in **Table 2-2 Community Plan Land Uses Density and Intensity**. Each land use designation also contains a maximum building intensity for non-residential uses and a density range for residential uses. Zone designations are used where use and development standards correlate to the applied zoning program.

Table 2-2: Community Plan Land Uses Density and Intensity



Land Use Designation	Use Consideration	Description	Density Range (DU/Ac or FAR)*	
Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	N/A	
Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A	



Table 2-2: Community Plan Land Uses Density and Intensity (continued)





Land Use Designation	Use Consideration	Description	Density Range (DU/Ac or FAR)*	
Residential - Low	None	Provides for both single-family and multifamily housing within a low-density range.	5 - 10 du/ac	
Residential - Low Medium	None	Provides for both single-family and multifamily housing within a low- medium-density range.	10 - 15 du/ac	
Residential - Low Moderate	None	Provides for both single-family and multifamily housing within a low- moderate-density range in the San Ysidro Historic Village.	10 - 22 du/ac	
Residential - Medium	None	Provides for multifamily housing within a medium-density range.	15 - 30 du/ac	

Table 2-2: Community Plan Land Uses Density and Intensity (continued)








Land Use Designation	Use Consideration	Description	Density Range (DU/Ac or FAR)*	
Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.	0 - 44 du/ac 1.0-3.0 FAR	
	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community.	.75-2.0 FAR	
Regional Commercial	Residential Prohibited	Serves an area beyond the community, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses.	1.0 FAR	
Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service.	2.0 FAR	

Table 2-2: Community Plan Land Uses Density and Intensity (continued)

Land Use Designation	Use Consideration	Description	Density Range (DU/Ac or FAR)*	
Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: colleges, university campuses, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, park-and-ride lots, government offices and civic use.	N/A	
Neighborhood Village	Residential Required	Provides housing in a mixed-use setting and convenient shopping, civic uses, as an important component, and services.	15 - 44 du/ac .75-3.0 FAR	
Light Industrial	Office Use Limited	Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.	2.0 FAR	

\*Residential density is measured in the ratio between the site acreage and total amount of dwelling units, referred to as dwelling units per acre (DU/ AC). Non-residential intensity is measured in the ratio between the site square foot area and the building floor area which is referred to as floor area ratio (FAR). Floor Area Ratio (FAR) is assigned by the underlying zone and subject to zoning regulations.

## Population Density

Based on the application of planned land uses and development intensity, the community estimates to have a population of 38,700 persons.

## Districts/Neighborhoods

San Ysidro is largely comprised of residential neighborhoods and commercial centers with the residential neighborhoods generally bounded by the freeways and with the commercial uses closest to the international border, See **Figure 2-2 Land Use Map**.

The San Ysidro Community Plan is organized into a composite of walkable-multimodal neighborhoods, districts, and villages. San Ysidro contains five distinct residential neighborhoods: two neighborhood villages, “the heart” of the community, San Ysidro Historic Village, and the Border Village District; two additional commercial districts; and the Port of Entry District, see **Figure 2-3 District Map**.

The residential neighborhoods along the northern, western, and easternmost portions of the community primarily contain single-family tract homes built in the 1970s and early 1980s with neighborhood-supporting commercial uses. These neighborhoods are relatively stable with little to no redevelopment occurring. Homes are generally well-maintained and each neighborhood contains several medium- to large-scale multifamily developments. The southern neighborhood is bisected by the Dairy Mart Ponds and consists of the large Coral Gate community along Camino de la Plaza and a mixture of multifamily housing types, including several Housing Commission projects off Willow Road. Redevelopment opportunities exist in these neighborhoods on a small scale and seem to focus on vacant or under-utilized parcels. Multifamily projects will need

to be compatible with the single-family homes and provide better design than in the past, including better articulation with building separation and landscape buffers. Because of how San Ysidro has been trisected, and its many decades of development, there is a wide diversity of building types and property conditions.

Character, scale, and development potential within the neighborhoods, districts and villages are further outlined in the Urban Design Element.

While the planning area successfully maintains a balance of land uses, there is also a desire to promote harmony between uses and the residents. Creating a safe and healthy living environment and linking residential development to the provision of adequate community facilities and services is one way of achieving this. Understanding the land use and urban design concepts needed to improve use compatibilities and transitions between neighborhoods and districts is critical to the success of this plan. To accomplish these goals, the Community Plan provides site-specific recommendations, elaborates on General Plan policies, cross references between the General Plan and the various Community Plan elements, and includes an implementation strategy that complements the policy direction.

## Environmental Justice

Environmental justice is defined in federal and state law as “the fair treatment of people of all races, cultures, and income levels with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” **The General Plan Land Use Element Section I** is dedicated to environmental justice and provides a policy framework for achieving equity and balance within our land use plans.



Figure 2-2: Land Use Map

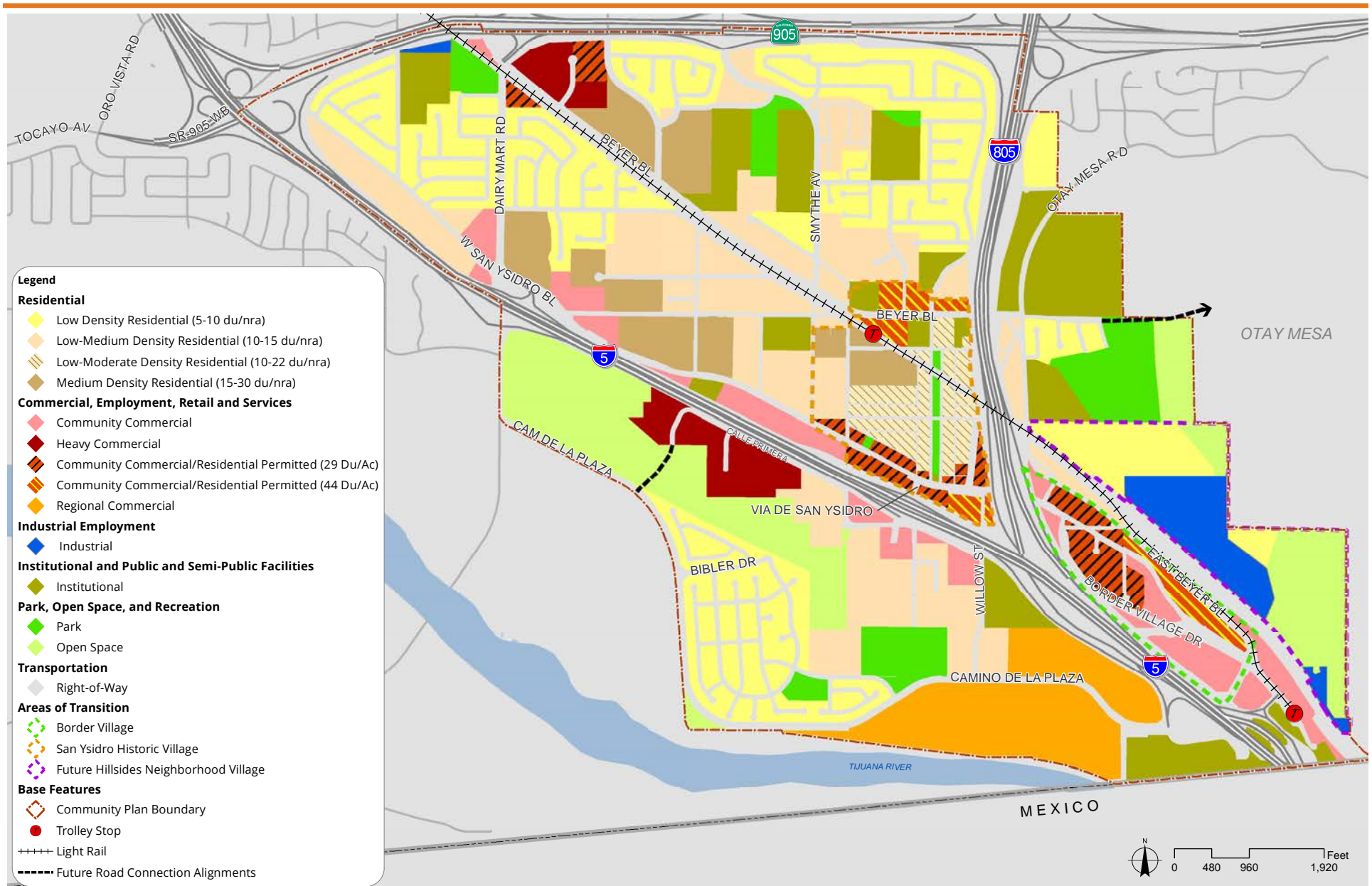
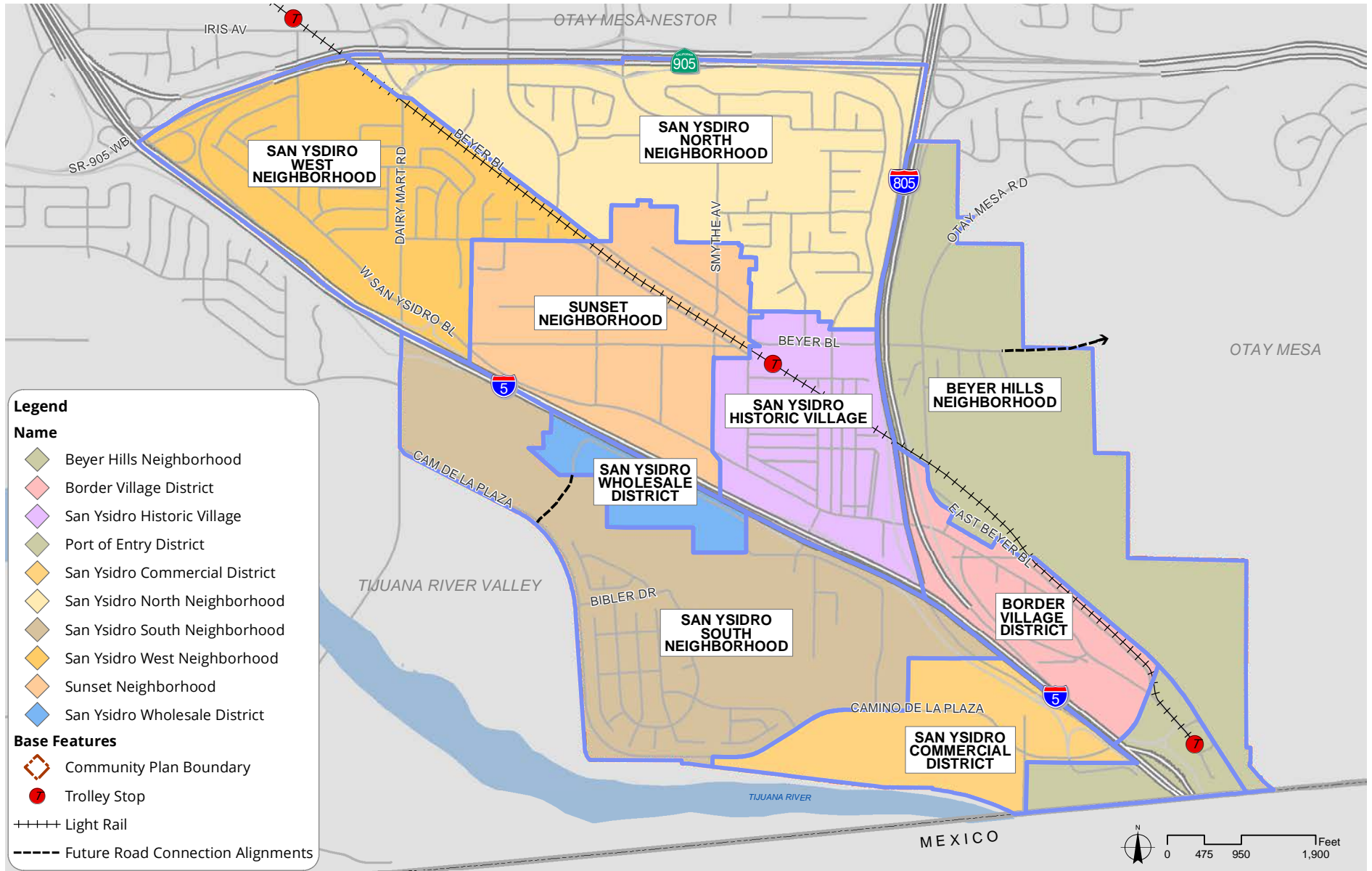


Figure 2-3: District Map



Environmental justice is achieved when everyone, regardless of race, culture, gender, disabilities, or income, enjoys the same degree of protection from environmental and health hazards. Furthermore, it is achieved when everyone has equal access to, and meaningful participation in, the decision-making process to have a healthy environment in which to live, learn, and work. Environmental justice is more than an important goal in land use and transportation planning; it is a prerequisite in obtaining federal transportation funds and other grant monies. Additionally, the state of California has an expectation that local governments will adopt policies to ensure the provision of the equitable distribution of new public facilities and services, and to expand opportunities for transit-oriented development, among other considerations. The design and use of the built environment plays a critical role in public health and environmental justice. Factors that affect individuals' health are influenced by the aspects of the Community Plan. For example, the Community Plan can affect how often people walk, ride a bike, drive a car, or take public transportation; their access to healthy food; and the quality of their air and water. The Community Plan policy aims to minimize public health risks and address environmental justice concerns to improve the living conditions and foster better physical health and well being in San Ysidro.

This community plan effort has intensified uses, allowing for additional residential and commercial opportunities, accommodating a population that is greater than originally projected by the regional forecast. The added opportunity for growth in this area supports regional and local public policy objectives, such as intensifying uses near transit, promoting the City of Villages growth strategy, and provides for greater sustainable infill development opportunities. In turn, San Ysidro is ripe for additional public investment to support and maintain this growth. Additional resources for public

infrastructure improvements will help the community vision and address environmental justice concerns. In addition, Chapter 10, Implementation outlines funding mechanism and strategies for realizing public improvements.

## 2.2 HOUSING

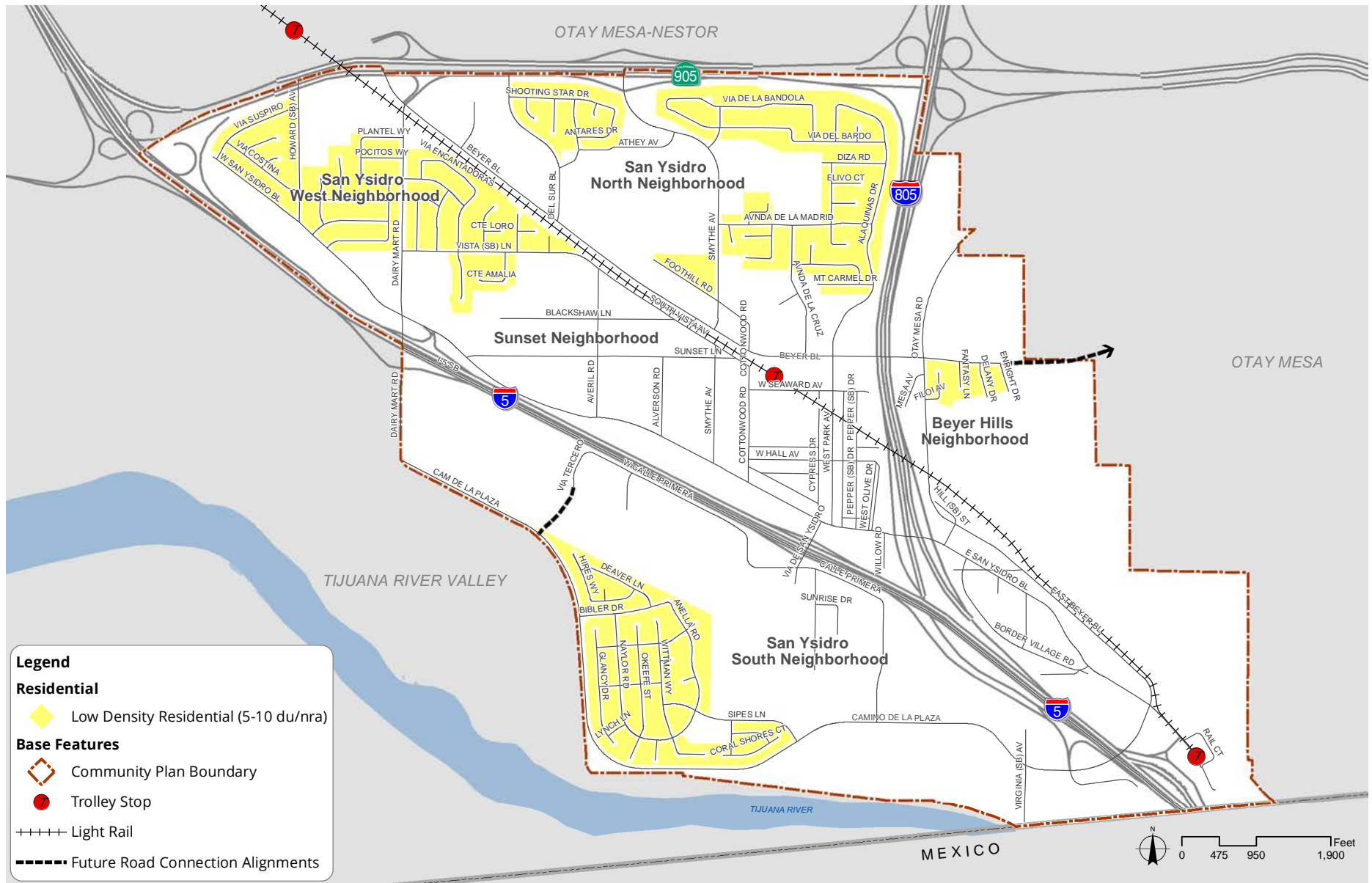
### Housing and Design

Approximately 30 percent of San Ysidro's existing housing stock are single-family homes located in the San Ysidro West Neighborhood, San Ysidro North Neighborhood, the developed portions of the Beyer Hills Neighborhood, and the Coral Gate subdivision located in the San Ysidro South Neighborhood. Single-Family Protected Neighborhoods are the existing low-density residential areas characterized by traditional single-family development, see **Figure 2-4 Single Family Protected Areas** for neighborhood locations. These neighborhoods are well-established, and small scale changes occur through home remodels and improvements. The undeveloped land located in the Beyer Hills Neighborhood is further discussed in Section 2.7.

The majority of housing in San Ysidro is multifamily. The Plan envisions new housing in San Ysidro will be part of mixed-use projects in the commercial Village areas, within areas of the Sunset Neighborhood, and located on remnant vacant and underutilized parcels designated for multifamily throughout the community. Many of the existing multifamily housing is not sensitively designed and disrupts the small-scale character of San Ysidro's neighborhoods. In addition, much of the older housing stock is in need of rehabilitation, which many residents are unable to afford.



Figure 2-4: Single Family Protected Areas





## Housing and Community

One of the major goals of the General Plan Housing Element is to provide affordable housing opportunities within San Diego's communities, see policies HE-H.1 through HE.H-13. The General Plan Land Use Element also contains affordable housing policies related to incentives and balanced communities and homelessness. Homelessness is discussed in the General Plan Housing Element Section F. Homelessness and policies HE-B.30 to HE-B.49.

Residents are committed to living as a community and new housing should encourage this through physical design, which promotes social contact and individual space. Housing needs range from conventional homes and apartments to housing where residents may share access to extensive common amenities such as open space, courtyards, gardens, playgrounds, common kitchens, and living spaces.

Alternative housing options, such as co-housing, a type of collaborative housing in which residents actively participate in the design and operation of their own neighborhoods, or senior housing, are options being considered within the San Ysidro Historic Village. New ideas for creating affordable senior-friendly housing and retrofitting existing structures with multi-units are also being explored. The Plan supports community-oriented housing, which provides access to health services and non-profit support, and which promotes aging together with mutual help. For additional residential and housing related policies cross reference SYCP Element Sections 3.2, 4.3, 4.4, 4.5, and 4.9 and GP Element Sections LU-H, UD-B; and UD-C.



*Housing located near public transit and recreational spaces enhances a neighborhood.*

**Policies**

- 2.2.1 Develop residential uses in the community within the context of the neighborhood vision. Additional design considerations should be accommodated when sites provide cultural, architectural, or potential historic significance and/or are within a prominent location, such as a gateway into the community or neighborhood.
- 2.2.2 Preserve and rehabilitate existing single-family homes within the single-family neighborhoods to maintain neighborhood character.
- 2.2.3 Upgrade existing single-family and multifamily residential developments while maintaining the historic atmosphere within the residential component of San Ysidro Historic Village and Hill Street.
- 2.2.4 Articulate multifamily structures to provide each unit with its own identity to avoid massive, monolithic structures, and use pedestrian paths to link the development to sidewalks, commercial amenities, parks, and schools.
- 2.2.5 Provide public recreation and open areas within the developments.
- 2.2.6 Provide well-landscaped parking areas and include covered parking with closed storage for resident needs. Projects should consider creative parking solutions, such as tandem or shared parking agreements, for off street parking to reduce pressure of on street parking.
- 2.2.7 Site structures to preserve and enhance public scenic vistas and open space areas, particularly those areas with views of Tijuana, the Tijuana River Valley, and the Pacific Ocean.
- 2.2.8 Provide sensitive project planning and design to accommodate sufficient setbacks, landscaping, and buffering adjacent to single-family neighborhoods.
- 2.2.9 Site design of residential structures for large sites and consolidated lots should reflect the configuration of the adjacent neighborhood.
- 2.2.10 Design new housing in San Ysidro South Neighborhood to avoid impacts to natural habitat within the Dairy Mart Ponds natural habitat by implementing the City’s Environmentally Sensitive Lands regulations per the Land Development Code (also see Section 8.2).
- 2.2.11 Provide housing options that explore and model innovative approaches to maintaining affordability, and attaining environmental and social sustainability while meeting the needs of the community. Support housing which:
  - a. Provides alternative housing options, such as co-housing, eco-villages that are focused on sustainability, or cooperative living, where units share common facilities.
  - b. Embraces the spirit of cooperative and sustainable living in an effort to provide a more affordable, cultural, and ecological lifestyle.
  - c. Meets the needs of the community, by providing multi generational housing, where grandparents may live with grandchildren or where large or extended families can more easily live together.
  - d. Creates housing options such as companion units and additional residential units in lower densities to support and accommodate extended families living together.

- 2.2.12 Provide housing in a mixed-use commercial setting to create lively commercial centers in village areas (also see Section 2.5).
- 2.2.13 Ensure that the residential and mixed-use developments are compatible with adjacent land uses and provide quality site planning and design (also see Section 4.3).
- 2.2.14 Consider proposals that ensure diverse and balanced housing types are available for households of all income levels throughout the older residential sections of the community, particularly in the San Ysidro Historic Village, Sunset, East Beyer and Hill Street, and southern neighborhoods, and that enhance the character of these neighborhoods.
- 2.2.15 Establish residential rehabilitation programs and provide incentives for neighborhood improvements. Design these programs to enable existing residents to remain in the community after it is improved.
- 2.2.16 Create synergy between all land uses by providing a balance and mix of use types.
- 2.2.17 Promote green neighborhood standards to achieve high levels of walkability, a sense of place, social cohesion and stability, and neighborhood resiliency. (also see policies in Hillside Section 2.7)
- 2.2.18 Develop larger sized (three bedrooms) affordable units; housing with high-quality private open space; and residential units that are adaptable to multi-generational living.
- 2.2.19 Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.
- 2.2.20 Create affordable home ownership opportunities for moderate income buyers.
- 2.2.21 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.
- 2.2.22 Promote home-buyer assistance programs for moderate income buyers.
- 2.2.23 Utilize land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.
- 2.2.24 Work with the San Diego Housing Commission to address homelessness in San Ysidro and identify services and shelters needed for the population.



## 2.3 COMMERCIAL & INDUSTRIAL USE

San Ysidro’s economy is driven by local, regional, and bi-national influences. The commercial establishments within each neighborhood and district are unique. There are local serving bodegas and services, fast food establishments, gas stations, insurance, money exchange (i.e. Casas de Cambio), banks, small-scale wholesale retail businesses, and international brand outlet stores. Generally, regional and border-serving commercial is located closer to the border and community-serving commercial is located within the residential neighborhoods; however, there are exceptions within the strip commercial area visible from I-5. San Ysidro Boulevard, Border Village Road, Camino de la Plaza, Beyer Boulevard, Calle Primera, and Dairy Mart Road are the main commercial corridors within San Ysidro, and store frontages should be placed facing these streets. The commercial uses along corridors within the Village areas are further described in Section 2.5, Villages Areas and Section 2.6, Port of Entry District. Additional information on San Ysidro’s economy can be found in the Economic Prosperity Element.

### Commercial Centers

Commercial centers in San Ysidro South, West, and Sunset Neighborhoods along Calle Primera, San Ysidro Boulevard, and Dairy Mart Road consist of strip commercial centers. These commercial areas are stable, serve the general community, and are visible from Interstate-5, which attracts additional freeway business. Uses include a post office, motels, fast-food franchises, and convenience and grocery stores. These commercial areas are well-established; however, investments to improve storefronts, landscaping, and signage would benefit the neighborhood by reducing visual clutter and beautifying the area.



Various commercial centers in San Ysidro.

A portion along Precision Park Lane in the San Ysidro North Neighborhood is designated for Community Commercial and is envisioned for mixed-use. Originally developed as an industrial park, the area is transitioning to one that provides community commercial serving uses. The Plan envisions this area with commercial uses to serve the local residents.

### Regional Commercial

The San Ysidro Commercial District is located west of Interstate 5 along the border and consists of factory outlet malls. The outlet malls have expanded in this district and have been successful in attracting regional and bi-national shoppers and tourists traveling to and from Mexico.

### Heavy Commercial/Industrial

The San Ysidro Wholesale District is designated Heavy Commercial and is primarily characterized by multi-tenant industrial buildings, containing light manufacturing, wholesale warehouse, distribution, and various retail uses including a popular grocery store and swap meet. Industrial uses have been affected by the changing market conditions due to industrial growth in Otay Mesa. Adjacent industrial areas at Calle Primera and Via Segundo could have commercial uses such as theaters, skating rinks, and bowling alleys. Additional uses could include professional office and heavy commercial uses, such as health clubs, trade schools, furniture stores, and hardware stores. There is also a commercial/industrial area along Precision Park Lane near SR-905. Although the neighboring Otay Mesa's Prime Industrial sub regional center along the border has limited San Ysidro's industrial growth, there remains potential for limited industrial growth, due to good railroad and highway access. For additional commercial and industrial related policies cross reference SYCP Element Sections 3.6, 4.3, 5.8, and 5.9 and GP Element Sections LU-H, UD-B, and UD-C.

### Policies

- 2.3.1 Improve the appearance of dilapidated commercial structures and upgrade the landscaping.
- 2.3.2 Maintain the character and improve the pedestrian nature of commercial areas by facing the main commercial corridors with store frontages. Refer to the Urban Design Element for more detail.
- 2.3.3 Promote community-serving commercial uses with the San Ysidro South, West, and Sunset Neighborhoods to serve resident needs.
- 2.3.4 Support the outlet centers as tourist-oriented commercial uses and encourage rehabilitation of older structures and maintenance of existing centers (also see Section 4.4).
- 2.3.5 Provide for the reuse of the industrial buildings for commercial uses.
- 2.3.6 Attract and market new light industrial businesses that minimize environmental impacts and diversify San Ysidro's economy (also see Policy 5.9.2).
- 2.3.7 Facilitate transit and bicycle routes for San Ysidro residents traveling to jobs in Otay Mesa by supporting the extension of Beyer Boulevard to ensure that San Ysidro residents can easily commute to jobs in Otay Mesa and so that future Otay Mesa residents and employees will be able to easily and conveniently patronize San Ysidro commercial areas (also see Policy 3.5.10).
- 2.3.8 Redevelop the community commercial property on Precision Park Lane to include uses that support the residential neighborhood.

- a. Commercial uses should buffer residential uses from the freeway.
- b. Access from Del Sur should be incorporated into the redevelopment for better connectivity to the adjacent neighborhood.

- 2.3.9 Support increasing the height-limit on the north east corner of Camino de la Plaza at Virginia Avenue adjacent to the freeway off-ramp.
- 2.3.10 Encourage the addition of overnight accommodations particularly serving the low/moderate cost range in the community.
- 2.3.11 Rehabilitate existing hotel/motel/hostel facilities where feasible.

## 2.4 INSTITUTIONAL USES & PUBLIC FACILITIES

Institutional uses and public facilities are major land uses and can be a catalyst for investment in neighboring properties. Refer to Public Facilities, Services, & Safety, and Economic Prosperity Elements for more detail. For additional institutional uses and public facilities related policies cross reference SYCP Element Sections 6.1 and **Figure 6.1** and the GP Public Facilities Element Sections D-O.

### Policies

- 2.4.1 Promote Institutional uses, including vocational schools, to provide local opportunities for continuing education.
- 2.4.2 Support the expansion of the San Ysidro Health Center through creative parking management solutions and accessory parking near the facility.

## 2.5 VILLAGE AREAS

San Ysidro has two neighborhood villages: San Ysidro Historic Village and the Border Village District (also see **Figure 2-3 District Map**).

### San Ysidro Historic Village

Originally a small neighborhood of circa 1920 homes, San Ysidro Historic Village includes the remaining portion of the historic “Little Landers Colony” from the turn-of-the-century. This village is located in the geographic center, “the heart” of San Ysidro, and has provided the community’s small-scale, single-family and multi-family, village character.

The Village concentrates on two areas of intensification: the area around the Beyer Trolley Station and the commercial corridor along San Ysidro Boulevard, preserving the low scale single-family and multi-family character of the residential area in between. A Specific Plan for the San Ysidro Historic Village will further guide development within this area to implement this Plan’s Village strategy to create a thriving, mixed-use urban environment that provides multiple opportunities for living, working and enrichment. The foundation for the Specific Plan will utilize the underlying land use and zoning proposed as part of the Community Plan, however, a Specific Plan will tailor these standards to respond to the unique opportunities associated with the Beyer Boulevard Trolley Station, the San Ysidro Boulevard commercial area, the surrounding residential neighborhood, and the Beyer commercial area. The Specific Plan will generate realistic concepts that consider the parking, infrastructure, economic, and design opportunities and constraints for the San Ysidro Historic Village Area to encourage catalyst projects to stimulate village development.



For additional housing, village and mixed-use related policies cross reference SYCP Element Sections 2.2, 2.5, 3.2-3.5, 4.4-4.9, and 5.7 and GP Element Sections, LU-A, UD-B, ME-A, UD-C, and UD-E.

### Policies

- 2.5.1 Implement the specific plan for the San Ysidro Historic Village area to help implement the mixed-use village concepts and creatively address circulation, public space needs, and creative parking strategies.
- 2.5.2 Create attractive, high density urban environments with a mix of land uses around the Beyer Trolley Station and along San Ysidro Boulevard, preserving the low-scale single- and multi-family character of the residential areas.
- 2.5.3 Provide an interconnected system of paseos, alleys, and sidewalks that connect pedestrians to the trolley, San Ysidro Boulevard, parks, the greater community, and to the international border.
- 2.5.4 Design streets, alleys, paseos, and public spaces to create a lively and attractive street character.
- 2.5.5 Maintain the unique, historic “village” character of the area with uses, amenities, and design elements that reflect resident’s needs and cultural heritage, and celebrate the Latino influence and culture of the area.
- 2.5.6 Protect and enhance the historic character of the Village’s residential neighborhoods.

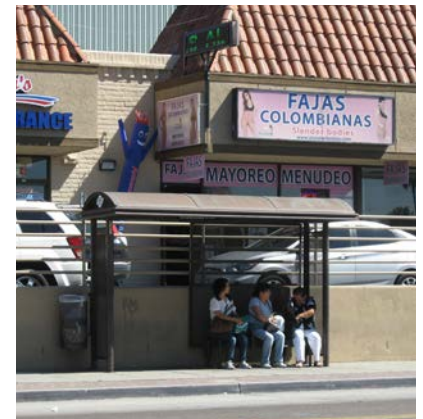


*Images in San Ysidro Historic Village.*

## Border Village District

The Border Village District centers on the commercial business along East San Ysidro Boulevard. See **Figure 2-3 District Map**. The core of the border commercial area is densely populated with multiple small retail strip centers and free-standing buildings that contain small shop spaces featuring Mexican-themed merchandise, apparel, and other items targeted at Mexican purchasers, as well as United States shoppers. The buildings in the core range from newer construction to older, remodeled buildings. This area also has a large number of United States bank branches along with currency exchange stores serving cross-border traffic. The southern node contains a mix of older lodging, fast food, and retail shop space with a significant amount of undeveloped land behind these uses extending to I-5, creating the potential for redevelopment if these sites can be assembled.

The community plan vision for the Border Village District is to reestablish the area as a tourist and visitor destination. The concept of a “Mexican Village,” an entertainment district with restaurants, performance space, and a theater. The dynamic nature of this area makes it appropriate to focus development regulations addressing the form and scale of buildings for greater flexibility for types of allowed uses. Improvements to the pedestrian environment are critical in this district as it provides the gateway to the community from the Port of Entry. For additional housing, village and mixed-use related policies cross reference SYCP Element Sections 2.2, 2.3, 3.2-3.6, 4.4-4.10, 5.5, and 5.6 and GP Element Sections, LU-A, UD-B, ME-A, UD-C, and UD-E.



*The Border Village is a critical node with potential for redevelopment and enhancements.*



**Policies**

- 2.5.7 Establish a destination shopping/visitor center with residential uses at the border to attract both the United States tourist and Mexican visitors.
- 2.5.8 Improve the appearance of older commercial structures and upgrade the landscaping.
- 2.5.9 Provide commercial uses to meet the needs of both residents and visitors.
- 2.5.10 Promote tourist-serving commercial uses within the Border Village and encourage restaurants, entertainment uses, and small-scale shops to promote local incubator businesses.
- 2.5.11 Create a Mercado, an open public market, with small permanent shops with a festive design theme. To attract residents and tourists, as well artisans and small enterprises (also see Policy 4.4.14).
- 2.5.12 Develop a plaza and amphitheater-style commercial development (include public urban outdoor space) within the Border Village, possibly at the old San Ysidro Service Center, to activate the area.
- a. Use unique and unifying signage, landscaping, and an architectural theme based upon San Ysidro's ethnic identity.
  - b. Provide both the resident and tourist with an attractive shopping area and to promote a positive San Ysidro image (also see Policy 4.6.9).
- 2.5.13 Provide ground floor retail for mixed use developments along commercial streets, San Ysidro Boulevard, and Border Village Road in order to enhance the environment at the pedestrian level. Utilize the slope between San Ysidro Boulevard and Beyer Boulevard to create residential units, which assess residential units from Beyer Boulevard, separating commercial and residential traffic (also see Policy 4.4.13).
- 2.5.14 Provide parking in the Border Village area to ensure that businesses will benefit from improved vehicular traffic and augment demand at the Port of Entry. Utilize creative parking strategies to address unique area conditions.
- 2.5.15 Enhance the pedestrian scale and orientation of the existing development by utilizing pedestrian-oriented design elements, such as plazas, fountains, and landscaping.
- 2.5.16 Capitalize on the colorful excitement of the meeting of two cultures and on the hustle and bustle of people crossing the border through building designs that are open and welcoming.
- 2.5.17 Promote better connectivity to adjacent land uses and neighborhoods and districts when redeveloping sites in the Border Village.

## 2.6 PORT OF ENTRY DISTRICT

San Ysidro's Port of Entry (Port of Entry) is at the hub of the Port of Entry District. This district is intensely affected by north and southbound pedestrian and vehicular border traffic. The Port of Entry District is primarily designated as Institutional, delineating the Port of Entry footprint with commercial land uses designated along the east side of San Ysidro Boulevard, adjacent to the Port of Entry District. East of the Port of Entry, is the San Ysidro Intermodal Transit Center (ITC), with San Ysidro Transit Center Trolley Station, city and intercity bus services, and other transportation services. Also within the commercial area are several privately-owned parking lots, a motel, and fast food restaurants. The western boundary of the district, at Virginia Avenue, includes a south and northbound pedestrian border crossing and a second transit facility. The City and San Diego Association of Governments (SANDAG) completed a feasibility study surrounding the Port of Entry to improve circulation and create a more efficient and iconic ITC in conjunction with the reconfigured Port of Entry.

### Land Port of Entry

The San Ysidro Port of Entry is one of the busiest international border crossings in the world and continues to function as a significant international commuting and tourist terminal. The U.S. Federal Government's General Services Administration (GSA) implemented a master plan for the reconfiguration of the Port of Entry. The new Port of Entry will improve pedestrian and vehicular processing, increase operational efficiency, enhance international trade, business and tourism, provide greater Custom Border Protection officer and public safety, incorporate the latest in security and anti-terrorism enhancements, decrease operations and maintenance costs, and improve the travel experience.



Artist's conceptual renderings of entry to POE by Miller Hull

## Border Commercial and Transit Centers

The commercially designated land east of the Port of Entry contains transit and commercial uses. The commercial uses within the Port of Entry District and Border Village have the potential to benefit from the community's proximity to the border. The reconfiguration of the Port of Entry and the future potential of a new ITC intends to improve pedestrian and vehicular congestion, clearly identifying the entrance into the community (especially at the border crossing), and serve as a welcoming gateway to one of the world's busiest land border crossings. The area will include new commercial development that is well integrated into the San Ysidro Transit Center Trolley Station and other transit services. The ITC will coordinate all modes, including Metropolitan Transit System (MTS)/Charter/Intercity Bus Center, it will include numerous retail/commercial development opportunities, enhance public pick-up/drop-off area, and formalize a bike center with direct access to and from dedicated bike lanes on San Ysidro Boulevard. There will also be improvements to the streetscape; relocation of trolley tracks (to maximize trolley access to and from the border pedestrian crossing and to maximize pedestrian safety); a grade-separated bus access road (to eliminate vehicle/bus/pedestrian/ trolley conflicts); and a new paid parking structure (to compensate for the loss in parking resulting from the (GSA) reconfiguration of the Port of Entry). Air quality is a significant community concern within the Port of Entry District. Refer to the Conservation Element Air Quality Section for related policies.

SANDAG and the City of San Diego, in collaboration with Caltrans, the Metropolitan Transit System (MTS), and the community, initiated a study to identify a multi-modal concept for an ITC in the vicinity of the San Ysidro Port of Entry. A new intermodal transit facility would provide jobs for San Ysidro residents, provide more efficient circulation and transit, and improve the physical appearance of the

area. The study included a financial feasibility analysis to identify strategies for creation of the ITC to serve as a gateway to one of the world's busiest Ports of Entry. The recommendations of this study are integrated within the Mobility and Economic Prosperity Element.

An intermodal transit facility is located at the southern terminus of Virginia Avenue as a replacement facility for the Camiones Way transit center by the reconfiguration of the federal San Ysidro Land Port of Entry project. The intermodal transit facility will provide for bi-directional pedestrian border crossing traffic, private vehicle pick-up and drop-off areas, bus stops, taxi stands, and improved pedestrian facilities. Improvements to signalization of the Camino de la Plaza/Virginia Avenue intersection, as well as an on-street pull-off area for MTS buses along Camino De La Plaza, are included. For additional Port of Entry and Intermodal Transit Center related policies cross reference SYCP Element Sections 3.2, 3.3, 3.4, 3.5, 3.9, 4.4, and 4.5 and GP Element Section, LU-A, UD-B, ME-A, and ME-B.

### Policies

- 2.6.1 Encourage redevelopment of the Port of Entry commercial and transit area to create a cohesive and iconic International Gateway.
- 2.6.2 Provide parking structures as part of a future ITC in the Port of Entry District, which address parking demand and improves vehicular traffic.
- 2.6.3 Develop the area immediately adjacent to the border as an International Gateway that creates a rich, symbolic image of entry into San Ysidro, San Diego, and the United States.
- 2.6.4 Support the potential for a higher height limit with commercial and residential uses when master planning for the San Ysidro Intermodal Transit Center at the Port of Entry.



## 2.7 HILLSIDES

The hillsides form San Ysidro’s eastern boundary and are located within the Beyer Hills Neighborhood. Beyer Elementary School, a small subdivision next to the school, the future Beyer Park site, and a rail yard make up the existing development in this area. Property owners will need to prepare a specific plan of the entire area in order to holistically determine the desired character and development potential of the area. Technical studies will need to be prepared to assess geotechnical conditions (unstable soils), sensitive resources, topography, infrastructure, and site access. The Specific Plan will include land use designations, zoning, design guidelines, and public facilities phasing recommendations (refer to **Figure 2-5** for the Hillside Specific Plan Area).

### Hillsides Specific Plan

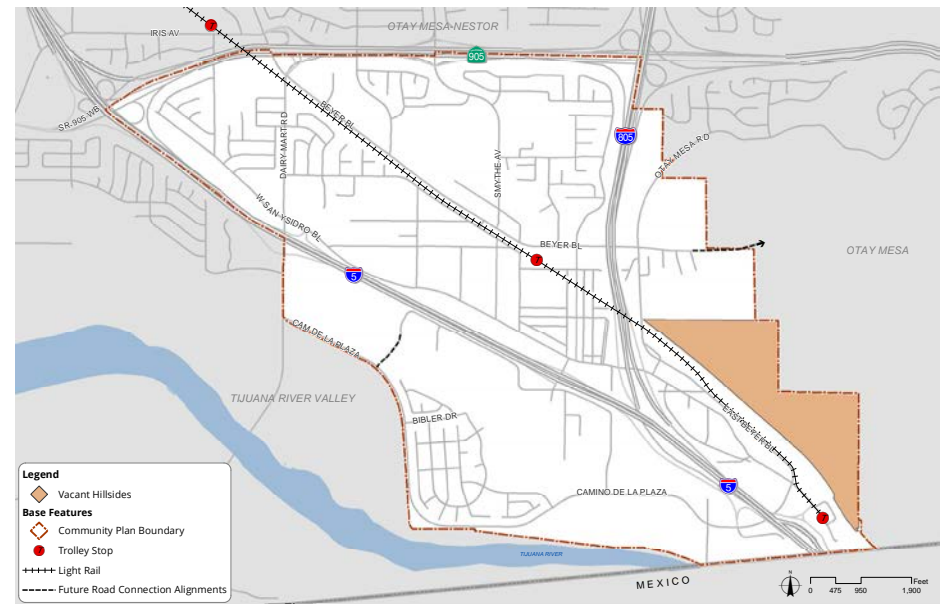
The Hillsides area should be considered for village-like development with higher residential intensities, commercial retail, additional transit connections, parks, and open space. The Hillsides should implement the General Plan’s City of Villages strategy, while interacting with San Ysidro’s unique natural resources and topography. The Specific Plan will be considered an amendment to the Community Plan, and must adhere to the City’s process for plan amendments and any associated rezoning. The Hillsides Specific Plan must include the provision of infrastructure and public facilities and demonstrate consistency with the General Plan and San Ysidro Community Plan policies.

### Policies

- 2.7.1 Require a specific plan and any required rezoning for the Hillsides area to be consistent with the policies of the Community Plan and the General Plan City of Villages strategy.
- 2.7.2 Achieve sustainable and efficient land use patterns with comprehensive neighborhood and community development through a specific plan that will:
- a. Provide a land use map that illustrates the detailed land use designations, including any land set aside for resource conservation consistent with the City’s Multiple Species Conservation Program (MSCP) Subarea Plan.
  - b. Implement a complete circulation system that improves the overall connectivity to the surrounding community, integrates transit, and indicates how the system will relate to the overall San Ysidro circulation system.
  - c. Implement a separate system of pedestrian and bicycle facilities and pathways linking the activity centers with the residential areas, public facilities, and open space systems.
  - d. Cluster development and site structures sensitively by following the natural topography and slope of the existing, undeveloped hillsides. Balance development with preservation of natural resources.

- e. Reduce visual impacts and promote vistas and views of the surrounding area.
- f. Consider the surrounding development when identifying the mitigation options as part of the site specific geological study.
- g. Coordinate scheduling and timing issues between each development that may preclude further development from occurring.
- h. Provide required park space on-site and distribute parks comprehensively throughout the Hillside area.
- i. Link parks to one another with pathways to increase connectivity and enhance sense of community.
- j. Locate neighborhood parks at the end of streets and adjacent to canyons, when appropriate, to accommodate and enhance public views and vistas.
- k. Incorporate a diversity of housing types that includes market rate and affordable housing. Require inclusionary housing on-site.
- l. Encourage an appropriately scaled, new retail development along with other commercial uses, such as food markets, restaurants, and other small retail shops. Integrate retail into residential.
- m. Consider a trolley stop and additional pedestrian connections to East Beyer Boulevard to connect to the Border Village District.

Figure 2-5: Hillside Specific Plan Area



View of Hillside Area

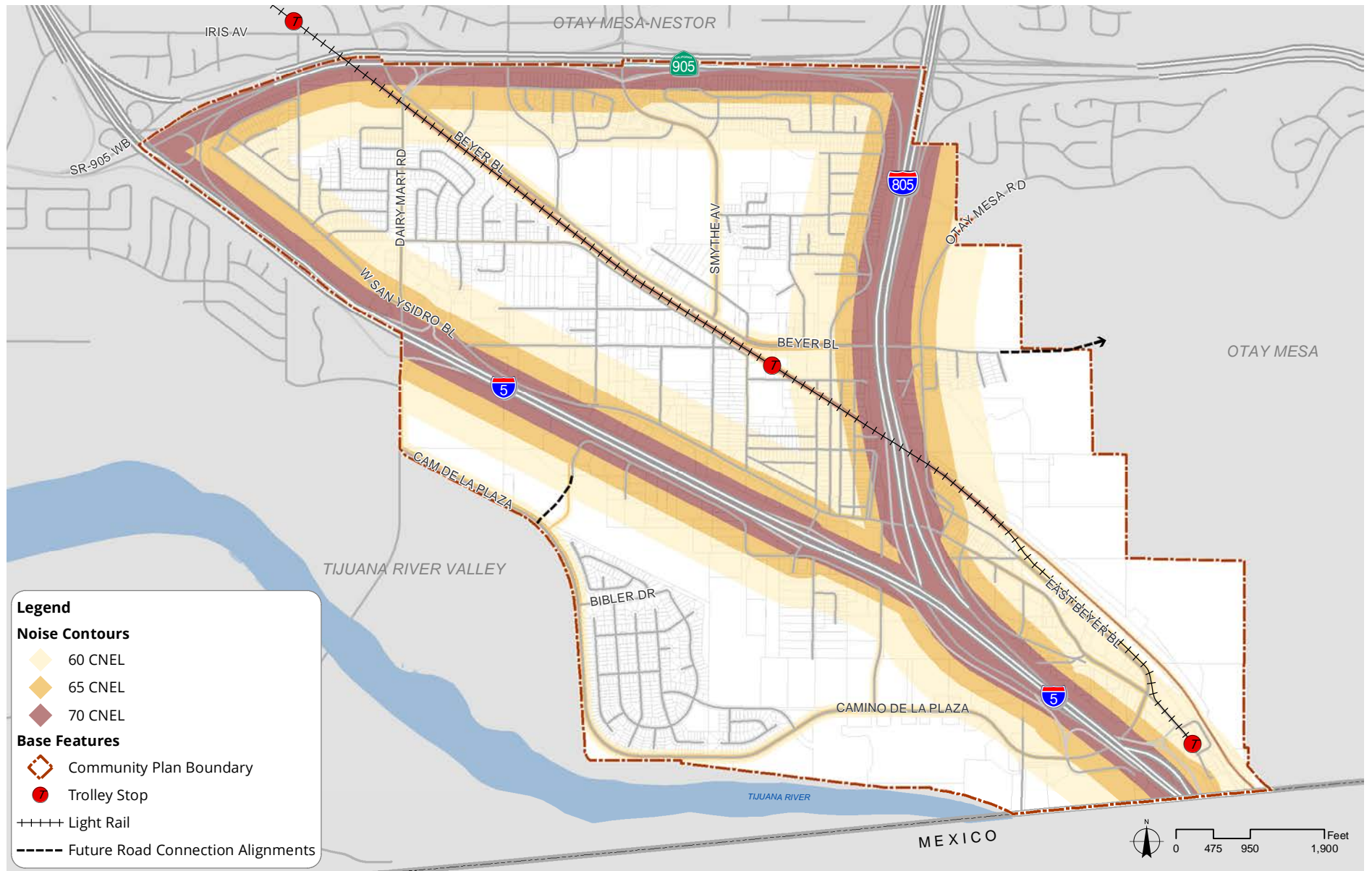
- n. Locate higher density and mixed-uses within a ¼ mile of transit stops.
- o. Provide sufficient community-serving commercial development within a ¼ mile of transit that supports the residents, workforce, and visitors.
- p. Include a detailed urban design plan for the residential, commercial, and mixed-uses, identifying retail, convenience uses, and public spaces.
- q. Provide architecture, urban design, and streetscape guidelines consistent with the policies in the San Ysidro Community Plan and the General Plan.
- r. Include illustrations for height, bulk, and scale of buildings and their relation to each other.
- s. Provide a street tree concept that utilizes species within the Appendix A of this document.
- t. Require a financing strategy to ensure timely provision of necessary public facilities to serve the proposed development.
- u. Provide a well-landscaped buffer between the development and the adjacent railroad and trolley corridor.

## 2.8 NOISE

Noise-sensitive land uses are locations where the presence of unwanted sound could adversely affect the use of the land. These include residences, schools, lodging, libraries, religious facilities, nursing homes, playgrounds, and parks. San Ysidro is an urban community with a variety of land uses and proximity to one of the busiest ports in the world and major transportation facilities. The main sources of unwanted sound in the community are related to rail and freeway operations. Heavily traveled streets and certain activities associated with commercial and industrial land uses have the potential to generate unwanted noise (refer to **Figure 2-6 Noise Contours Map**).

Community Noise Equivalent Level (CNEL) is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. With the community largely residential, noise effects on residential land uses are a broad concern. However, noise effects on other sensitive receptors are also important. Per the General Plan, single family residential uses are compatible at locations with an exterior noise exposure at or below 65dB with standard construction methods attenuating interior noise below 45db. Multifamily residential developments may be allowed at locations with an exterior noise exposure at or below 70 dBA if additional sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan.

Figure 2-6: Noise Contours Map





## Motor Vehicle Traffic Noise

Vehicle traffic noise including motorcycles, is directly related to the traffic volume, speed, and mix of vehicles. The three freeways that pass through the community (SR-905, I-5, and I-805) are the primary sources of motor vehicle noise within the community. Because commercial trucks generate more noise than cars and light trucks, they can have a proportionately greater noise impact. Potential sources of truck traffic are the commercial and industrial areas in the community as well as those passing through from the surrounding region.

The Port of Entry poses a central source for motor vehicle noise. The sheer volume of traffic crossing the border, idling vehicles on the freeway or local streets near the Port of Entry, and the buses that service the area make this a notable location for noise.

## Rail Noise

Trolley Blue Line and freight cargo trains both utilize the rail that runs diagonally through the community adjacent to residential uses, parks, open space, schools, commercial business, and the Port of Entry. The rail is a potential source of noise throughout the day including bells and horns at rail roadway crossing, impacting many residents and other noise-sensitive uses within the community.

## Commercial Activity

Where residential and other sensitive receptor uses are present or proposed adjacent to commercial uses, potential noise impacts from commercial activities are important to evaluate, such as deliveries during late night and early morning hours that generate noise that can affect the nearby residential uses. As new housing is built as part of mixed-use projects in the Village areas and along Beyer Boulevard and San Ysidro Boulevard, more attention to site design and noise attenuation will be necessary to reduce nuisances with other uses.

### Policies

- 2.8.1 Site structures so as to minimize noise impacts from the adjacent freeways and rail while reflecting the lot configuration and building orientation of the adjacent neighborhood.
- 2.8.2 Reduce the effect from commercial activity noise through site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E-1 through NE-E-6.
- 2.8.3 Locate structures to minimize noise and visual impacts from freeways and the trolley corridor.
- 2.8.4 Improve noise quality within the existing built environment with buffer walls and landscaping when possible.



# Mobility | 3



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### 3.1 INTRODUCTION

San Ysidro is a community bounded by an international border and divided by converging highways and a rail line. Its location within the San Diego region creates a unique dynamic to achieve balance between neighborhood connectivity and regional access to Mexico. Working in conjunction with the world's busiest Port of Entry, the transportation network in this area has a significant physical and cultural impact on the community of San Ysidro, as well as the economy of the region.

Urban form and transportation are interdependent and the mix of land uses and intensity associated with urban development affects travel. A balanced multi-modal transportation network increases quality of life by ensuring all people regardless of ability or modal choice can access destinations within the community. A multi-modal network recognizes that not all people use an automobile as their primary mode of travel. Legitimate multi-modal travel choices need to be broadened so that a good portion of trips can be made without a car. Walking, cycling, and transit should not be modes of last resort; rather they should be convenient, pleasant, safe and desirable modes of travel. To this end, the Mobility Element includes goals, policies, and recommendations that will lead to a robust multi-modal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

“The Community Plan update presents a unique opportunity to provide the context, the firm implementation and financing plans to mitigate, with creative traffic solutions, the reality of a San Ysidro physically divided by two freeways and the trolley line. The overarching goal is nothing less than ‘re’-connecting the community!”

– Steve Otto, Resident of San Ysidro

#### Goals

- Pedestrian-friendly facilities throughout the community with emphasis on the San Ysidro Historic Village and Border Village areas in order to minimize or reduce pedestrian/vehicular conflicts.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- High-quality public transit as the preferred transportation mode for employees and residents centered around transit oriented development and individuals using the border crossing.
- A circulation system that provides for complete streets and adequate capacity and improved regional access for vehicle traffic.
- An Intermodal Transportation Center (ITC) at the border.
- Interagency coordination to provide additional comprehensive mobility strategies and opportunities, funding sources, and inter-jurisdictional cooperation.
- Efficient use of parking resources through parking management strategies that support more intensive land uses around the San Ysidro Historic Village, Border Village, and Port of Entry areas.
- Safe and efficient truck access to the San Ysidro Freight Yard, industrial sites located at the northeastern part of the community, and the commercial sites along Calle Primera, west of Via de San Ysidro.
- Wayfinding programs to support efficiency and enhance use of all transportation modes.

The objective of the Mobility Element is to enhance the unique neighborhood feel within San Ysidro while supporting a full, equitable range of choices for the movement of people and goods to, within, and through the community. The unique dynamics of the community and border region provide a challenging landscape to achieve a balanced mobility network. The Mobility Element promotes the concept of "complete streets," in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include sidewalks and buffer areas, bicycle lanes, well-designed and well-placed crosswalks, raised crosswalks, medians, crossing islands (in appropriate mid-block locations), transit priority measures, accessible pedestrian traffic signals, sidewalk bulb-outs, street trees, planter strips, and ground cover. These streets also use staggered parking, center medians with trees and ground cover, fewer driveways, pedestrian scale lighting, and 'traffic calming' techniques, which tend to lower speeds and define edges to multi-modal travel ways within the street.



*Example of scramble pedestrian crossing intersection*

## 3.2 WALKABILITY

The City's Pedestrian Master Plan ranks San Ysidro as the ninth most walkable community within San Diego. Walking is a popular mode of travel in the San Ysidro community. San Ysidro has important characteristics of a walkable community, such as a basic gridded street network, a generally flat topography, and a fine-grained mixture of residential and neighborhood-serving commercial uses in village areas. Existing pedestrian facilities in San Ysidro are classified based on definitions presented in the City's Pedestrian Master Plan and are presented in Figure 3-1.

Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure and inadequate sidewalks and pedestrian facilities on higher pedestrian and vehicular volume streets. The pedestrian connectivity within San Ysidro is negatively impacted by the location of Interstate 5 (I-5), Interstate 805 (I-805), and the Metropolitan Transit System (MTS) Trolley Blue Line. These major transportation facilities divide the community into four areas with a limited number of existing pedestrian crossings across each interstate and rail line. Existing pedestrian bridges over I-805 and I-5 are inconvenient, as they are not well-integrated with nearby land uses, and many other crossings are in need of improvements to enhance their safety, accessibility, and attractiveness to pedestrians. Additional mobility limitations are imposed by State Route 905 (SR-905), which acts as a pedestrian barrier between San Ysidro and the nearby community of Otay Mesa Nestor.

Recommended improvements in the Mobility Element were developed with the consideration of implementing complete streets on the community's existing roadways. Pedestrian policies developed for

San Ysidro are numbered on the following pages as Policy 3.2.1 through 3.2.14 with specific locations addressed under each policy, where applicable. Additional policy information may be found in the City of San Diego’s General Plan Policies ME-A.1 through ME-A.9 and the Traffic Calming Toolbox, specifically Tables ME-1 and ME- 2. Additional pedestrian related policies may be found in the Community Plan in Sections 4.5 and 4.6.

### Policies

- 3.2.1 Support and promote walkability and connectivity through the construction of sidewalk and intersection improvements throughout the community at, but not limited to; the following locations:
- a. Dairy Mart Road (**Refer to Figure 3-11**)
  - b. Smythe Crossing (**Refer to Figure 3-12**)
  - c. San Ysidro Boulevard
  - d. San Ysidro Historic Village
  - e. Border region
  - f. Along the north side of Otay Mesa Road from Beyer Boulevard
  - g. Along Seaward Avenue and West Park Avenue
  - h. At intersections along East Calle Primera, between Willow Road and Via de San Ysidro
  - i. Along Cottonwood, from S. Vista Ln. to W. San Ysidro Boulevard

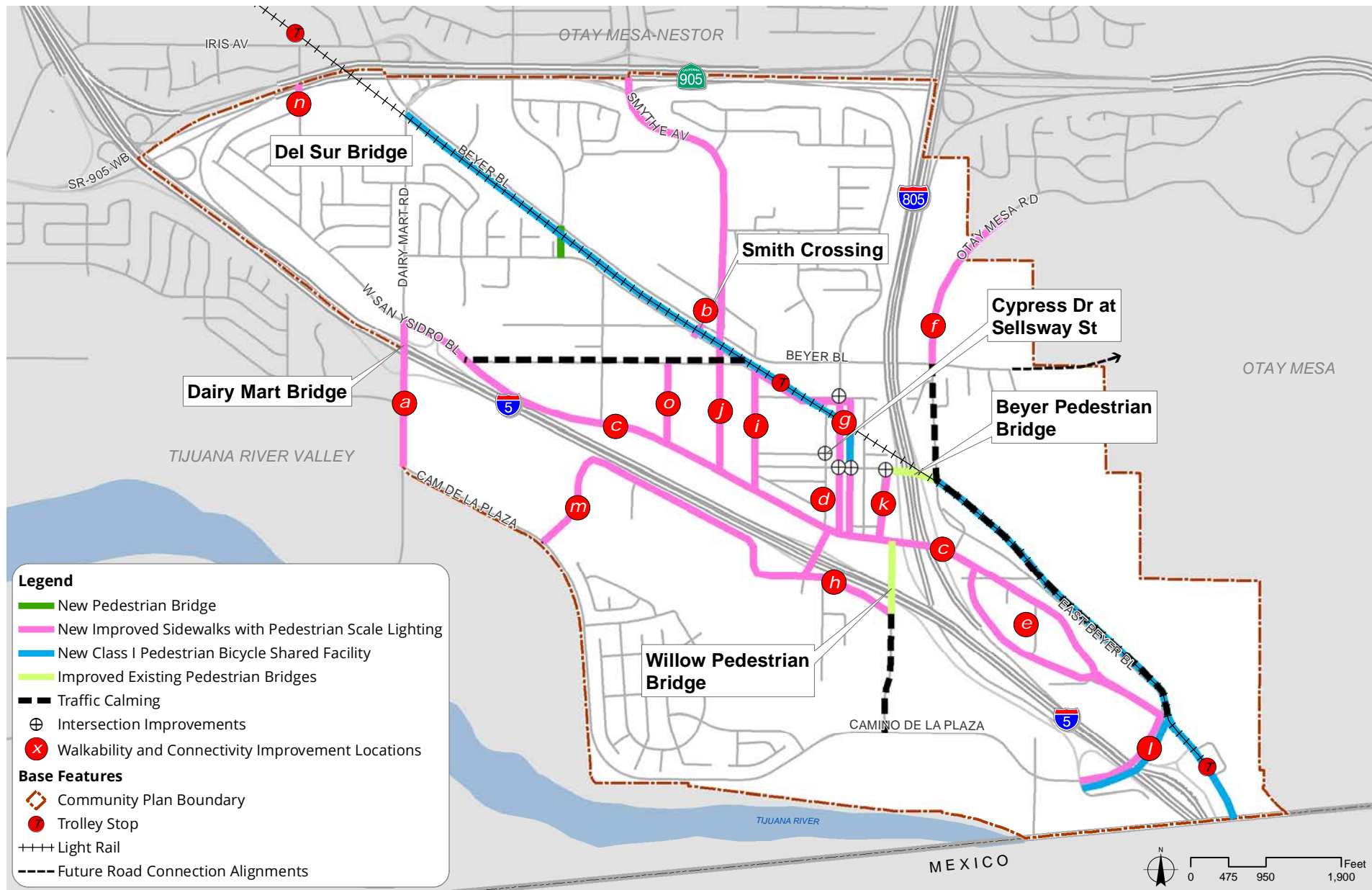


*East San Ysidro Boulevard and I-5 northbound ramp at the Port of Entry is one of the most pedestrian-used intersections within the City of San Diego (left)*

- j. Along both sides of Smythe Avenue
- k. Along Olive Dr. (**Refer to Figure 3-2**)
- l. Camino de la Plaza (**Refer to Figure 3-7**)
- m. Calle Primera (**Refer to Figure 3-8**)
- n. Howard Avenue
- o. Alverson Road



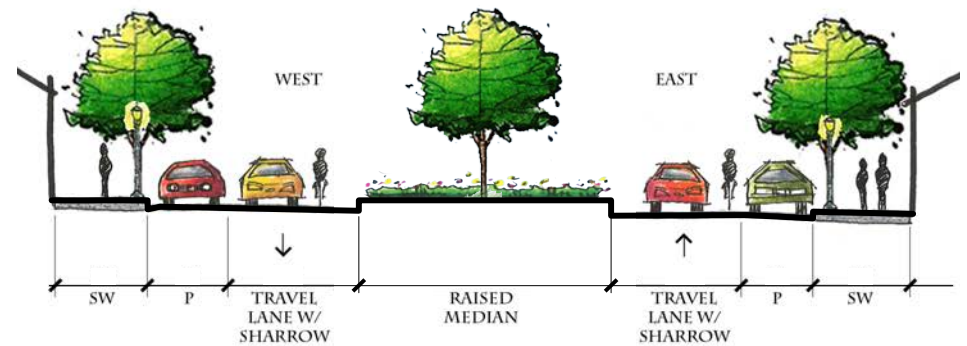
Figure 3-1: Improved Street Locations





- 3.2.2 Install missing sidewalks and curb ramps and remove accessibility barriers throughout the community. This will include the undergrounding of public utilities and relocation of transit shelters to widen the pedestrian pathways (also see Policies 6.1.18–20).
- 3.2.3 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.
- 3.2.4 Improve the pedestrian environment, adjacent to transit stops and schools, through the installation and maintenance of signs, lighting, high-visibility crosswalks, and other appropriate traffic calming measures (also see Policy 3.4.1).
- 3.2.5 Provide shade-producing street trees and street furnishings concentrating within the village areas (also see Section 8.4).

- 3.2.6 Retrofit and/or reconstruct freeway pedestrian overpasses with architectural lighting to foster pedestrian connections between neighborhoods. Design the entrances to the bridges to accommodate public gathering spaces while maintaining the safety and accessibility of pedestrian traffic (also see Policy 4.5.14b).



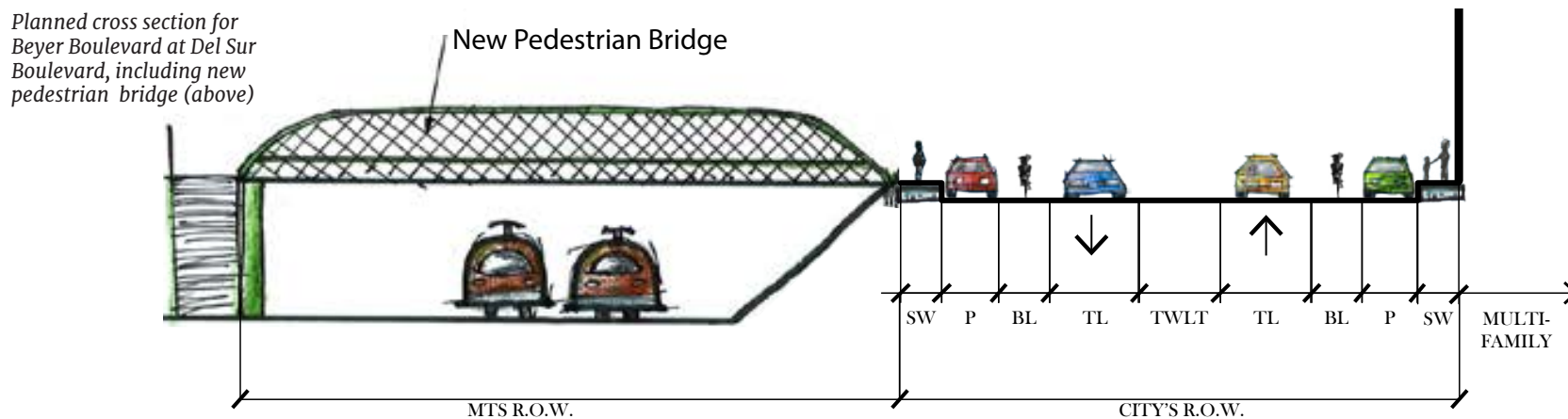
Example of enhanced Streetscape with improved pedestrian connectivity.

Figure 3-2: Olive Drive Concept



Example Streetscape in plan view, featuring traffic calming and pedestrian improvements.

Figure 3-3: Del Sur Boulevard Concept



- 3.2.7 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route, where possible, for pedestrians. Prioritize improvements for the areas along the south side of Beyer Boulevard, adjacent to the Trolley Blue Line.

3.2.11 Install adequate street lighting along pedestrian corridors throughout the community with priority on key pedestrian/vehicle conflict areas.
- 3.2.8 Improve existing alleys and implement innovative walkability improvements within the San Ysidro Historic Village area in order to connect the commercial area along West San Ysidro Boulevard and the transit-oriented development around the Beyer Trolley Station (also see the subsection “Alleys” under Section 4.9).

3.2.12 Install accessible traffic signals at key intersections along major pedestrian corridors to facilitate pedestrian crossings.
- 3.2.9 Construct a new pedestrian bridge crossing over the Trolley Blue Line, at Del Sur Boulevard, to improve connections between residential areas north and south of the trolley tracks (see Figure 3-3).

3.2.13 Include pedestrian paths or paseos, within the village areas, between and/or through developments to provide better connectivity to adjacent streets, commercial amenities, parks and schools.
- 3.2.10 Maintain routes leading to schools by regularly removing debris for safe access and walkability.

3.2.14 Support the implementation of pedestrian connections to the Hillside development, which will be evaluated as part of the future Hillside development process. See also Section 2.7 for the Hillside Land use policies.

### 3.3 BICYCLING

The development of a well-connected, effective bicycle network, including protected facilities where feasible, will facilitate cycling and help meet community travel needs. Health studies along the border region have helped to understand the public health benefits related to walking and biking. The recommendations in this Plan not only take into consideration the mobility needs for better circulation, but also the positive impact of social and physical improvements on individual and community health.

Separated bicycle facilities are known to be safer, contribute to lower levels of rider stress, and promote increased cycling rates among the general population. A complete bicycle network can help users overcome the barriers presented by the divisive rail and freeway infrastructure, which create a lack of connectivity and accessibility of major attractors within the community. Existing bicycle facilities



*Bicycle Racks and Shared Bicycle Programs encourage bicycle use and healthy communities.*

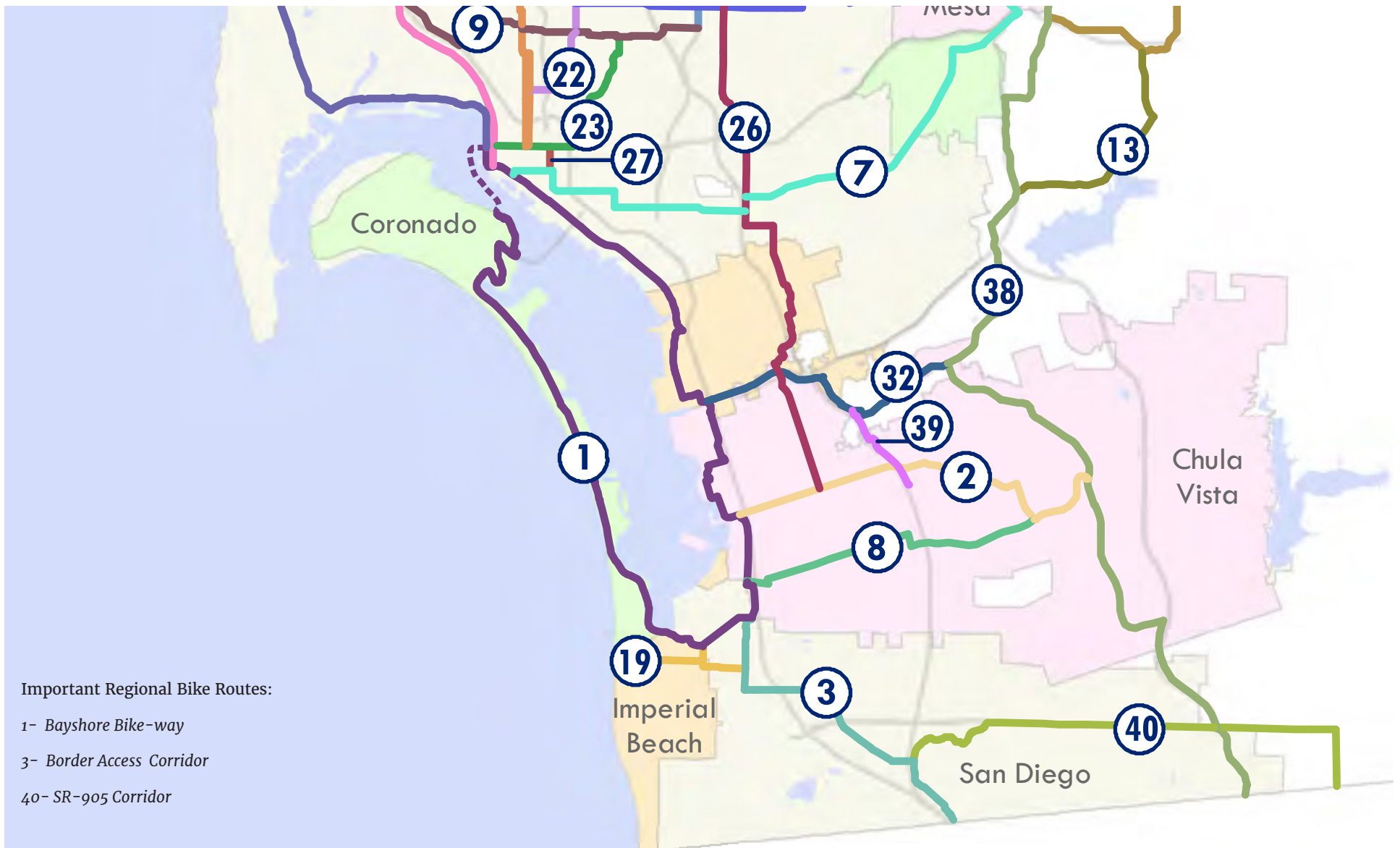
within the community of San Ysidro are presented in **Figure 3-5** and future planned bicycle facilities are presented in **Figure 3-6**. The different types of bicycle facilities typically used in the City of San Diego are illustrated in **Figure 3-13**. A brief description of each facility is presented alongside a diagram.

The San Diego Association of Government's (SANDAG) regional bike plan, *Riding to 2050*, identifies three bike routes of regional importance within or near San Ysidro, see **Figure 3-4**.

- **The Border Access Corridor** is primarily located within San Ysidro. This 6.4-mile route connects the international border crossing in San Ysidro with the Bayshore Bikeway route in Otay Mesa Nestor. Within San Ysidro, the route uses Beyer Boulevard and East Beyer Boulevard.
- **The SR-905 Corridor** is a nine-mile facility planned to operate as a Class I bike path along the Otay Mesa/SR-905 Corridor. This route would connect to the Border Access Corridor in San Ysidro via Old Otay Mesa Road, and then to the third border crossing in eastern Otay Mesa. Within San Ysidro, this portion of the corridor currently operates as a Class III bike route.
- **The Bayshore Bikeway** is a 23.8-mile route around the southern portions of San Diego Bay. The existing route is currently a combination of Class I and II facilities which pass through San Diego, National City, Chula Vista, Imperial Beach, and Coronado. The route is planned to be upgraded to a Class I bike path for the entire route.



Figure 3-4: Regional Bicycle Network



Clip from the updated Regional Bicycle Network, "Riding to 2050" SANDAG Regional Bike Plan

Bicycle policies developed for San Ysidro are numbered below as Policy 3.3.1 through 3.3.5 with specific locations addressed under each policy, where applicable. Additional bicycling related policies may be found in the Community Plan (Section 7.3). Additional policy information may be found in the City of San Diego’s General Plan Policies ME-F.1 and ME-F.6.

**Policies**

3.3.1 Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect San Ysidro to the citywide bicycle network and implement the San Diego Bicycle Master Plan and the Regional Bike Plan.

3.3.2 Implement bicycle connectivity through the villages and throughout the community. Provide secure, accessible, and adequate bicycle parking, particularly at Beyer Trolley Station and the future ITC, within shopping areas, and at concentrations of employment and education throughout the community (see also Policy 3.2.8).

3.3.3 Support and promote increased connectivity through the construction of bicycle facilities, in conjunction with other improvements discussed in Section 3.5 and as standalone improvements at the following locations:

- a. Dairy Mart Road, from West San Ysidro Boulevard to Camino De La Plaza (see **Figure 3-11**).
- b. Camino de la Plaza bridge, from Camiones Way to East San Ysidro Boulevard (see **Figure 3-7**).
- c. Class I facility along MTS right-of-way, from the future ITC to the northwestern side of the community.

- d. Beyer Boulevard, between Dairy Mart Road and East Beyer Boulevard (see **Figure 3-9**).
- e. East and West Park Avenue, from East San Ysidro Boulevard to MTS right-of-way at trolley tracks (see **Figure 3-10**).
- f. Intersection of Smythe Crossing and Beyer Boulevard (see **Figure 3-12**).
- g. Willow Road and Olive Street Bridge connection improvements.

3.3.4 Increase level of comfort and safety for bicycling as well as accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, actuated signal timing, bicycle parking, wider bike lanes, and protected bicycle facilities.

3.3.5 Implement bike share programs to reduce the necessity for automobile use in the community and provide the “first mile last mile” connectivity.



*Proposed bridge gateway improvements at Olive Drive*



Figure 3-5: Existing Bicycle Facilities

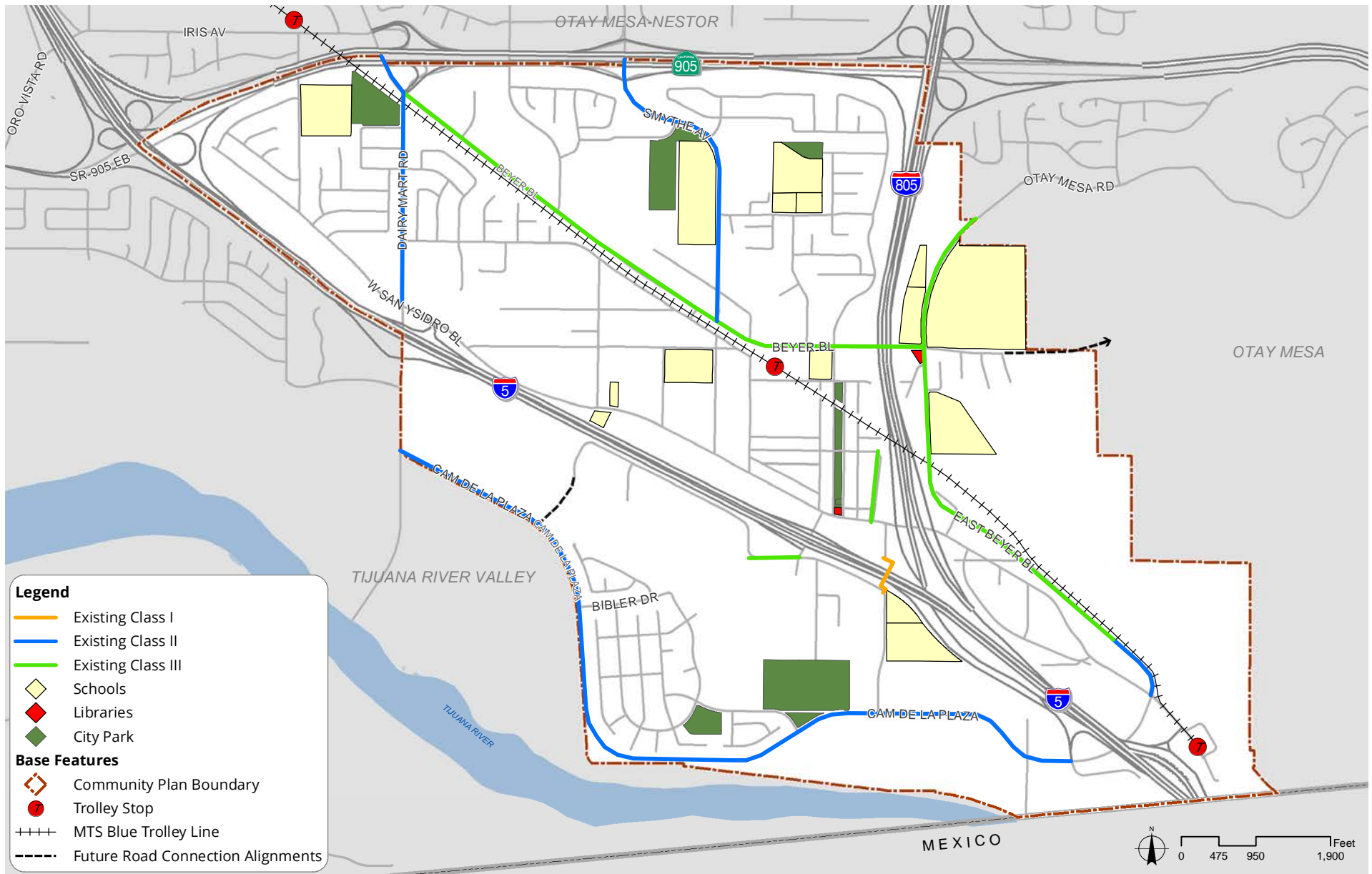


Figure 3-6: Future Planned Bicycle Facilities

Note: Facility alignments and classifications were developed at a planning level and may be refined upon further analysis at the project level.

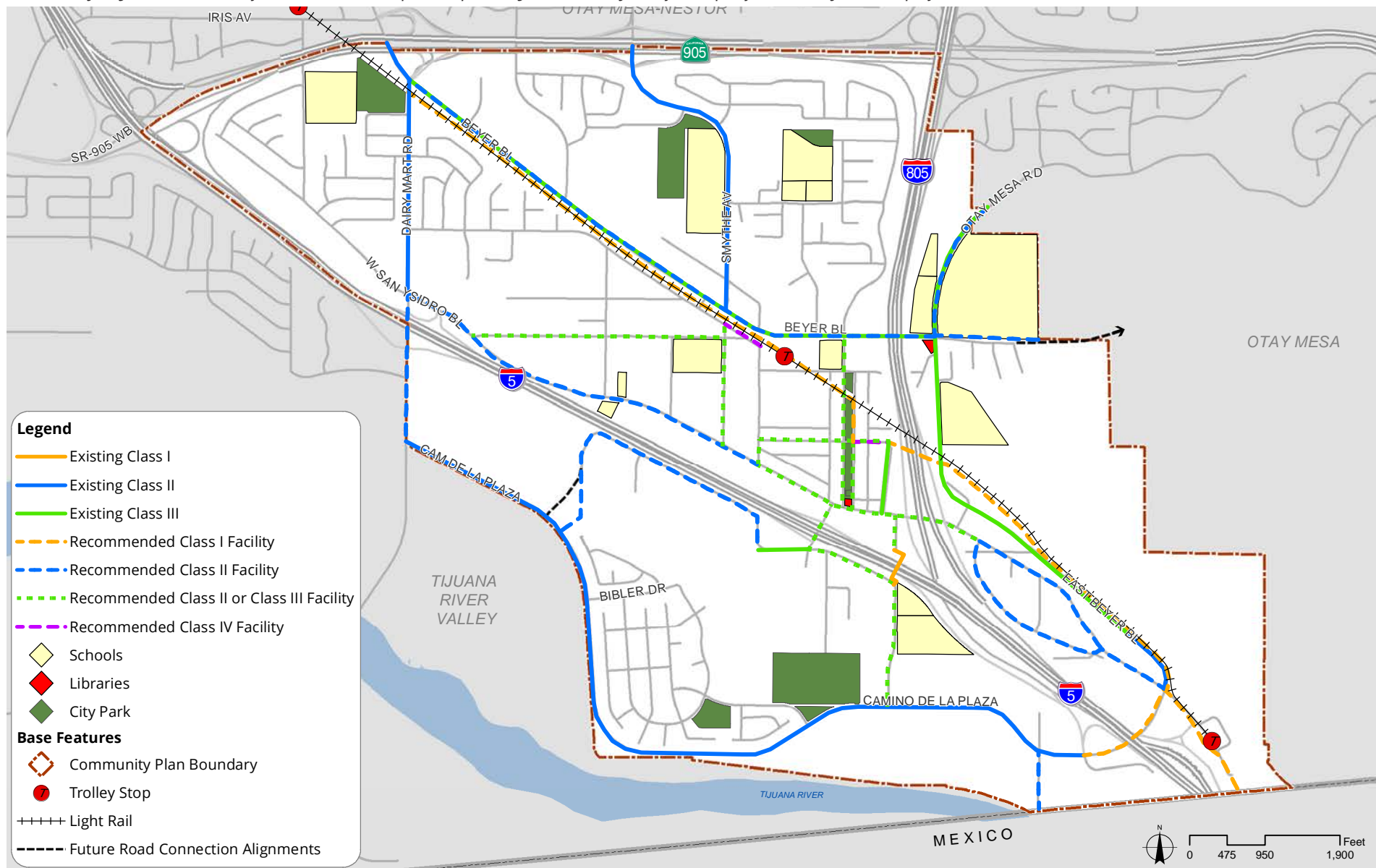
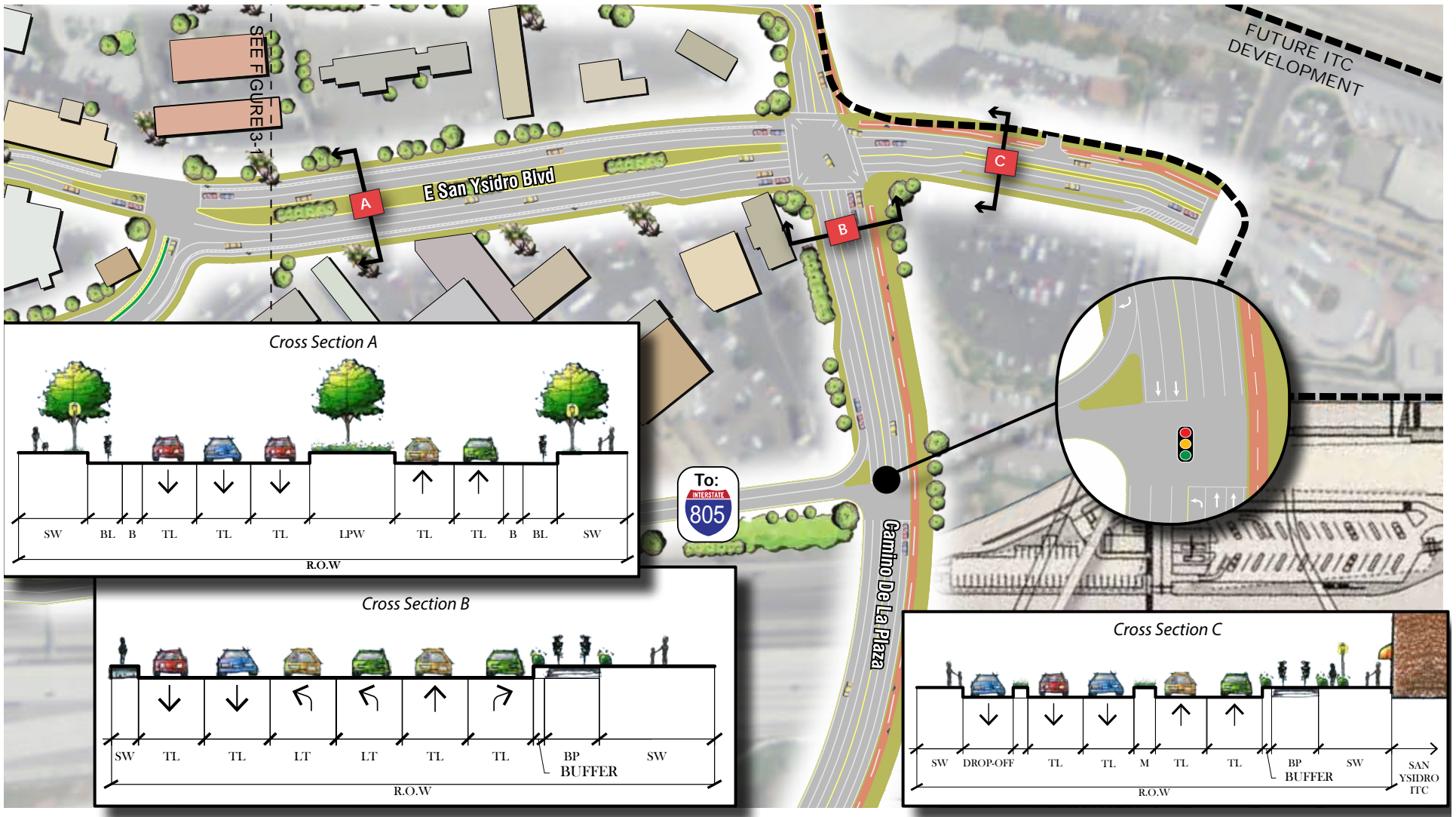


Figure 3-7: Camino de la Plaza and E. San Ysidro Boulevard



- |    |             |      |                   |     |                    |
|----|-------------|------|-------------------|-----|--------------------|
| BL | Bike Lane   | LT   | Left-Turn Lane    | LPW | Landscaped Parkway |
| P  | Parking     | TWLT | Two-way Left Turn | 🚦   | New Traffic Signal |
| SW | Sidewalk    | BP   | Bike Path         |     |                    |
| TL | Travel Lane | B    | Buffer            |     |                    |



Figure 3-8: Calle Primera

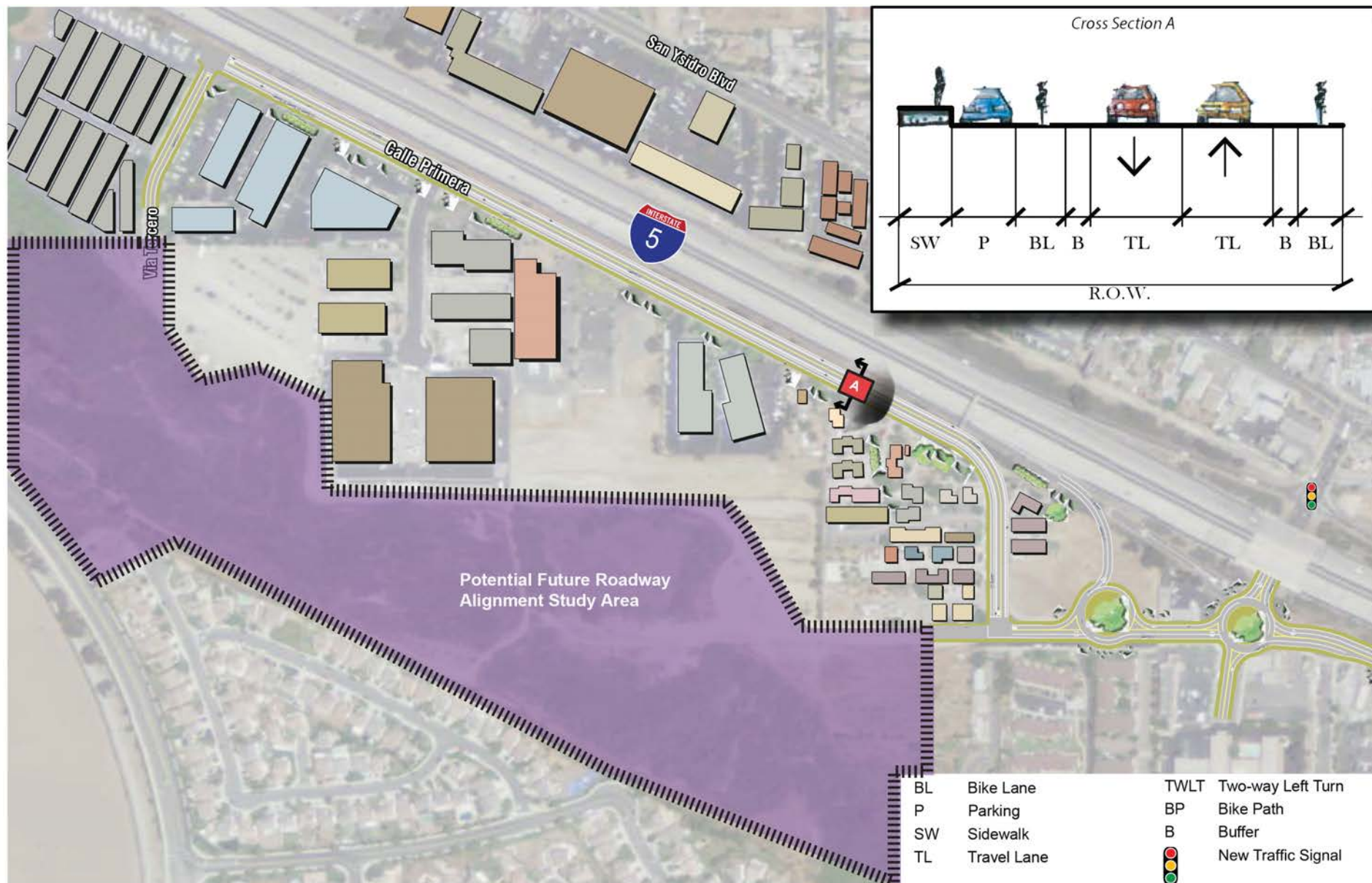


Figure 3-9: Beyer Boulevard

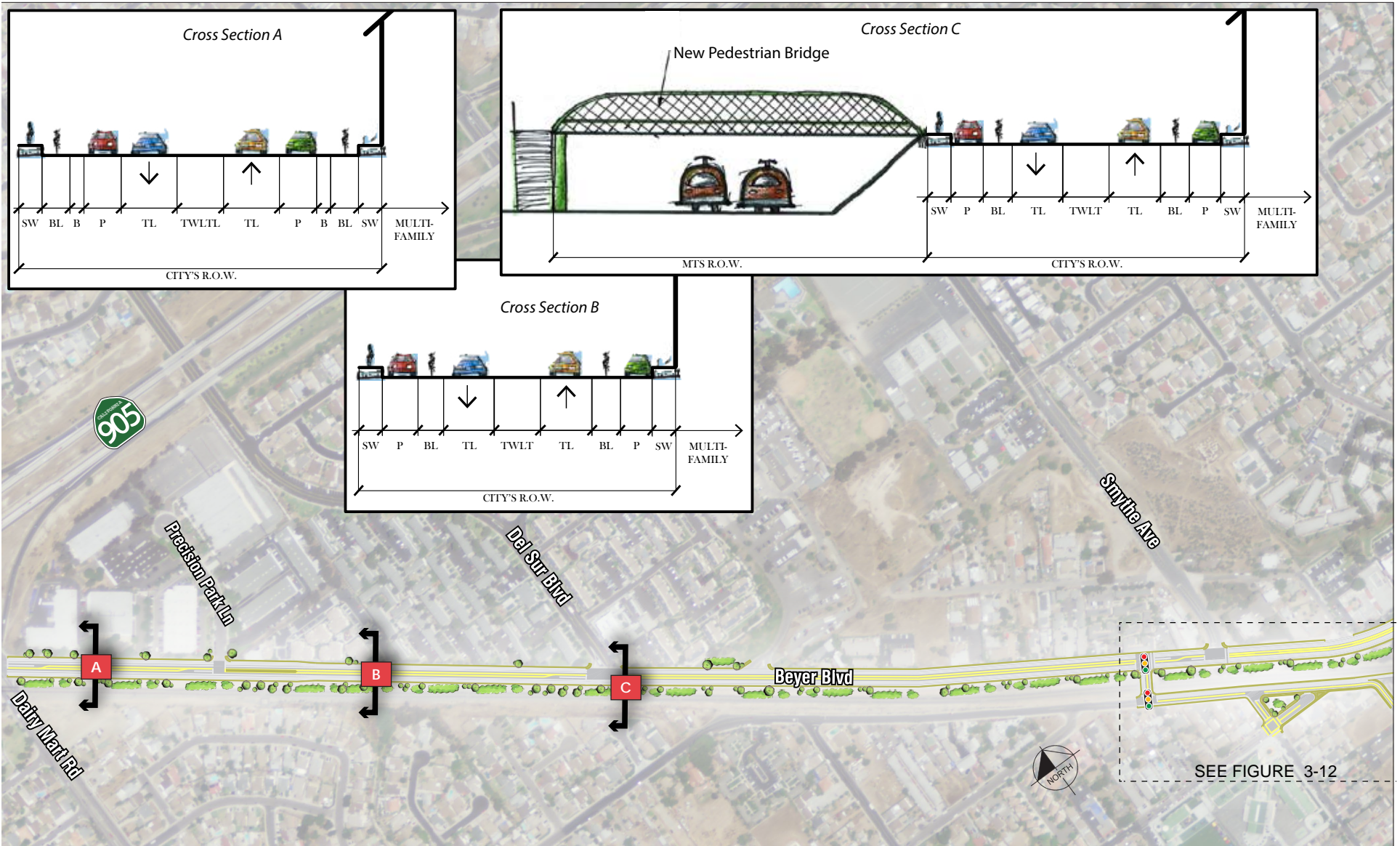
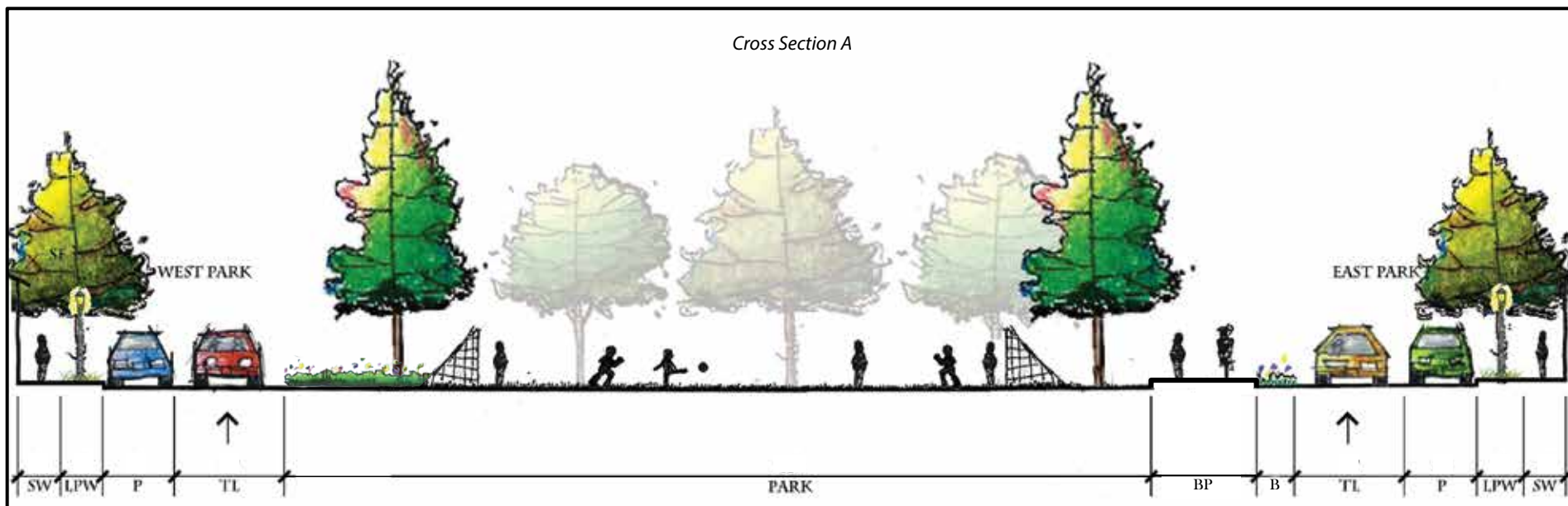


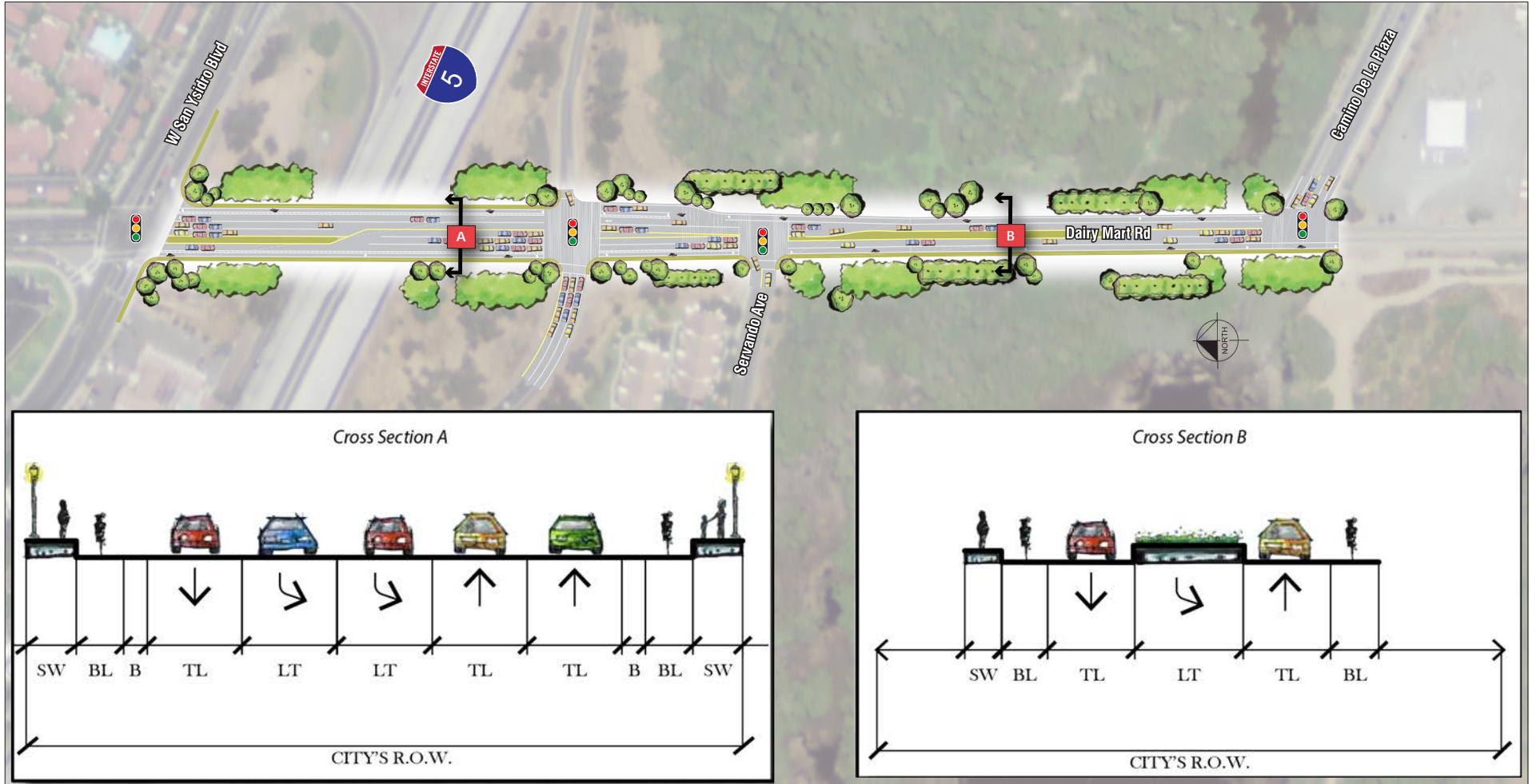


Figure 3-10: Park Avenues



- |    |             |      |                   |
|----|-------------|------|-------------------|
| BL | Bike Lane   | TWLT | Two-way Left Turn |
| P  | Parking     | BP   | Bike Path         |
| SW | Sidewalk    | B    | Buffer            |
| TL | Travel Lane |      |                   |

Figure 3-11: Dairy Mart Road



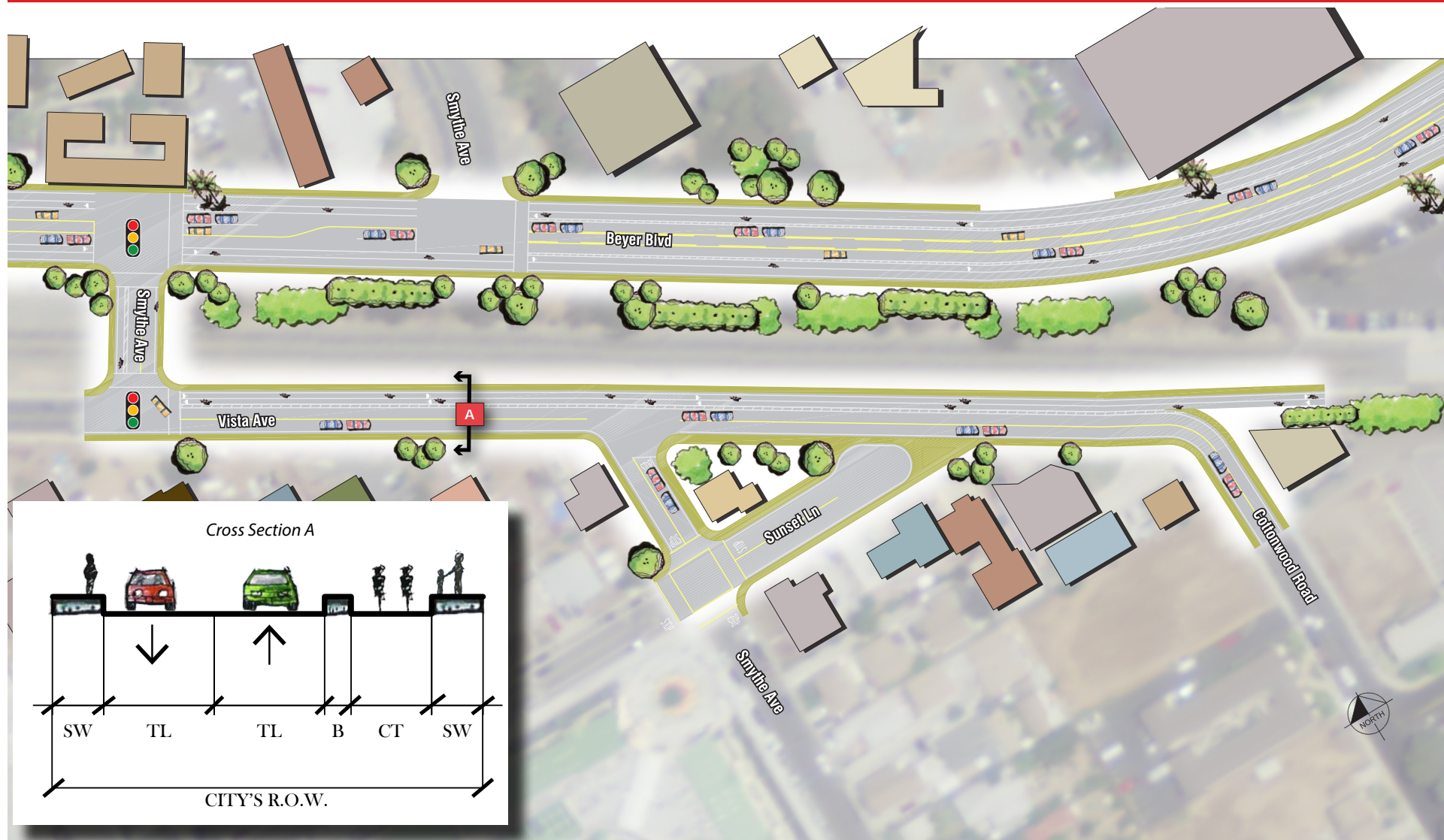
- BL Bike Lane
- P Parking
- SW Sidewalk
- TL Travel Lane

- TWLT Two-way Left Turn
- BP Bike Path
- B Buffer
- LT Left Turn Lane

 New Traffic Signal



Figure 3-12: Beyer Boulevard, Smythe Avenue, Vista Avenue, and Sunset Lane Improvements



BL Bike Lane  
 P Parking  
 SW Sidewalk

TL Travel Lane  
 TWLT Two-way Left Turn  
 CT Cycle Track


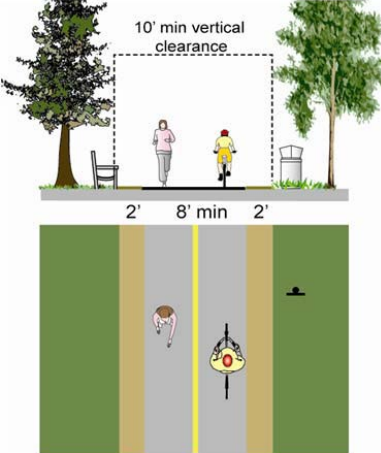

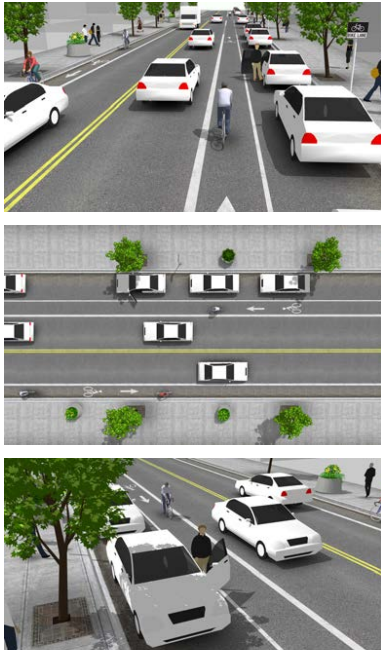
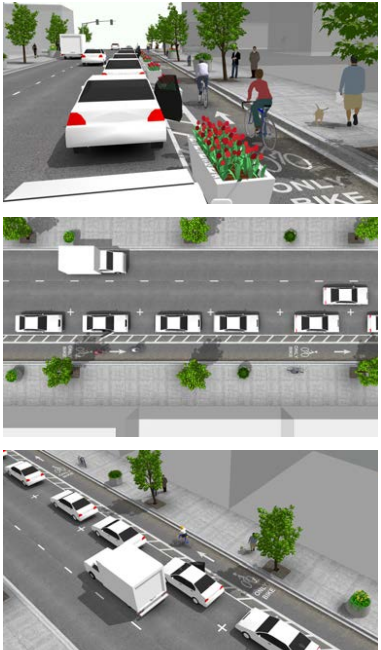
B Buffer  
 New Traffic Signal

Figure 3-13: Types of Bicycle Facilities

Class Description	Example Graphic	Class Description	Example Graphic
<p><b>Class I – Bike Path</b></p> <p>Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.</p>		<p><b>Class III - Bike Route</b></p> <p>Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, Bike Routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, Bike Routes should be enhanced with treatments that improve safety and connectivity, such as the use of “Sharrows” or shared lane markings to delineate that the road is a shared-use facility.</p>	
<p><b>Class II – Bike Lane</b></p> <p>Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Whenever possible, Bike Lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.</p> <p>Enhanced buffered bike lanes add additional striping and lateral clearance between bicyclists and vehicles, leading to improved level of service (LOS) for the rider.</p> <p>Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists.</p>		<p><b>Class IV – Cycle Track</b></p> <p>A Cycle Track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional Bike Lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. A Cycle track is proposed as a pilot project along a 7.6-mile segment of the San Diego bikeway network. To provide bicyclists with the option of riding outside of the Cycle Track to position themselves for a left or right turn, parallel bikeways should be added adjacent to Cycle Track facilities whenever feasible.</p>	

Sources:  
 - City of San Diego Bicycle Master Plan Update 2011  
 - NACTO Urban Bikeway Design Guide, 2014



### 3.4 PUBLIC TRANSIT

The San Ysidro community is well-served by a variety of public and private mass transit options including the Metropolitan Transit System (MTS) trolley and bus services, privately-operated jitneys, and privately-operated intercity buses. The complete streets initiatives, discussed in previous sections, address the continued improvement of connections between residential areas to transit facilities. These connections are a priority in San Diego, and specifically within the San Ysidro community to ensure safe passage along the community's roadways.

**Figure 3-14** illustrates the existing transit routes and stops within the community. Approximately 51.6% of the community is located within one-quarter of a mile, which is slightly lower than the 70% goal for the transit agencies in San Diego County. According to the 2000 U.S. Census surveys, 9% of the residents of San Ysidro use public transportation to get to work. This is higher than the City of San Diego average of 7.5% and the county-wide average of 6.2%.

The southernmost point of the MTS Trolley Blue Line is located at the San Ysidro Transit Center Trolley Station near the international border. The San Ysidro Transit Center Trolley Station is one of the busiest stations on the 53-mile trolley light rail system, with more than 17,000 passenger loadings (boarding and alighting) per day in 2014. In addition to the stop at the San Ysidro Transit Center Trolley Station, the MTS Trolley Blue Line has a stop at the Beyer Trolley Station, which is also located within the San Ysidro community. An additional station is located just north of the community at the Iris Avenue Transit Center.

From San Ysidro, the MTS Trolley Blue Line travels northward to the Santa Fe Depot in downtown San Diego, and offers transfer locations

to the MTS Trolley Orange Line and MTS Trolley Green Line, which serve a number of locations in the City of San Diego and adjacent cities such as Lemon Grove, La Mesa, El Cajon, and Santee. The trolley operates with three- and four-car trains approximately every 7.5 minutes during the weekday peak periods, and 15 minutes during weekday off-peak and during weekends.

Two bus routes (906 and 907) serve the community with stops along Beyer Boulevard, Cottonwood Road, San Ysidro Boulevard, Camino de la Plaza, Willow Road, Calle Primera, and Howard Avenue. An intercity bus station is located on East San Ysidro Boulevard just south of Camino de la Plaza. The privately operated intercity bus system connects San Ysidro with locations throughout the United States, Canada, and Mexico. San Ysidro Border Jitneys provide shuttle service from the border crossing to areas in San Ysidro. Jitneys may utilize existing bus stops.

Transit policies developed for San Ysidro are numbered below as Policy 3.4.1 through 3.4.11. Additional transit related policies may be found in the Land Use Element (Sections 2.5 and 2.6), Section 3.9 of this element, and the Urban Design Element (Sections 4.5 and 4.6). Additional policy information may be found in the City of San Diego's General Plan Policies ME-B.1 through ME-B.10.



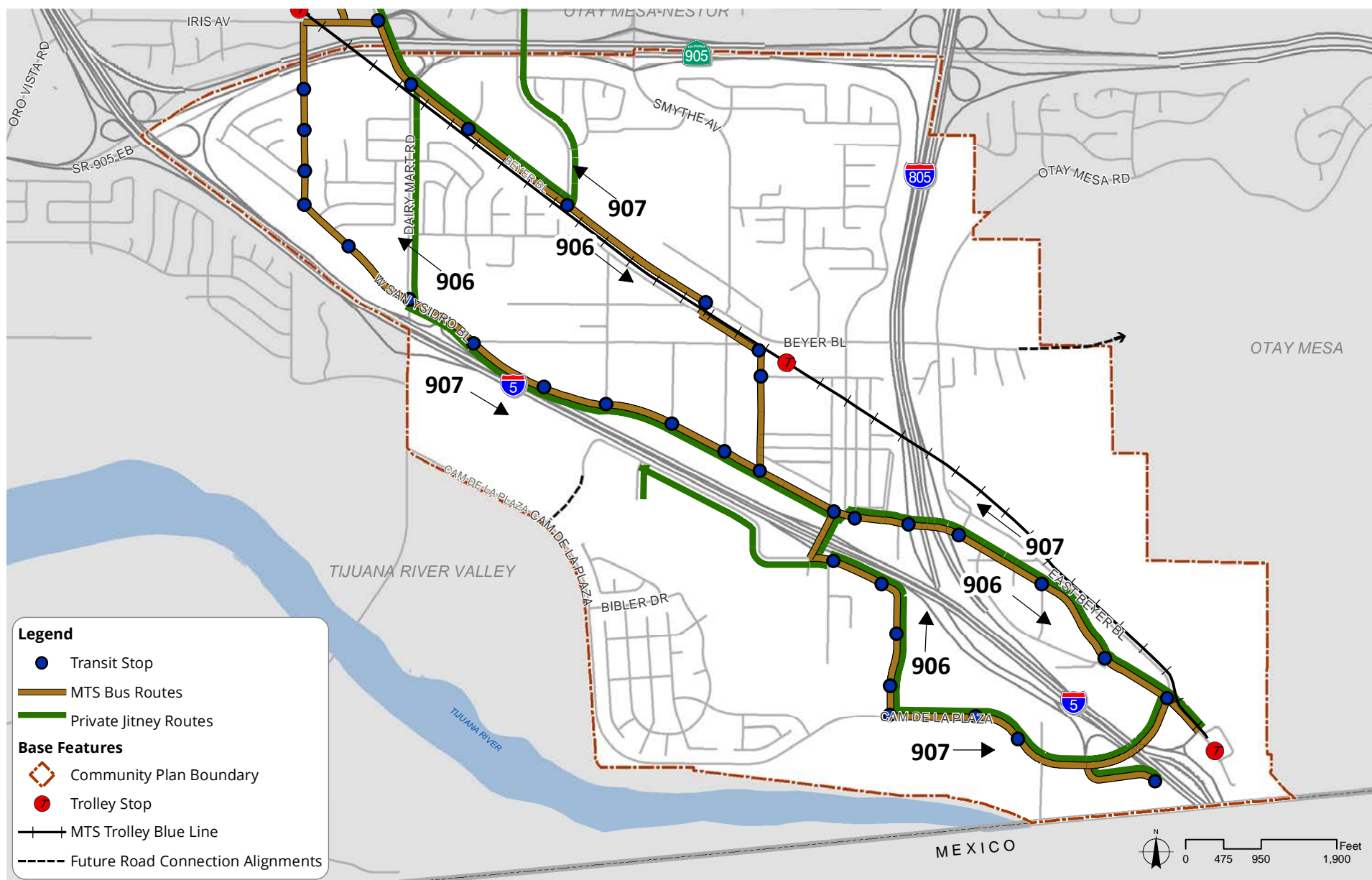
*Downtown San Diego transit station*



**Policies**

- 3.4.1 Improve the environment surrounding bus, trolley, and jitney stops through the installation of curb extensions, shelters, additional seating, lighting, and landscaping, where appropriate (also see Policy 3.2.4).
- 3.4.2 Improve pedestrian/bicycle routes to and from the San Ysidro Transit Center Trolley Station and the Beyer Trolley Station through street treatments, wayfinding signage, interpretive kiosk and/or downloadable applications.
- 3.4.3 Improve access to transit by addressing improvements to bicycle and walking accessibility within one mile of the transit stations/centers.
- 3.4.4 Coordinate with the San Diego Association of Governments (SANDAG) to incorporate transit infrastructure and service enhancements for San Ysidro included in the Regional Transportation Plan, including the construction of a new Intermodal Transportation Center (ITC) located at the eastern side of the POE and the Virginia Avenue Intermodal Center at the western side of the POE, which will connect the Community to the rest of the Region, including the transit services provided south of the border, in Mexico. See Policy 3.5.4.d supporting the transit connectivity to the freeway system and enhancing overall transit services within the region.
- 3.4.5 Support implementation of a street car or people mover system along East San Ysidro Boulevard and Camino de la Plaza to connect the ITC at the border and the Virginia Avenue Intermodal Center, including the commercial area west of Virginia Avenue with the San Ysidro Historic Village to supplement and complement the existing 906/907 route for future development.
- 3.4.6 Encourage the installation of electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- 3.4.7 Provide adequate areas for passenger pick-up and drop-off around the future ITC at the Border and at the Virginia Avenue Intermodal Center.
- 3.4.8 Coordinate with MTS and SANDAG to reduce trolley, vehicle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.
- 3.4.9 Ensure that future transportation improvements meet ADA requirements for transit stops, and account for current and future transit service.
- 3.4.10 Encourage the implementation of Transit Priority Measures such as queue jumpers and priority signal operations along current and future transit corridors.
- 3.4.11 Support the implementation of a new trolley stop to serve the Hillside development, which will be evaluated as part of the future Hillside development process. See also Section 2.7 for the Hillside land use policies.
- 3.4.12 Support high-quality transit services which connect San Ysidro to Downtown and sub-regional employment centers, consistent with the SANDAG Regional Plan, including but not limited to the following services:
  - a. Trolley (Purple) Line 562
  - b. Rapid Bus Route 640A
  - c. Rapid Bus Route 688

Figure 3-14: Existing Transit Routes and Stops



## 3.5 STREET AND FREEWAY SYSTEMS

New residential, commercial, and industrial development in San Ysidro will generate additional travel in and through the community of San Ysidro. Existing street classifications are presented in **Figure 3-15**, and predicted vehicular volumes on these roadways is presented in **Figure 3-16** as Future Roadway Segment ADT Volumes.

This plan envisions shifting a large amount of new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability. New technologies should be pursued to respond to current traffic conditions and move people and goods safely and efficiently throughout the community, while minimizing conflicts between pedestrians, bicyclist and vehicles, including transit vehicles.

Street and freeway system policies are numbered below as Policies 3.5.1 through 3.5.11, with specific locations addressed under each policy, where applicable. Additional related policies and guidance may be found in the City of San Diego's General Plan Policies ME-C.1 through ME-C.110 and Table ME-2 (Traffic Calming Toolbox). Also, policies may be found in the Urban Design Element of this document in (Section 4.8 and Section 4.9).

### Policies

- 3.5.1 Maintain the grid network of streets and alleys.
- 3.5.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings (also see Section 4.10).
- 3.5.3 Introduce traffic calming measures, along Willow Road and other appropriate locations, to improve pedestrian and cyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.
- 3.5.4 Support the following improvements at freeway interchanges to improve regional access:
  - a. Construction of a direct freeway connection from the Camino de la Plaza bridge to the I-805 (see **Figure 3-7**).
  - b. Reconfiguration of the I-5 southbound off-ramp at Via de San Ysidro to connect directly to Calle Primera (see **Figure 3-8**).
  - c. Roadway improvements along Dairy Mart Road to improve vehicular capacity and pedestrian/bicycle connectivity (see **Figure 3-11**).
  - d. Reconfiguration of the I-805 northbound off-ramp at East San Ysidro Boulevard to align with Center Street to improve vehicular storage and overall operations of the corridor.
- 3.5.5 Support the construction of a roadway connection from Calle Primera to Camino de la Plaza. Coordinate with appropriate resources agencies to identify an alignment for

a roadway connection from Calle Primera to Camino de la Plaza that would avoid coastal wetlands and ESHA where delineated (see 8.2.7).

3.5.6 Support the construction of modern roundabouts at the following intersections: West San Ysidro Boulevard and Howard Avenue, West San Ysidro Boulevard and Averil Road, and Via de San Ysidro, Dairy Mart Road, Camino de la Plaza, and Calle Primera.

3.5.7 Support the implementation of “complete-streets” improvements and other roadway improvements to increase on-street parking supply, remove excess right of way and improve bicycle and pedestrian facilities, at the following locations:

- a. Beyer Boulevard between Dairy Mart Road and East Beyer Boulevard (see Figure 3-9).
- b. East and West Park Avenue between East San Ysidro Boulevard and MTS right of way at trolley tracks (see Figure 3-10).
- c. East Hall Avenue between East and West Park Avenue (see Figure 3-10).
- d. Olive Drive between East San Ysidro Boulevard and East Hall Avenue.

3.5.8 Support intersection improvements to increase capacity and reduce the conflicts between the trolley, bicyclist, pedestrians, and vehicular traffic, at the following locations:

- a. Installation of traffic signal(s) at Smythe Crossing and Beyer Boulevard (see Figure 3-12).
- b. Installation of traffic signal or roundabout at West San Ysidro Boulevard and Averil Road
- c. Installation of traffic signal at West San Ysidro Boulevard and Alverson Street
- d. Reconfiguration of the intersection at Sunset Lane and Smythe (see Figure 3-12).

3.5.9 Support the regular maintenance of street surfaces for roadways within the community, including street resurfacing efforts when needed.

3.5.10 Support a road connection to Otay Mesa by extending Beyer Boulevard to Caliente Avenue.

3.5.11 Support the evaluation of a one-way couplet configuration for Cottonwood Road and Smythe Avenue between Vista Avenue and West San Ysidro Boulevard.



Traffic congestion along the I-5 southbound lanes (upper left) and Camino de la Plaza (upper right) caused by the I-5 southbound inspection. Planned build-out street classifications (upper right). Year 2035 proposed land use alternative roadway segment ADT volumes (right).



Figure 3-15: Existing 2012 Functional Street Classification

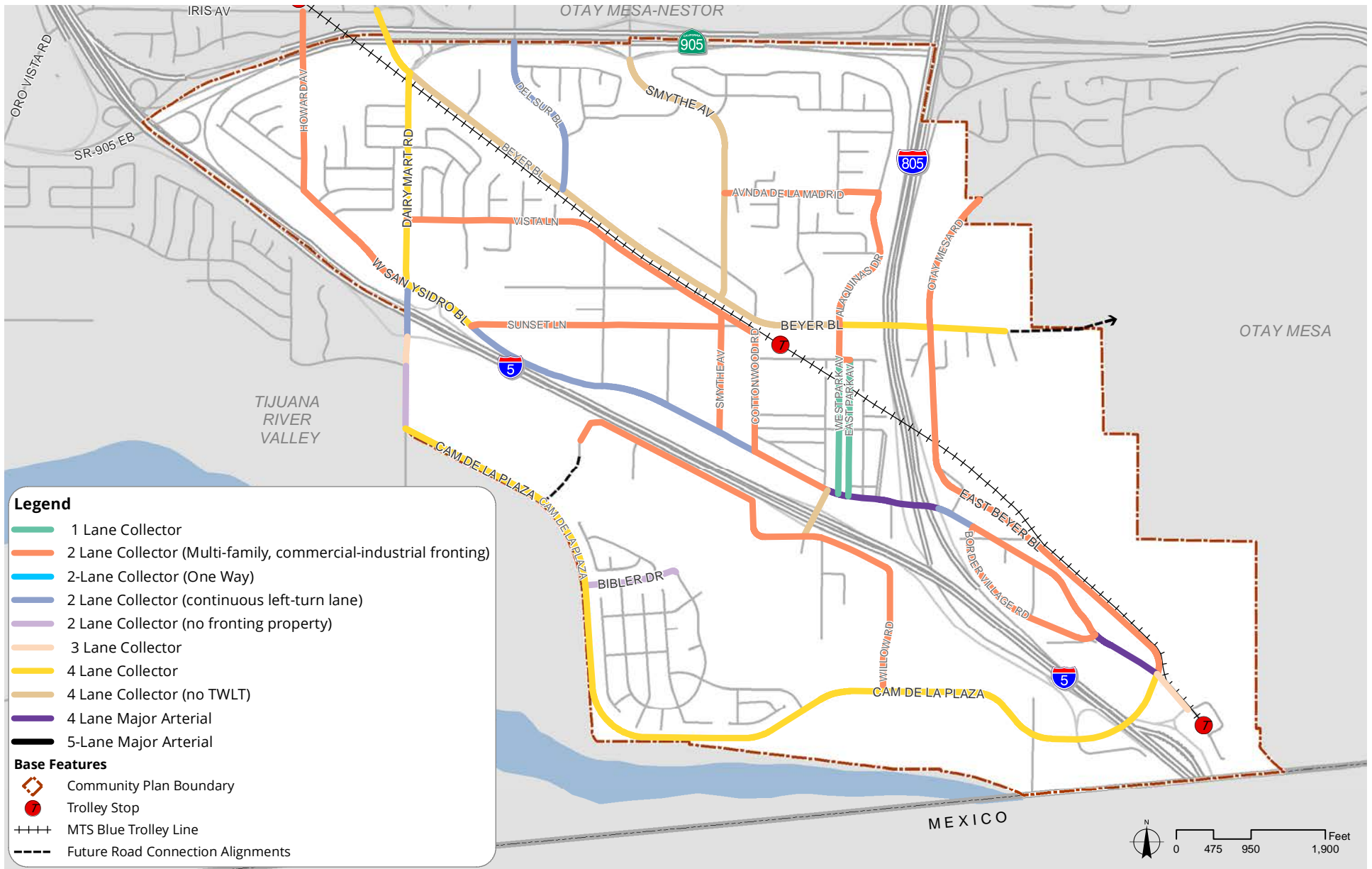


Figure 3-16: Future Planned Street Classifications and Daily Traffic

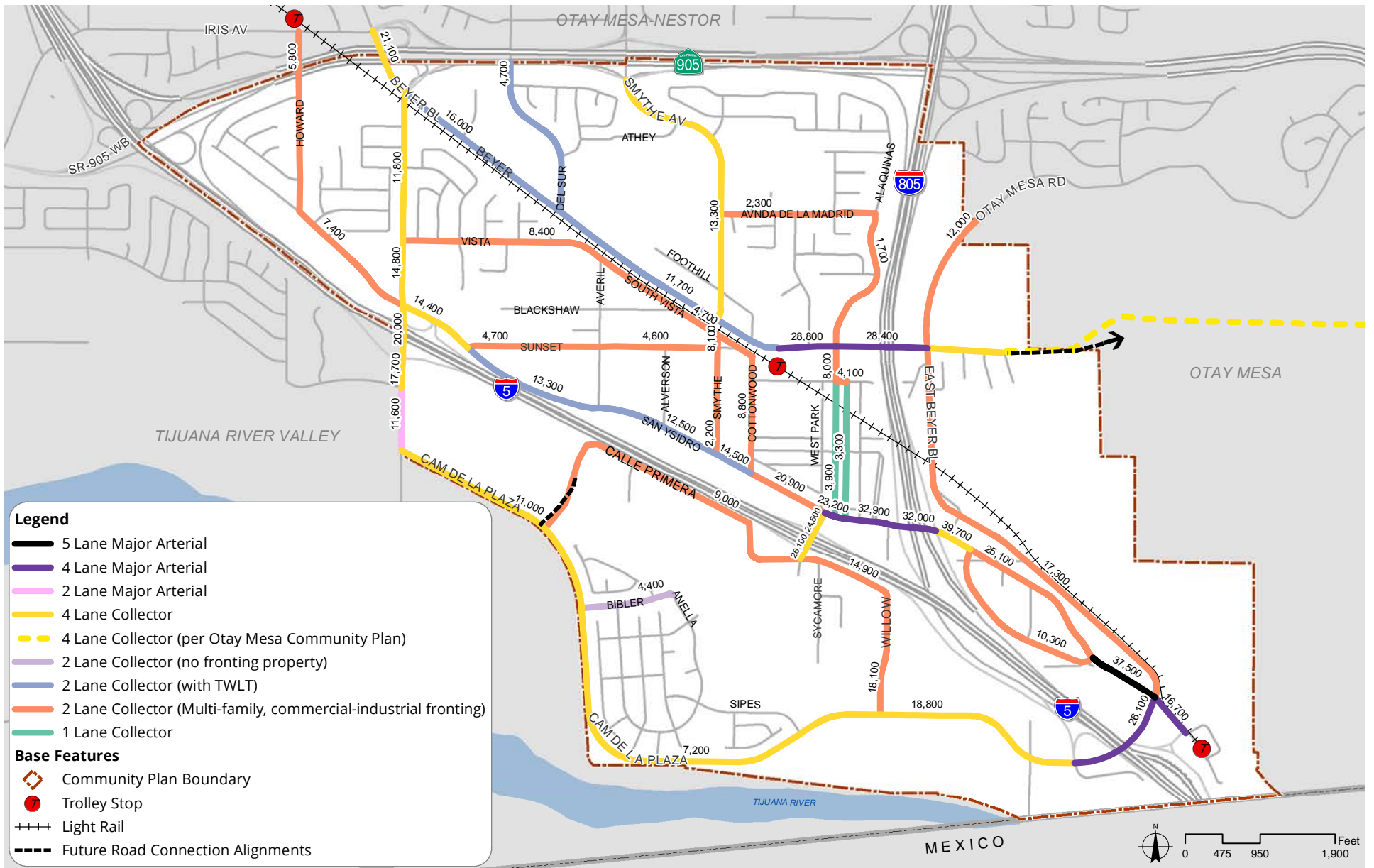
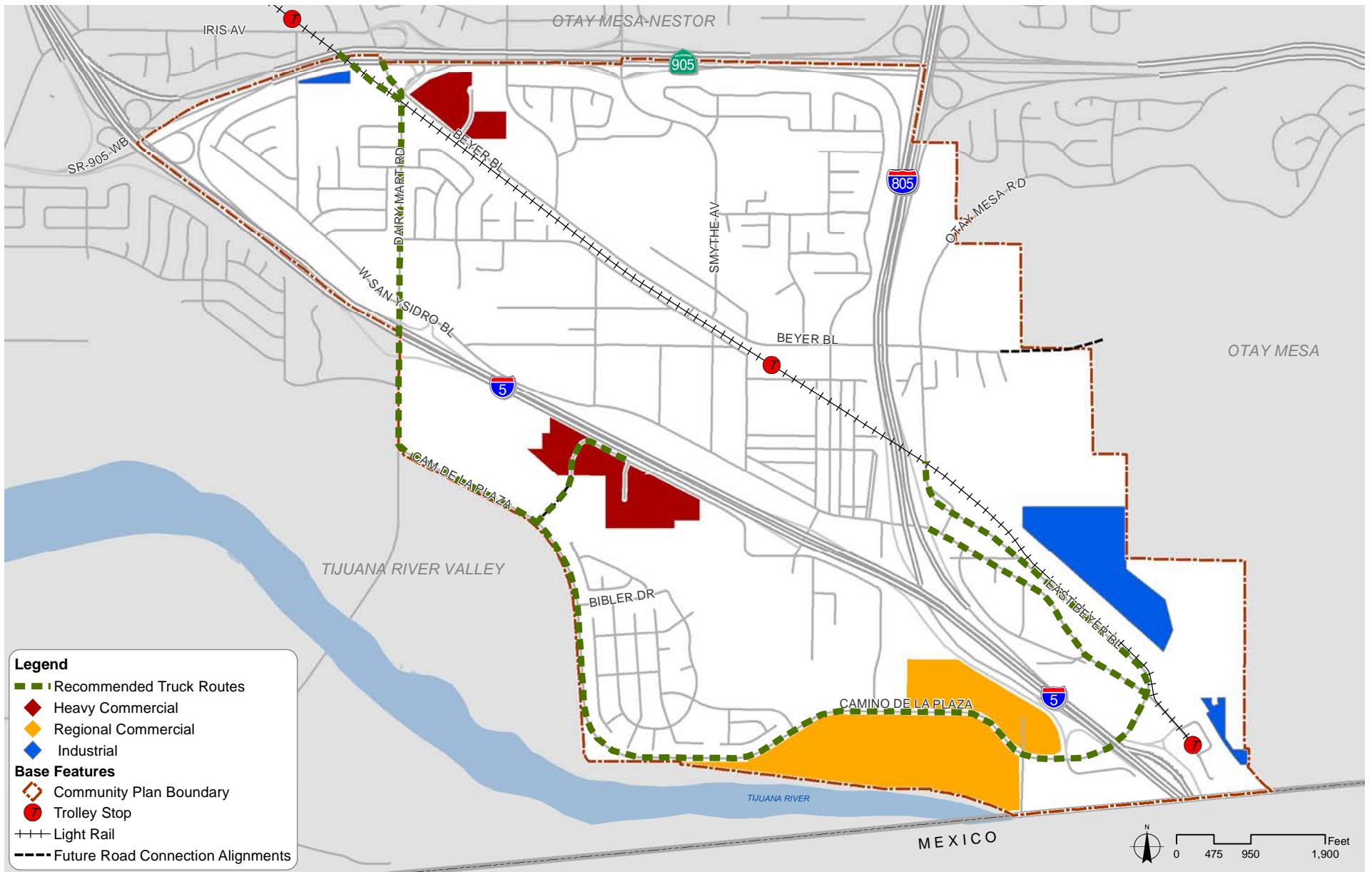


Figure 3-17: Recommended Truck Routes



### 3.6 GOODS MOVEMENT AND FREIGHT CIRCULATION

Within the community of San Ysidro, there are no designated truck routes facilities; freeways and surface streets provide this function. Trucks are allowed to use major circulation roadways to access the industrial and commercial sites within the community. Along the recommended truck routes (see **Figure 3-17**) the needs of the industry should be provided while still accommodating pedestrians, bicyclists, and cars.

Goods Movement and Freight Circulation policies are numbered below as Policies 3.6.1 through 3.6.3. Additional policies related to this topic may be found in the City of San Diego's General Plan Policies ME-J.1 through ME-J.9.

#### Policies

- 3.6.1 Implement a recommended truck route to facilitate access to existing and future industrial/commercial areas (see **Figure 3-17**).
- 3.6.2 Require adequate loading spaces, internal to new non-residential development, to minimize vehicles loading and minimize storage spillover onto adjacent streets.
- 3.6.3 Provide an adequate amount of short-term, on-street curbside loading spaces for existing developments where off-site loading is not accommodated.

### 3.7 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their service. The goal of ITS application is to maximize efficiency to those services, increase vehicle throughput, reduce congestion, and provide quality information to the commuting public. Information may be relayed or provided in the form of flashing messaging boards, self-adjusting traffic signals during peak traffic hours, and variable tolls depending on roadway volumes.

The application of ITS technologies can influence transportation choices across all modes of travel because users are provided real-time information to notify them of changing traffic conditions and mobility options for their travel. San Ysidro is relatively built-out and lacks the opportunity to physically expand its roadway facilities. Therefore, the challenge is how to address future traffic volumes on its improved roadways in an intelligent and coordinated manner. The use of ITS tools will be instrumental to address these future volumes and mobility needs within the community.

Intelligent Transportation Systems policies are numbered below as Policies 3.7.1 through 3.7.3. Additional policies related to this topic may be found in the City of San Diego's General Plan Policies ME-D.1 through ME-D.6.

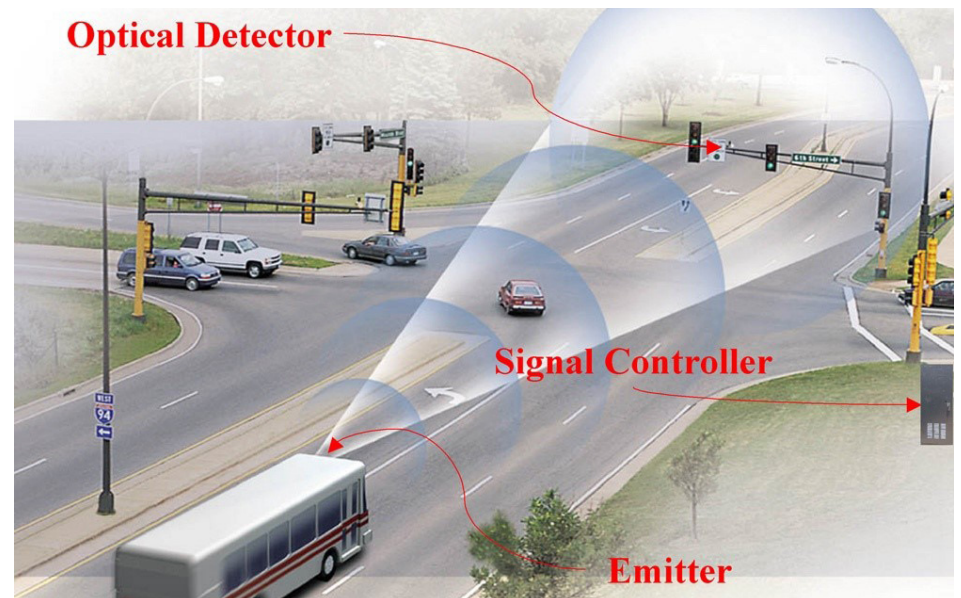


**Policies**

- 3.7.1 Support implementation of ITS to improve safety, efficiency, service, and congestion, including but not limited to: traffic signal coordination, traffic and real-time transit information, smart parking technologies, and transit priority measures.
- 3.7.2 Encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure and development projects.
- 3.7.3 Implement Intelligent Transportation Systems (ITS) strategies such as smart parking technology, dynamic message signs, transit signal priority techniques, and adaptive traffic coordination systems to reduce traffic congestion along West and East San Ysidro Boulevard.



Real time parking information at this parking garage provides the number of spaces available and can be linked to a smart phone for efficient access to parking.



Transit signal priority techniques detect transit vehicles as they approach an intersection and adjusts the signal timing dynamically to improve service for the transit vehicle.

### 3.8 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing. These management strategies are an important tool to reduce congestion and parking demand in San Ysidro.

Transportation Demand Management policies are numbered below as Policies 3.8.1 through 3.8.6. Additional policies related to this topic may be found in the City of San Diego’s General Plan Policies ME-E.1 through ME-E.8.

#### Policies

- 3.8.1 Encourage new residential, office, and commercial developments, as well as any new parking garages, to provide spaces for car-sharing.
- 3.8.2 Encourage large employers and institutions in the San Ysidro area, such as the Port of Entry tenants and the Community College District, to provide transit passes at reduced rates to employees/students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.
- 3.8.3 Encourage new multifamily residential development to provide discounted transit passes to residents in exchange for reduced parking rates and “sell” their parking separately from the rental cost of the apartments.



Source: SANDAG

SANDAG’s TDM program has a number of resources available to promote transportation choices to employers and commuters.

- 3.8.4 Encourage new commercial, office, and industrial development to provide discounted transit passes to employees.
- 3.8.5 Encourage employers to participate in regional programs to reduce vehicular trips.
- 3.8.6 Implement bike share and car share programs to reduce the necessity for automobile ownership and use in the community.



### 3.9 LAND PORT OF ENTRY

Within the community of San Ysidro, is the San Ysidro Land Port of Entry (Port of Entry) between the U.S. and Mexico. This Port of Entry is one of the busiest international land border crossing in the world; one of every ten people entering the U.S. via sea, air, or land, enters through the San Ysidro Port of Entry (Caltrans San Ysidro Port of Entry Border Investment Strategy, June 2008). This significant level of interaction reflects the interdependence of the San Diego and Tijuana economies. Meanwhile, the magnitude of travel presents crossing with significant local challenges, in providing safe and efficient mobility within San Ysidro. It is vital to ensure sufficient mobility both to and from the border, especially for those users who rely on transit.

A number of different transportation projects have been implemented over the years in order to improve access and connectivity at this important area of the San Diego region. Currently, the U.S. General Service Administration (GSA) is constructing a multi-phased Port of Entry reconfiguration and expansion, which when completed, will provide additional vehicular inspection lanes, improved pedestrian crossing facilities, and new administration buildings.

Land Port of Entry policies are numbered below as Policies 3.9.1 through 3.9.8. Additional policies related to this topic may be found in the City of San Diego’s General Plan Policies ME-E.1 through ME- E.8. Additional information on related policies may be found in this document in Sections 2.6, 3.3, 3.9, 4.4, and 5.5.



Source: The Miller Hull Partnership, LLP

Images from the San Ysidro Port of Entry redevelopment project



**Policies**

- 3.9.1 Coordinate with the General Service Administration (GSA) to reduce crossing times and incorporate mobility improvements that will enhance multi-modal mobility throughout the Port of Entry, while maintaining safety and security.
- 3.9.2 Improve the environment surrounding bus, trolley, and jitney stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping, where appropriate.
- 3.9.3 Coordinate with SANDAG to implement transit infrastructure and service enhancements for San Ysidro included in the Regional Transportation Plan, including the construction of a new ITC at the Border and the Virginia Avenue Intermodal Center.
- 3.9.4 Support the implementation of a street car or people mover system along East San Ysidro Boulevard to accommodate redevelopment activity by connecting the ITC at the border and Virginia Avenue Intermodal Center with the San Ysidro Historic Village.
- 3.9.5 Implement adaptive traffic coordination systems and freeway traveler information signs to reduce traffic congestion along West and East San Ysidro Boulevard, Dairy Mart Road, and Camino de la Plaza to accommodate ever-changing border crossing traffic demand on local streets (also see Policies 3.4.6 and 3.7.3).
- 3.9.6 Support the reconfiguration of East San Ysidro Boulevard

to improve pedestrian and bicycle connectivity between the Port of Entry and the rest of the community.

- 3.9.7 Provide secure, accessible, and adequate bicycle parking at the future ITC.
- 3.9.8 Support the creation of a Class I bicycle facility along MTS right-of-way connecting the northwestern side of the community with the future ITC at the border (also see Policy 3.3.3).

**3.10 PARKING MANAGEMENT**

Many of the goals and policies of the Community Plan depend on how parking is planned and managed in San Ysidro. These goals include increased residential intensity and a variety of commercial and employment uses, as well as reduced vehicle trips, increased sustainability and enhanced urban design.

Parking Management policies are numbered below as Policies 3.10.1 through 3.10.5. Additional policies and guidance related to this topic may be found in the City of San Diego’s General Plan Policies ME-G.1 through ME-G.5, as well as Table ME-3 (Parking Strategy Toolbox).

**Policies**

- 3.10.1 Encourage shared commercial and residential parking strategies in Village areas.
- 3.10.2 Encourage public parking structures around the Port of Entry that includes shared parking arrangements to efficiently meet parking demands and avoid dedicating too much land for public parking.



- 3.10.3 Investigate the feasibility and practicality of a parking in-lieu fee, or other measure, for implementing a variety of parking demand reduction strategies for new development.
- 3.10.4 Implement on-street parking management strategies in the Village and commercial areas to more effectively use street parking space and increase turnover and parking availability.
- 3.10.5 Consider the use of metered parking in commercial areas to provide short-term parking for retail customers and visitors while discouraging long term residential, employee, and border-user parking.

# Urban Design | 4



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## Discussion

The Urban Design Element describes the community character for San Ysidro, and provides goals and policies to guide future private and public development, building upon the policies established in the San Diego General Plan Urban Design Element. An overarching theme is to develop a more connected San Ysidro; to foster a community that consists of a well-planned and implemented social, visual, and physical network of interaction opportunities and defined places. The Urban Design Element establishes direction for village design, neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes.



“A community lives and flourishes through exceptional places that embrace our mind, body, and spirit. Libraries, nature centers, historic districts, and places for making art among others are essential to our well being as individuals and as a community.”

–Ben Meza, Local architect

## Goals

- San Ysidro’s operation as a grand gateway, linking Mexico to the United States and the City of San Diego
- Public walkways, alleys, public space, and pedestrian bridges that link San Ysidro neighborhoods
- Convenient and well-located public gathering spaces
- Lively public plazas within village areas that create opportunities for fiestas, gatherings, and community events
- Village areas that provide an attractive atmosphere for local craftsmen and artisans to live, work, and market their products
- Distinct neighborhoods and districts with unique streetscape themes, wayfinding solutions, and public art
- Access to a range of transit opportunities, public space, public and government services, and visitor serving commercial uses within the Port of Entry District
- An Intermodal Transit Facility within the Port of Entry District to efficiently serve the needs of commuters, visitors, and transit riders
- A community-oriented character in the San Ysidro Historic Village with a mix of residential, commercial, and civic uses
- Opportunities for a range of commercial uses to attract tourists and shoppers from the region at large within the Border Village, San Ysidro Commercial, and the Port of Entry Districts
- Family-oriented restaurants and entertainment opportunities in the Border Village District



Figure 4-1: Urban Design Element Map



The policies provided below in **Table 4-1 Policy Topic Cross Reference with General Plan** highlight key policies that concern San Ysidro which are located in the General Plan. Although the policies referenced below are intended to emphasize their significance to the community planning topic, all applicable policies within the Plan or General Plan may be cited in conjunction with a plan review or project related to these topics. Refer to the City of San Diego General Plan for these policies.

Table 4-1: Policy Topic Cross Reference with General Plan

Community Plan Topic Area	General Plan Policy
Development Adjacent to Canyons & Other Natural Features	UD-A.3
Landscape Guidelines	UD-A.8
Parking	UD-A.11, UD-A.12
Utilities	UD-A.16
Safety & Security (Crime Prevention Through Environmental Design (CPTED))	UD-A.17
Mixed-Use and Commercial	UD-C.1 - UD-C.8
Public Spaces & Civic Architecture	UD-E.1 - UD-E.2
Public Art & Cultural Amenities	UD-F.1 - UD-F.5
Urban Runoff & Storm Water Management	CE-E.1 - CE-E.7
Urban Forestry	CE-J.1 - CE-J.5
Sustainable Development Practices	CE-A.5 - CE-A.12
Streetscape Design	UD-C.7
Pedestrian Access to Developments	UD-A.5, A.9
Site Design & Building Orientation	UD-A.3 - UD-A.6
Building Compatibility & Transitions	UD-B.2

## 4.1 URBAN DESIGN CONTEXT

The San Ysidro community is challenged by several major social and economic conditions that affect its physical urban form (refer to **Figure 4-1** for Urban Design concepts). Many of these have been discussed in other elements of this Community Plan and include:

- A close cultural and commercial trade relationship with Mexico and the millions of tourists, business people, and workers that cross the international border every year
- The lack of economic vitality that exists in the community, while a large number of tourists pass through its boundaries every day
- The need for sensitively designed, affordable housing for San Ysidro residents
- The need to unify a community divided by freeways and rail line and enhance the pedestrian environment



San Ysidro Boulevard Rendering





## 4.2 DISTINCTIVE NEIGHBORHOODS

The San Ysidro community is composed of a variety of well-established neighborhoods and villages. Each neighborhood and village reflects unique attributes and characteristics, described below, that should be celebrated and enhanced. Overarching themes that tie these areas together are San Ysidro’s historical roots, the melding of American/Mexican cultures, and human-scaled environments. Minimal changes within the urban fabric are anticipated within these areas beyond enhanced connectivity, an increase in public spaces, and improved architectural quality. Primary areas of change are described within Section 4.4 and are focused around the already established village areas surrounding the Beyer Boulevard and San Ysidro transit stations, and within the Port of Entry (refer to **Figure 4-2** for neighborhood locations).

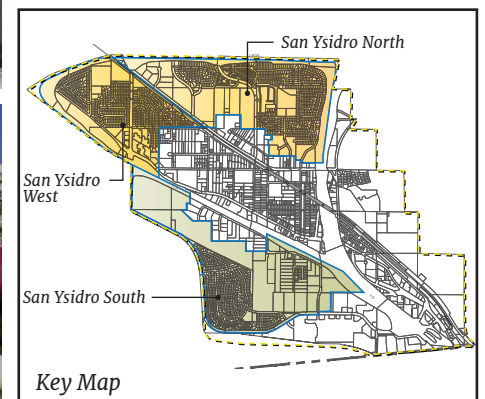
### San Ysidro West and North Neighborhoods

The western and northern portions of the community primarily contain single-family tract homes built in the 1970s and early 1980s. These homes are generally well-maintained. Most of the single-family is single level, although two-story homes do not appear out of scale or incompatible with these neighborhoods. Most homes are stucco or wood siding with front-facing gables and low to moderate pitched roofs. In addition, the northern and western “suburbs” each contain several medium to large-scale multifamily developments.

### San Ysidro South Neighborhood

The San Ysidro South Neighborhood consists of a number of older multifamily developments along Willow Road and west of it, with a limited number of older and smaller single-family residences. The Rancho Del Rio Mobile Home Park is also located in this area. Camino de la Plaza, as it heads west and north towards Dairy Mart Road, is

the western boundary of the relatively new Coral Gate single-family subdivision, which is bounded on the north and east by protected open space. Willow Road, as it reaches I-5, turns west and becomes Calle Primera; at its intersection with Via De San Ysidro and I-5 on/off-ramps there is a small highway commercial and tourist services retail node along with a motel.





## Sunset Neighborhood

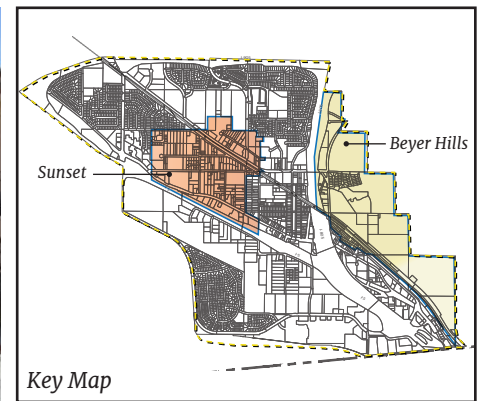
The area west of the historic village neighborhood is generally small in scale with both single and multifamily character. A neighborhood in transition, it contains single-family homes on one-acre lots and has seen many new medium to large-scale multifamily developments. Newer developments have focused on single-family character with higher densities and more compact living. Two-story residential structures are much more common, usually articulated with stucco walls and Spanish tile roofing, and some garden-style walk-up apartments provide centralized amenities.

In addition, a number of neighborhood commercial areas exist within this area. San Ysidro Boulevard provides community-serving strip commercial centers and institutional services, including the Southwestern College for Higher Education Center at San Ysidro. These areas are characterized by low-rise development with older deteriorating building stock located behind parking fields. Architectural themes are inconsistent and landscaping is sparse. The commercial areas provide opportunities for façade improvements, enhanced streetscapes and landscaping, unified signage programs, enhanced pedestrian access, and infill pad development.

## Beyer Hills Neighborhood

This neighborhood, located just east of I-805 and immediately south of the railroad and trolley corridor, consists of well-maintained single-family homes. A dilapidated, multifamily development and several deteriorated duplexes are located at the extreme west of the neighborhood. The neighborhood is bounded on one side by the San Ysidro Boulevard tourist commercial area, and the other by the Otay Mesa. The single-family residences in the southern part of this district are mostly hidden behind gates and fences, due largely to the heavy pedestrian and vehicular traffic in the area.

The vacant hillsides may provide opportunities for future development; however, a master plan will need to be created, analyzed, and implemented following the adoption of the San Ysidro Community Plan. Future development within this area should be integrated with the existing community, it should respect the existing topography, and provide enhanced connectivity so that it does not become an isolated neighborhood.



### San Ysidro Commercial District

The San Ysidro Commercial District contains the Las Americas Premium Outlets center, which encompasses a large variety of outlet apparel retail stores along with dining uses. Architectural massing includes flat roofs with simple parapets or moderately pitched roofs with Spanish tile. Opportunities for enhanced connectivity and public spaces, along with additional regional commercial services, are present within this area. The future pedestrian connection between Mexico and the U.S., at Virginia Avenue, will need to connect with additional pedestrian linkages within the area, as well as public spaces and destinations that service local and international travelers.



### San Ysidro Wholesale District

Although the area has historically been designated for industrial uses, the area has transitioned to emphasize commercial uses. Most of the buildings in this district are warehouse style, either tilt-up or metal construction, with simple box massing and flat roofs. As uses continue to transition into places that service higher volumes of foot traffic, building frontages, pedestrian amenities, and flexible work space become a higher priority.

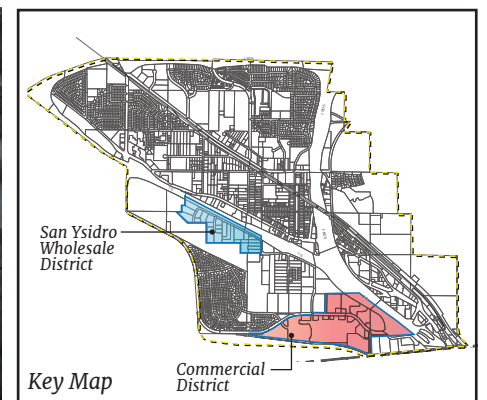


### Distinctive Neighborhood Policies:

The General Plan recognizes San Diego as a city of distinctive neighborhoods and villages. The following polices are intended to guide future development to enhance the unique characteristics of San Ysidro. Refer also to General Plan Urban Design Element UD-A.5 and UD Section B – Distinctive Neighborhoods and Residential Design. For additional policies, cross reference SYCP Element Sections 2.2, 2.3, 2.4, 2.5, 2.6, and 2.7.

#### Policies

- 4.2.1 Celebrate and enhance each neighborhood’s individual attributes and characteristics.



- 4.2.2 Protect and enhance historic resources, distinguishing architecture, including buildings, landmarks, development patterns, design features, and materials and other features that contribute to the unique character and identity of each neighborhood.
- 4.2.3 Tailor building height and scale to be sensitive to surrounding residential and commercial uses.
- 4.2.4 Develop strategies and incentives to improve sustainability for existing building stock and encourage rehabilitation of existing buildings.
- 4.2.5 Provide urban design guidelines that promote and allow for commercial enterprises to accommodate small, locally-owned businesses as well as larger tenants.
- 4.2.6 Encourage building design to take advantage of urban views of Tijuana River Valley and Tijuana.
- 4.2.7 See also General Plan Urban Design Element UD-C.1.e.2 regarding transition of development and buildings to ensure compatibility with adjacent uses.
- 4.2.8 Encourage collaboration among local neighborhood residents, businesses, places of worship, schools, and service providers to build neighborhood cohesiveness, foster neighborhood improvements, and regenerate existing neighborhoods.
- 4.2.9 Ensure future development within the Beyer Hills Neighborhood is integrated with the existing community, respects the existing topography, and provides enhanced connectivity so that it does not become an isolated neighborhood.

- 4.2.10 Strengthen neighborhood identity and connectivity with pedestrian promenades, wayfinding, and gateway features (also see Section 4.11)
- 4.2.11 Encourage the development of additional paseos, pedestrian and alley improvements, public art, and pocket parks.
- 4.2.12 Remove or screen visual pollution, including amortizing blighting conditions (also see Section 3.2, 4.5, and 4.7)

### 4.3 DEVELOPMENT DESIGN

The relationship of a building to the street and its neighboring properties, scale, massing, articulation, and respect for the surrounding context, contribute to establishing a unique San Ysidro character and urban fabric.

#### Policies

- 4.3.1 Provide for a range of housing typologies, building forms, and building frontages to support an eclectic neighborhood character (also see Policy 4.5.1).
- 4.3.2 Promote enhancements to commercial areas including façade improvements, enriched streetscapes and landscaping, unified signage programs, improved pedestrian access, and infill pad development (also see Policy 4.5.3).
- 4.3.3 Properly scale a building's form (i.e., height and massing) to the primary street it fronts on (i.e., taller buildings on larger boulevards and smaller buildings on narrower streets).



- 4.3.4 Acknowledge transitions between commercial and residential uses by transitioning the height and scale in a thoughtful way to provide a buffer for lower density residential development.
- 4.3.5 Unify the community by embracing San Ysidro’s historical roots, the melding of American/Mexican cultures, and human-scaled environments (also see Policy 4.3.44).
- 4.3.6 Ensure new development and redevelopment enhances the urban fabric by improved connectivity, additional public spaces, and quality architecture.
- 4.3.7 Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, landscaping, and undergrounding public utilities (also see Policies 6.1.18-20).
- 4.3.8 Encourage infill projects and promote compatibility with the surrounding context in terms of building scale, compactness of development, and design character and articulation.
- 4.3.9 Provide shade trees to match the existing species to reinforce neighborhood identity; to add greenscape for texture, shade, and overall visual character; and to create a uniform streetscape. Maintain consistent wall and fence treatment along the street edge (also see Section 8.4).

## Residential Design

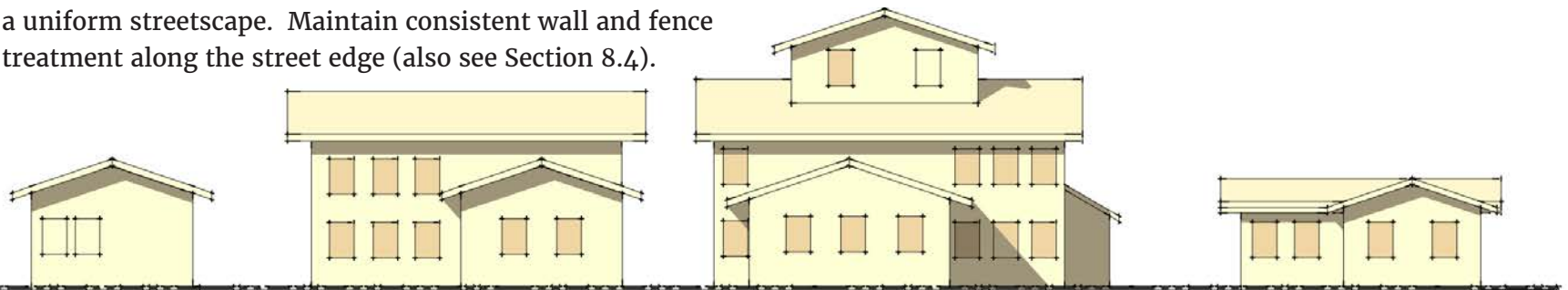
A variety of residential typologies exist within the San Ysidro community, ranging from single-family homes to higher density residential uses. Residential neighborhoods are generally stable with limited opportunities for redevelopment and higher density infill development. The following policies supplement those found in Section UD-B of the General Plan Urban Design Element and SYCP Land Use Element Section 2.2.

### Policies

- 4.3.10 Maintain the unique architectural character of San Ysidro and its neighborhoods and enhance with new developments. Particular attention should be paid to massing; neighborhood context for style; and vibrant, quality materials.



*Example of Latino Urbanism and local housing and residential design*



*Example of transitional heights and architectural elements*



- 4.3.11 Improve compatibility to adjacent buildings by creating additional building setbacks and/or stepbacks where multifamily residences are adjacent to a single-family residential zone.
- 4.3.12 Encourage differing residential densities with variation in building forms. Promote compatibility using visual buffers, such as setbacks, landscaping, walls, berms, or a combination thereof, and assist in creating a transition between land uses.
- 4.3.13 Encourage the use of porches, articulated entries, and recessed garages to decrease visual dominance along the street.
- 4.3.14 Enhance the pedestrian experience and quality street frontage by providing parking access from side or rear of lots. When parking is accessed off of a primary street frontage, avoid garage-dominated architecture.
- 4.3.15 Incorporate open space into all residential developments in a way that provides public, semi-public, and private settings (also see Policy 2.2.5).
- 4.3.16 Promote housing typologies appropriate to each neighborhood and to accommodate larger household sizes. Refer to the adjacent recommended locations for the following housing types and **Figure 4-2 District Map**.
  - Single Dwelling
  - Duplex
  - Apartment
  - Low Density Mixed-Use

- 4.3.17 Promote usable open spaces that can accommodate social engagement (also see Section 2.2).
- 4.3.18 Provide convenient access from parking to well-defined building entries.
- 4.3.19 Enhance the existing housing stock by focusing on safety, code compliance, street façades, energy efficiency, landscaping, and visual quality. Refer to the illustration on page 4-11 for methods to enhance existing residential development.

Figure 4-3: Housing Typologies Appropriate in San Ysidro Neighborhoods

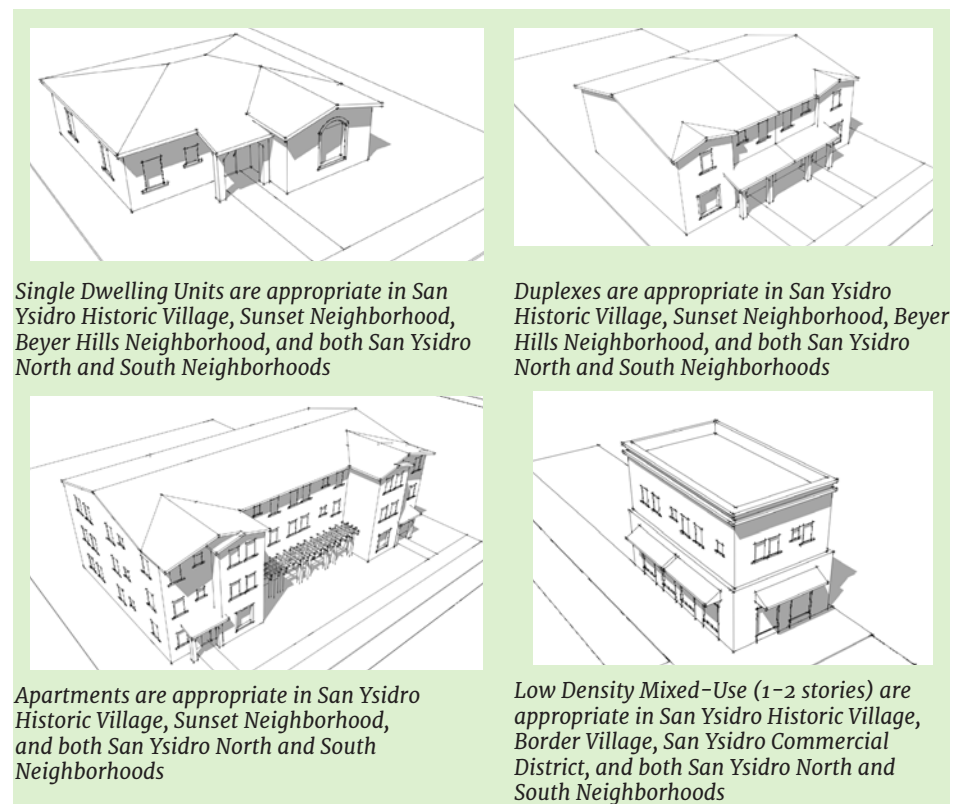


Figure 4-4: Facade and Development Enhancement Concepts for Existing Residential Buildings



Existing condition



Proposed improvements

- 1 Increase pedestrian lighting for safety.
- 2 Enhance project entries and engage with public right-of-way.
- 3 Update building windows for increased energy efficiency.
- 4 Provide additional landscaping for aesthetic enhancement, and screen utilities from views of project from public right-of-way.
- 5 Carports and parking screening can help to reduce the visual dominance of parking lots, while at the same time providing shade for residents.
- 6 Enhance garages with trellises to reduce the visual impact from the street.
- 7 Update paint and color palette.
- 8 Incorporate sustainable practices where feasible, i.e. solar panels above parking and on roofs.

## Commercial Area Design

Commercial centers outside of village areas should be designed in accordance with many of the same design policies that apply to village areas. The following commercial policies apply to new commercial development and the rehabilitation of existing structures. See the illustration on the next page for improvements that can be made to commercial, street, and pedestrian facilities. These policies supplement the policies and requirements of Section UD-C of the General Plan Urban Design Element and SYCP Land Use Element Section 2.3.

### Policies

- 4.3.20 Enhance landscaping, promote pedestrian activities and amenities, and provide safe and adequate lighting for commercial developments.
- 4.3.21 Encourage façade improvements, including painting, awning replacement, updated materials and additional building articulation.
- 4.3.22 Provide guidelines to promote consistent architectural theming for commercial centers, utilizing complementary materials, colors, lighting, and massing.
- 4.3.23 Encourage articulation and variation in massing to minimize building scale and provide an enhanced pedestrian orientation on buildings with large frontages and expansive façades.
- 4.3.24 Provide pedestrian amenities, such as window displays in shops on the ground level, fountains, canopies and arcades, outdoor cafes, sitting areas, and plazas.
- 4.3.25 Direct lighting, utilities, and noisy operating systems away from adjacent residential areas.
- 4.3.26 Locate buildings at the property lines, maintaining historic setbacks along San Ysidro Boulevard from Cottonwood Road to the border crossing.
- 4.3.27 Explore additional heights and densities and mix of uses within the Border Village area and around the Beyer Boulevard Trolley Station.
- 4.3.28 Provide bicycle storage racks for public use at retail establishments and restaurants.
- 4.3.29 For development on corner lots, extend street landscaping treatments onto the side street.
- 4.3.30 Provide access to auto-oriented uses with the minimum required curb cut to make the sidewalk more navigable for pedestrians. Consider sidewalk extensions wherever possible to slow automobile traffic and improve pedestrian crossings at side streets. Provide bicycle parking within commercial developments.
- 4.3.31 Reduce the effect from commercial activity noise through site planning near residential neighborhoods. Refer to General Plan Policies NE-E-1 through NE-E-6.



Figure 4-5: Facade and Development Enhancement Concepts for Existing Commercial Building



Existing condition. Image source: Google Maps.



Proposed improvements may include bicycle facilities, wider sidewalks, street trees, bus stop and shelter, commercial facade improvements, and landscaping.



## Industrial Area Design

Industrial areas within the San Ysidro community provide a range of light industrial and contain uses that are more commercial in character. The design policies are intended to focus on appearances from public view areas while allowing flexibility for operations out of public view. These guidelines supplement the policies and requirements of Section UD-D of the General Plan Urban Design Element and Policies UD-D.1, UD-D.2 and UD-D.3 and SYCP Land Use Element Section 2.3.

### Policies

- 4.3.32 Promote the incorporation of high quality design, materials, landscaping, and pedestrian connections.
- 4.3.33 Encourage flexibility of use in building and site design to accommodate a range of uses and business sizes. For example, allow growth of small entrepreneurial businesses into larger business endeavors.
- 4.3.34 Provide a visually interesting building design, incorporating human-scale architectural elements, such as recessed walls, windows, and entrance canopies. Vary roof heights and textures to enhance the view of development from I-5.
- 4.3.35 Provide a buffer landscaped with native vegetation to protect the Dairy Mart Ponds.
- 4.3.36 Provide varying roof heights and textures to enhance the view of a project from SR-905.
- 4.3.37 Provide drought-tolerant landscaped open areas for employee recreation.



*Industrial proposed improvements – use high quality design and flexibility of uses in building design*

- 4.3.38 Require adequate screened parking for both motorists and bicyclists, and adequate storage and loading facilities to serve the needs of the development.
- 4.3.39 Design parking and loading areas as an integral part of the total project design. Locate them so that the visual impacts of these areas on adjacent development and the public right-of-way are minimized, and screen them attractively using a combination of fencing and landscaping.
- 4.3.40 Encourage additional landscaping and articulation of walls surrounding storage facilities to visually screen unsightly barriers.

### Iconic Buildings and Cultural Influence

Iconic buildings offer a sense of place and identity within a community. Efforts should be made to maintain and create iconic structures and buildings near gateways and within villages to highlight the cultural benefits these add to the urban fabric of San Ysidro. See additional related policies in SYCP Sections 4.7, 4.11, and 9.1.

#### Policies

- 4.3.41 Provide iconic buildings at key gateways, intersections, near parks and public spaces, and within villages. Buildings should incorporate the following:
- Distinct building architectural style
  - Accentuated building corners and frontages, including an increase in the overall building height
  - Public plazas or entry courts that promote pedestrian activity
  - Pedestrian amenities, public art, and landscaped features



Examples of structures and buildings with cultural significance in San Ysidro.



- 4.3.42 Celebrate diverse and unique cultural influences through architectural style, public art, public spaces, markets, fairs, streetscape furnishings, and preservation of historic structures.
- 4.3.43 Collaborate with regional artists, residents, and community members during the design process to infuse public art and cultural amenities into a project.
- 4.3.44 Provide incentives and encourage the renewal of historic buildings so they can continue to remain an asset to strengthen a neighborhood's individual character in the future.

## 4.4 VILLAGES AND PORT OF ENTRY

Mixed-use villages provide for the integration of uses and serve as focal points for public gathering and community identity. This section provides the urban design policies specifically for village-designated areas, as determined in the Land Use Element of the Community Plan. Primary village areas identified for San Ysidro include San Ysidro Historic Village and Border Village. The following policies supplement General Plan Urban Design Element Policies UD-C.1, UD-C.2, and UD-C.3 (Mixed-Use Villages). Additionally, San Ysidro is home to the international gateway, which possesses unique urban design challenges associated with pedestrian and vehicular conflicts, transit demands, and beautification needs. See additional related policies in SYCP Sections 2.5, 2.6, 3.9, and 5.5-5.7.

### Policies

- 4.4.1 Encourage the placement of residential elements of a mixed-use building to orient or provide a visual connection with outdoor areas, such as courtyards and open spaces.



*Inspirational photos enhancing wayfinding, pedestrian amenities and environments, and encouraging architecture that expresses San Ysidro culture and character.*

- 4.4.2 Consider open air markets in pedestrian-focused areas that provide paseos/arcades for commercial activities and displays.
- 4.4.3 Promote vibrancy in architectural design through the use of color, public art, architectural identity, and wayfinding elements.
- 4.4.4 Promote the concentration of mixed-uses, higher building intensity, and structured parking within villages and adjacent to transit stations, with housing or lower scale buildings at the periphery.
- 4.4.5 Encourage new projects to repair the urban fabric where it has eroded (e.g., reestablishing a uniform street frontage where it once existed, but where buildings have been demolished over time) (also see Section 4.5).
- 4.4.6 Maintain the unique, historical character of the village with an infusion of Latino Urbanism.
- 4.4.7 Encourage building design that is tailored to San Ysidro resident’s needs and cultural heritage, such as porches, patios, courtyard houses, plazas, and expressions of color.

- 4.4.8 Encourage street art, murals, signage, and other vibrant graphics as cultural expressions.
- 4.4.9 Promote street vending in public areas at key locations within San Ysidro villages.
- 4.4.10 Enhance paseos, sidewalks, and paths to promote walking to daily activities.
- 4.4.11 Promote infill projects that are appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.

Figure 4-6: Housing Typologies Appropriate in Village Areas



*Low Density Mixed-Use (1-2 stories) are appropriate in San Ysidro Historic Village, Border Village, San Ysidro Commercial District, and San Ysidro North and South Neighborhoods.*



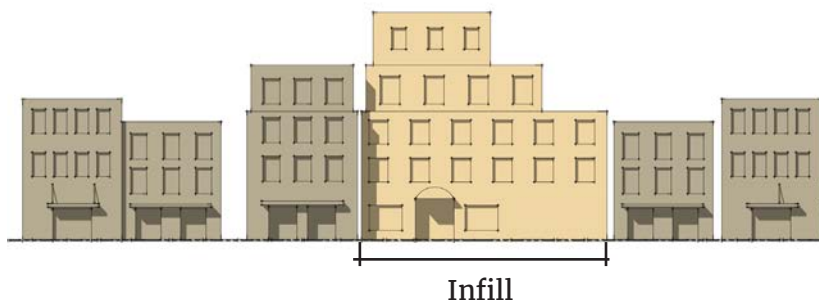
*Mixed Product are appropriate San Ysidro Commercial and Port of Entry Districts*



*Medium Density Mixed-Use (3-4 stories) are appropriate in San Ysidro Historic Village, Border Village, and San Ysidro Commercial and Port of Entry Districts.*



*High Density Mixed-Use are appropriate in Border Village and Port of Entry Districts.*



*Mixed-Use Infill - an example that reflects designing for context and sensitivity with building heights respectful of adjacent structures.*



Refer to **Figure 2-2: Land Use Map** for land use designations.

- a. Locate residential/commercial mixed-use in areas identified on the Land Use Map.
- b. Locate retail/office commercial mixed-use (no residential) in areas identified on the Land Use Map.

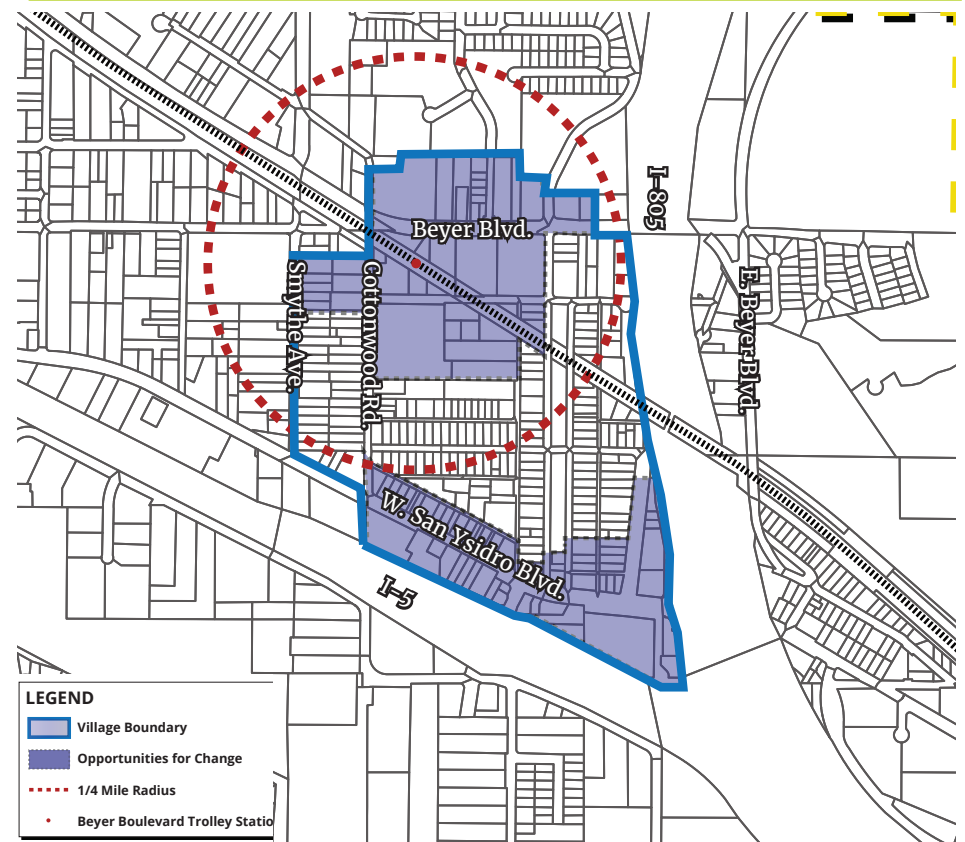
### San Ysidro Historic Village

Located in the heart of San Ysidro, San Ysidro Historic Village is characterized by fine-grained, small-lot development with low-rise buildings of historic and cultural character. The focus of the area is on local-serving uses and small-scale businesses. Community amenities include a post office, library, public park, and health center.

The area is significantly shaped and defined by San Ysidro Community Park, and has a historic downtown presence along San Ysidro Boulevard. A Specific Plan for the San Ysidro Historic Village area will utilize the policies in this plan and will further develop design opportunities to improve the attractiveness and livability with in the Village area. The Specific Plan will tailor design standards to respond to the unique opportunities associated to this area. Greatest opportunities for change (refer to **Figure 4-7**) surround the Beyer Boulevard trolley station and include the West San Ysidro Boulevard commercial area. Established residential neighborhood character and density will be preserved and enhanced with additional paseos, pedestrian and alley improvements, public art, and pocket parks. The area will continue to be the cultural and community center of San Ysidro.

The following policy supports the vision to maintain and enhance

Figure 4-7: San Ysidro Historic Village and Areas of Change



this village as San Ysidro's traditional hub for community services and day-to-day activities for residents and businesses. For additional policies, cross reference SYCP Sections 2.5, 4.5, 4.6, and 4.8.

### Policy

- 4.4.12 Pursue a specific plan for the San Ysidro Historic Village area to help implement the mixed-use village concepts, creatively address parking and circulation, design, and public space needs. Facilitate infill development along San Ysidro Boulevard; however, care should be given to maintaining historical character and building forms within this corridor.

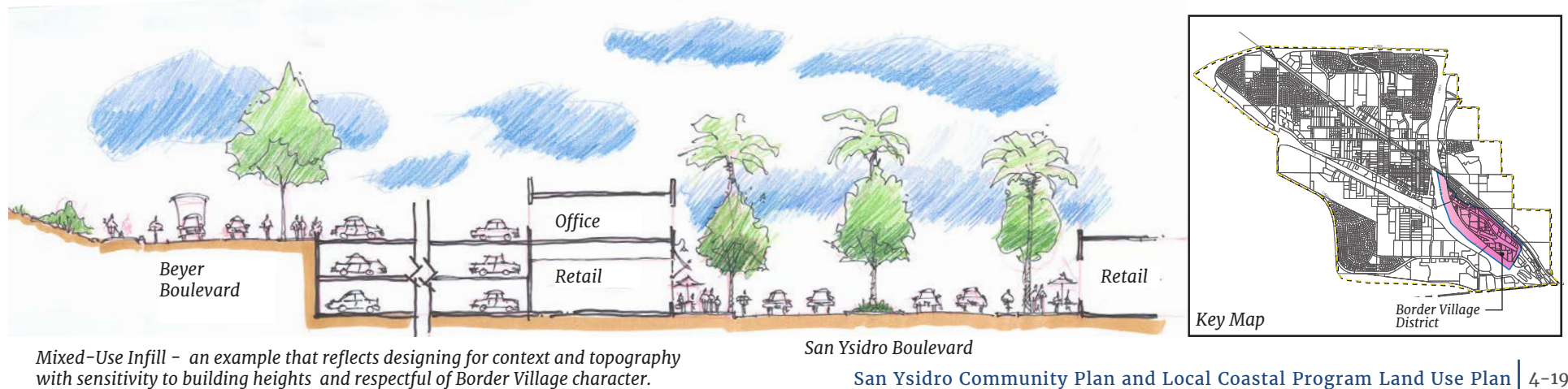
### Border Village

Situated between the Port of Entry District, trolley tracks, and the I-5 and I-805 freeways, Border Village serves primarily as a visitor-serving destination and is envisioned to appeal to the Mexican consumer and tourist. Border Village theming is characterized by a blending of cultures.

Buildings and urban form are characterized by one and two-story development primarily located at the street edge; however, opportunities exist for larger infill mixed-use development with the redevelopment of underutilized parcels and surface parking lots. Building orientation, articulation, and enhanced pedestrian amenities should be the focus of these properties to develop a prominent street presence along San Ysidro Boulevard.

A strong pedestrian link to the Port of Entry, enhanced wayfinding, and gateway features, coupled with a large pedestrian promenade, will create an inviting attraction, drawing visitors from the Port of Entry into the community. The area's central location and international confluence can leverage this area as an activity center with opportunities to expand destination retail, entertainment, hospitality, and family fun uses. The following policies acknowledge this very unique hot spot for activity that possesses significant potential to capture untapped commerce and entertainment opportunities. For additional policies cross reference SYCP Sections 2.5, 4.5, 4.6, and 4.8.

Figure 4-8: Border Village Improvement Concepts





Policies

- 4.4.13 Utilize existing topography to create opportunities to establish ground floor commercial fronting San Ysidro Boulevard with upper residential stories accessed from Beyer Boulevard (also see Policy 2.5.13).
- 4.4.14 Create a “Mercado” (market) that provides a variety of goods and prepared foods from Mexico. Apply a festive design theme for the Mercado to attract residents and tourists, alike. Include uses and products, such as vegetables and meat markets, booths filled with spices, herbs, fabrics, clothing, artisan crafts, and other Mexican goods. Locate the Mercado within the urban plaza located in the Border Village (also see Policies 2.5.11, 4.6.8, and 4.6.9).

Port of Entry District

The Port of Entry currently handles passenger vehicle, bus, and pedestrian traffic, processing thousands of northbound vehicles and pedestrians per day. The architectural character of this area will be redefined by the new Port of Entry and Intermodal Transportation Center structures, which are taking on a contemporary theme. The primary urban design focus for this area is to reduce pedestrian and vehicular conflict, provide more efficient circulation for all forms of transit, highlight and accommodate growing pedestrian needs, and beautify and enhance this important and highly traveled international gateway.

Port of Entry project parking areas, including structures, will need to be designed pedestrian-friendly and more efficiently to serve the needs of commuters, visitors, and residents of San Ysidro. The

primary opportunity for this area is to bring visitors into the Border Village area and San Ysidro as a whole. Pedestrian promenades, wayfinding, and gateway features will help to create a community identity and encourage visitors to spend time in the community rather than simply passing through.

The future pedestrian connection between Mexico and the U.S., at Virginia Avenue, will need to connect with additional pedestrian linkages within the area, as well as public spaces and destinations



that service local and international travelers. The Port of Entry serves as the center for cultural exchange and commerce between Mexico and San Ysidro. The following policies support the vision to maintain and enhance this gateway as San Ysidro's grand entrance into the United States. For additional policies cross reference SYCP Sections 2.6 and 4.4.

#### Policies

4.4.15 Develop public spaces and an urban design framework to support tourism at the International Gateway.

4.4.16 Create a sense of entry into the community through gateways, plazas, signage, unique street furnishings, landscaping, and cultural art at major entry points.

4.4.17 Design international gateway development to be visible and accessible from the freeway.

4.4.18 Incentivize distinctive and innovative project designs that incorporate Latino Urbanism and promote high quality, creative design solutions.

4.4.19 Promote outdoor activity with sidewalk cafes, public outdoor spaces and open areas, and pedestrian-oriented shopping plazas.

4.4.20 Establish wayfinding and streetscape design solutions that direct tourist traffic to the tourist-serving commercial areas.

4.4.21 Integrate plaza space at the border entry, and a promenade with enhanced landscaping and pedestrian amenities, to draw visitors from the International Gateway into the Border Village.



Artist's conceptual renderings of entry to POE by Miller Hull



## 4.5 PEDESTRIAN-ORIENTED DESIGN

Pedestrian-oriented design is encouraged throughout the village areas, with particular emphasis along San Ysidro Boulevard, Border Village Road, Beyer Boulevard, and Olive Drive. Creating pedestrian-friendly village centers is an important goal of the Community Plan. The following policies supplement the General Plan Urban Design Element Policy UD-C.4 (Pedestrian-Oriented Design). For additional policies cross reference SYCP Section 3.2.

### Policies

- 4.5.1 Promote building articulation that enhances the pedestrian environment for all buildings along primary street frontages.
- 4.5.2 Minimize curb cuts across sidewalks to better support pedestrian areas and to reduce potential conflicts between pedestrians and vehicles. Where such conflict exists, the visual continuity of the pedestrian pathway should be maintained by continuing the pavement pattern across the driveway.
- 4.5.3 Require ground floor retail or other appropriate commercial uses in all developments along Border Village Road to enhance the pedestrian environment.
  - Promote transparency within ground floor storefronts.
  - Establish a minimum first floor plate height or minimum building height.
  - Limit signage and solid obstructions for first floor uses.
  - Orient buildings toward the street.



*Inspirational photos for San Ysidro improvements*

- Locate parking to the rear of a parcel, where feasible, or screen from view.
  - Promote reciprocal access to limit curb cuts.
- 4.5.4 Shade pedestrian areas using trees or other shade strategies where space is limited.
- 4.5.5 Enhance bus stops within village areas with shaded seating, wayfinding signs, and public art (also see Section 4.11).
- 4.5.6 Provide street furnishings in the pedestrian zone to encourage walking and areas to stop and rest.
- 4.5.7 Encourage pedestrian activity through appropriate design and provision of amenities, including but not limited to:
- Awnings
  - Outdoor dining
  - Arcades
  - Plazas
  - Public art
  - Trellises
- 4.5.8 Create and maintain a comprehensive sidewalk network with tailored widths and characteristics to enhance village character and address varying pedestrian volumes.
- 4.5.9 Incorporate building articulation and changes in wall planes or building massing to reflect historic lot patterns and surrounding buildings for new development utilizing consolidated lots.
- 4.5.10 Place commercial and mixed-use buildings along primary street frontages (with parking to the rear of buildings) with windows and storefront treatments to engage pedestrians (see Figure 4-4 for Key Frontage Streets).
- 4.5.11 Establish reciprocal access easements to reduce pedestrian/vehicle conflicts (utilizing a common drive aisle for neighboring developments).
- 4.5.12 Provide bicycle storage racks for public use at retail and restaurant establishments.
- 4.5.13 Seek opportunities to enhance the pedestrian environment, including outdoor dining, expanded sidewalks, reciprocal access agreements, enhanced alleys, and paseos.
- 4.5.14 Enhance pedestrian safety with traffic calming elements such as bulbouts, mid-block crossings, flashing crosswalk warning lights, speed bumps, etc., between high pedestrian areas such as schools, trolley crossings, and pedestrian-oriented streets. Focus enhancements on:
- a. Hall Avenue, Cottonwood Road, Smythe Avenue, and Alverson Road.
  - a. Retrofit pedestrian bridges (see Policy 3.2.6 Crossings).



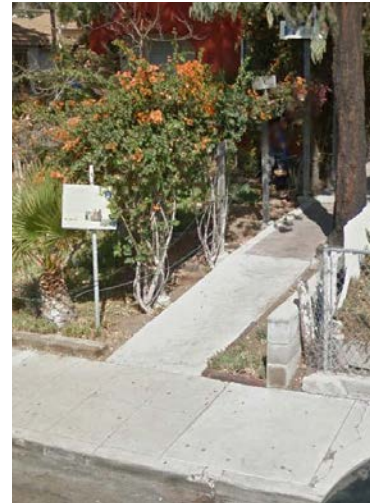
## Paseos

Paseos provide an opportunity not only for improved pedestrian circulation, but also for enhancing community character and distinctive urban spaces. A Specific Plan for the San Ysidro Historic Village area will further examine the use of paseos to provide the Village with better and safer pedestrian connectivity. The following policies support pedestrian mobility and urban design goals. For additional policies cross reference SYCP Sections 2.2, 3.2, 4.2, and 4.7.

### Policies

- 4.5.15 Provide a network of pedestrian paseos.
- Improve side yards with accessible paseo access, where feasible, to link alleys and primary streets.
  - Encourage adjacent properties to combine side yards to create opportunities for larger paseos.
  - Incorporate a paseo to enhance neighborhood connectivity where lots are consolidated.
- 4.5.16 Provide ground paintings or other artistic treatment at paseo entries to slow down vehicles and increase pedestrian safety.
- 4.5.17 Provide enlarged access points, public art, seating areas, artistic wayfinding, and other welcoming features at paseo entries.
- 4.5.18 Provide pedestrian lighting for safety and security.

Figure 4-9: Paseo Concepts



Existing paseo conditions



Proposed paseo improvements

- 1 Wayfinding signage 2 Painted concrete



Paseos provide pedestrian linkages between streets and alleys and are visually enhanced to add color and vibrancy to the urban fabric.



## Gran Paseo de San Ysidro

Parkway and sidewalk improvements are envisioned to enhance the pedestrian experience along San Ysidro Boulevard and to entice visitors and locals into the Border Village from the Port of Entry District, see concept sketches to the right. For additional policies cross reference SYCP Sections 2.5, 3.2, 4.4, 4.7, and 8.4.

### Policies

- 4.5.19 Provide special paving treatment and signage at crosswalks.
- 4.5.20 Utilize excess right-of-way and increase sidewalk widths to incorporate seating areas, distinctive paving, signage, artwork, shade trees, enhanced landscaping, and lighting.
- 4.5.21 Incorporate a large monument or focal feature with signage at San Ysidro Boulevard and Beyer Boulevard to encourage movement into the Border Village.
- 4.5.22 Locate the Gran Paseo de San Ysidro to connect the International Gateway, Intermodal Transportation Center, and the urban plaza to be located at the existing San Ysidro Service Center on East San Ysidro Boulevard.
- 4.5.23 Plant shade trees with consistent spacing to reinforce the presence of the pedestrian paseo.
- 4.5.24 Locate buildings along the street edge, minimize curb cuts, and provide generous sidewalk width along the Gran Paseo de San Ysidro.

Figure 4-10: Gran Paseo de San Ysidro Concepts



Gran Paseo de San Ysidro - view at Beyer Boulevard

- 1 Gateway signage
- 2 Special paving
- 3 Wider sidewalk with trees, benches, and lighting

## 4.6 VILLAGE CENTER PUBLIC SPACES

The General Plan calls for significant public spaces in every community that provide distinctive civic architecture, landmarks, and public facilities. Public spaces have the potential to strengthen the social fabric and identity of neighborhoods. Neighborhood plazas promote activities, recreation, educational, arts, and cultural events in the core of the village to support a healthy community. The following policies supplement General Plan Urban Design Element Policies UD-C.5 (Village Center Public Spaces) and UD-E.1 and E.2 (Public Spaces and Civic Architecture). For additional policies cross reference SYCP Sections 2.5, 3.2, 3.5, 4.4, 4.7, 7.3, and 8.4.

### Policies

- 4.6.1 Provide a hierarchy of inviting public spaces including the following:
- Urban plazas
  - Neighborhood plazas
  - Pocket parks
  - Paseos
  - Pedestrian bridge connections
- 4.6.2 Transform underused lots and public properties into vibrant, social public space for the adjacent neighborhoods and urban open space, accommodating community gatherings and events.
- 4.6.3 Design plazas and public spaces as safe pedestrian linkages to alleys, paseos, and streets within the village.
- 4.6.4 Encourage cooperation among land owners to aggregate required private open space near paseos, public spaces, and at street corners.

- 4.6.5 Promote child-oriented features within public spaces.
- 4.6.6 Encourage the provision of approximately 10% of a project's net site area as space provided for public use, pursuant to General Plan Urban Design Element UD-C.1.d.
- 4.6.7 Incorporate a series of plaza spaces, paseos, pocket parks, and other public spaces a minimum of ¼ mile apart throughout San Ysidro Villages to provide pedestrian connectivity, resting places, and points of interest.



*Inspiration photos for public spaces*



### San Ysidro Historic Village Public Spaces

Public spaces within the San Ysidro Historic Village include civic parks and recreation facilities, public plazas, neighborhood plazas, pocket parks, and a network of paseos and alleys. Envisioned improvements to this area include upgrades to pedestrian walkways and bicycle access to create safer and healthier mobility alternatives. A Specific Plan for the San Ysidro Historic Village area will further examine public space needs and address the Village public space needs.

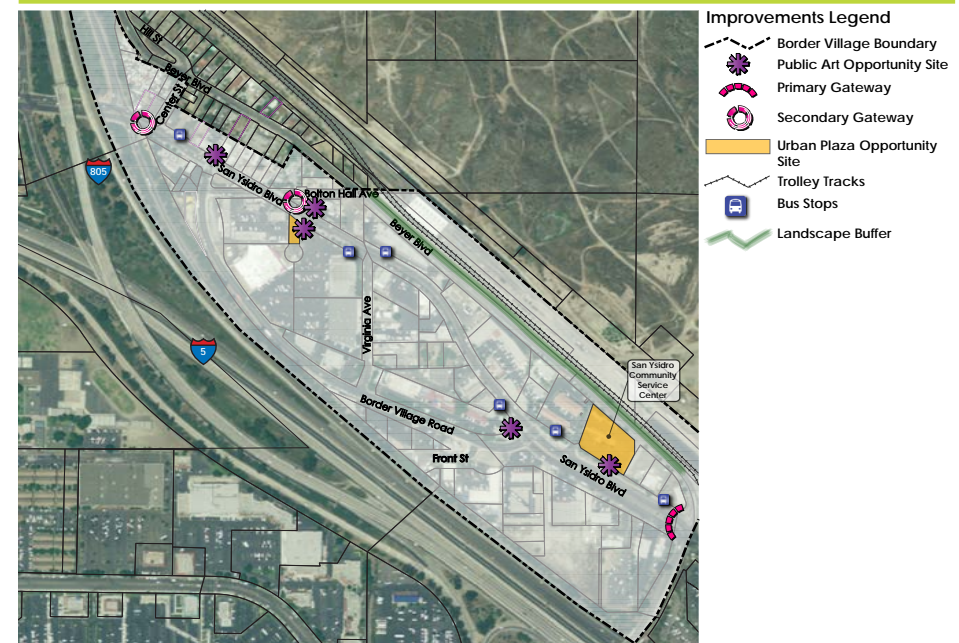
### Border Village Public Spaces

The public space in the Border Village serves a larger scale need, addressing both local community and regional visitors. Envisioned improvements to this area include large marketplace squares for festive events, plazas within commercial centers, paseos connecting retail uses, pedestrian and bus stop enhancements, gateways, and public art.

#### Policies

- 4.6.8 Integrate a gateway feature located at the intersection of San Ysidro Boulevard and Beyer Boulevard, as well as urban plazas, enhanced bus stops, and public art throughout the village, as shown in the Border Village Public Space Improvements exhibit to the right.
- 4.6.9 Develop an urban plaza located at the existing San Ysidro Service Center located along East San Ysidro Boulevard in the Border Village, as described on page 4-28.

Figure 4-11: Border Village Public Spaces



Border Village Public Space Improvements





## Border Village Urban Plaza - Located at the San Ysidro Service Center

Redevelop the existing San Ysidro Service Center into a family-oriented public plaza including rich cultural elements and celebrating the Latino influence of the region. This plaza is envisioned to incorporate open gathering areas with trees, seating areas, fountains, gazebos, outdoor dining, and open air markets to accommodate a range of activities and uses including:

- Concerts and dances
- Farmer’s markets
- Holiday events
- Informal seating for picnicking
- Lighting for evening uses
- Supporting retail and outdoor dining
- Small business “kiosks” and incubator businesses.

- |  |   |
|--|---|
| 1 Commercial buildings                                 | 7 Parking                               |
| 2 Pedestrian connection to plaza                       | 8 Arcade                                |
| 3 ADA accessible ramp to plaza                         | 9 Public art opportunity                |
| 4 Event gazebo   | 10 Colorful tables and umbrellas        |
| 5 Entry trellis with signage                           | 11 Vendor kiosks                        |
| 6 Potential future shared driveway for access to plaza | 12 Stairs to plaza                      |
|  | 13 Relocated bus stop and drop off area |

Figure 4-12: Border Village Plaza Concept



Border Village urban plaza concept



Inspiration photos for urban plaza design

## 4.7 PUBLIC ART

Display of public art is an important way of expressing the personality and character of a community. Potential themes for San Ysidro include local history, contemporary Latino Urbanism, connections with Mexico, and other themes of significance for the community. Existing examples of public art may be found in the alleys of San Ysidro Historic Village. See also General Plan Urban Design Element Policies UD-F.1, UD-F.2, UD-F.3, UD-F.4, and UD-F.5.

### Policies

- 4.7.1 Reinforce community pride and identity by encouraging artwork and cultural amenities that celebrate the unique cultural, ethnic, historical, or other attributes of San Ysidro.
- 4.7.2 Use public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding.
- 4.7.3 Support opportunities in San Ysidro for Mexican and American artists.
- 4.7.4 Use public art to enhance pedestrian environments, such as sidewalks, paseos, plazas, and alleys.
- 4.7.5 Incorporate public art, either as stand-alone installations or integrated into the design of other urban improvements, such as building murals, paving, benches, and street lights.
- 4.7.6 Encourage bi-national creative collaborations in developing public art and cultural programs.
- 4.7.7 Develop a public art program for the San Ysidro community consistent with city policies.



Examples of existing art in San Ysidro



## 4.8 VILLAGE STREET LAYOUT AND DESIGN

The street layout and design within San Ysidro is an important part of shaping the urban fabric and creating a vibrant, cohesive community. This section focuses on street framework and circulation characteristics, developing an inviting and functional public environment. The following policies supplement Policy UD-C.6 in the General Plan Urban Design Element and Sections A and F of the General Plan Mobility Element. For additional policies cross reference SYCP Sections 2.5, 3.5, and 4.4.

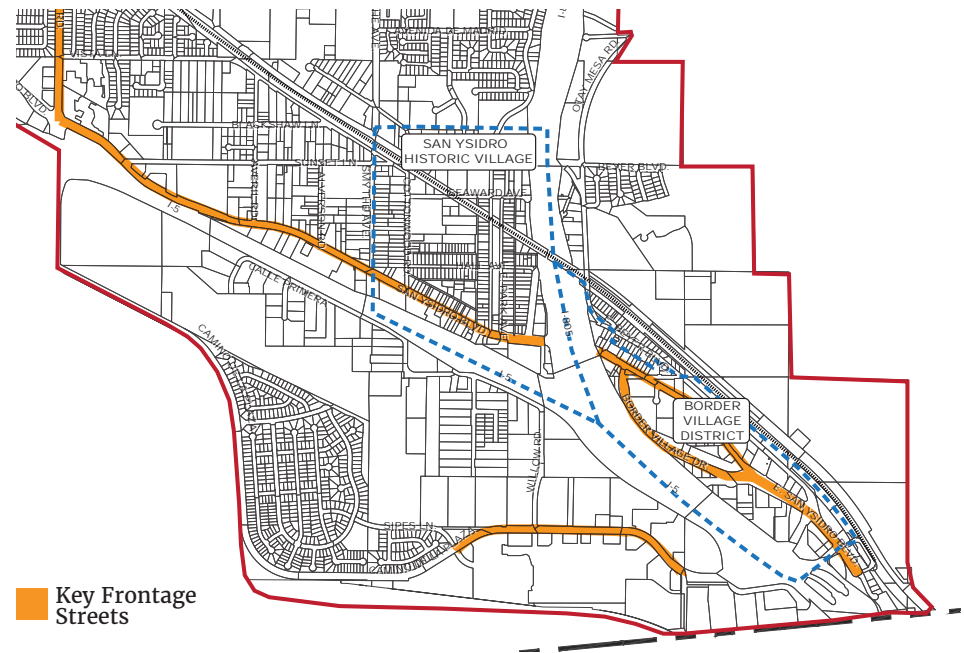
### Policies

- 4.8.1 Encourage opportunities for paseos through private property in San Ysidro Historic Village and Border Village areas. Coordinate linkages and routes with transit stops and parking facilities to encourage walking between destinations.
- 4.8.2 Enhance pedestrian safety with design features, such as textured paving or piano striping, signage, and signals at all major intersections on Beyer Boulevard, San Ysidro Boulevard, and Border Village Road.
- 4.8.3 Enhance bus stops along San Ysidro Boulevard and Beyer Boulevard with bus pullouts, bus shelters, and site furnishings where possible.
- 4.8.4 Identify utility boxes along all streets that can be incorporated into a public art program.
- 4.8.5 Enhance walkability within a minimum one-quarter (1/4) mile of bus stops and trolley stops using textured paving at crosswalks, curb extension, bulbouts, accessible ramps, site furnishings, and shade trees.

- 4.8.6 Promote building design along key frontage streets to engage the pedestrian environment and foster an active street edge (see Figure 4-13).



Figure 4-13: Key Frontage Streets





## 4.9 STREETSAPES

The intent of streetscape improvements and public amenities is to create a pleasant and inviting environment for residents, businesses, and visitors. Streetscapes can provide a consistent and cohesive theme to unify and highlight the distinctive characteristics of San Ysidro. As identified in General Plan Policy UD-C.7, streetscapes should “enhance the public streetscape for greater walkability and neighborhood aesthetics.” This section also relates closely to policies provided under Pedestrian-Oriented Design and Village Street Layout and Design presented earlier in the Urban Design Element.

### Policies

- 4.9.1 Unify streets within each district with a consistent street tree palette, site furnishings, and signage. Refer to Section 4.11 Gateways and Signage for district theme concepts.
- 4.9.2 Promote orientation of the building to the street and promote façade improvement strategies and implementation measures for commercial, residential, and mixed-use buildings along primary streets. Encourage the following improvements/design:
- Entrances that include recessed doors, archways, or cased openings, a change in wall plane, and/or projecting elements above the entrance
  - Accessible pathways from parking or the street to building entries
  - Low-level lighting on pathways and building faces
  - Clear glass windows on the ground floor for interior shop views for pedestrians, awnings, or other window coverings that reflect the character of the building
  - 360 degree architectural articulation

- Avoid standalone physical displays placed within the public rights-of-way.
- Implement policies developed for display and advertising
- Provide outdoor dining areas at restaurants with enclosed patios, decorative fencing, planters and potted plants.

4.9.3 Integrate a combination of building frontage types and massing along primary corridors as illustrated in the **Building Frontage Type Figures 4-13 through 4-20.**

4.9.4 Provide a bus shelter, additional seating, public art, trash receptacles, and street trees at the Beyer Boulevard and Poplar Street bus stop.

4.9.5 Protect identified coastal views as shown on Figure 4-21 by implementing front, side, and rear setbacks to maximize access to public coastal views within the coastal area.

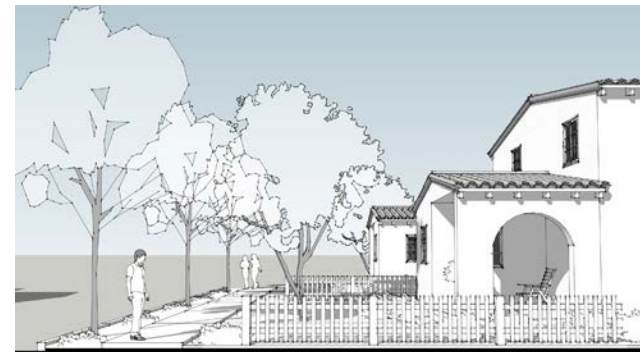


Figure 4-14: Building Frontage Type - front yards/porches are appropriate in Sunset Neighborhood, Beyer Hills Neighborhood, and both the San Ysidro North and South Neighborhoods



Figure 4-15: Building Frontage Type - Stoops are appropriate in San Ysidro Historic Village, Sunset Neighborhood, Beyer Hills Neighborhood, and San Ysidro North Neighborhood

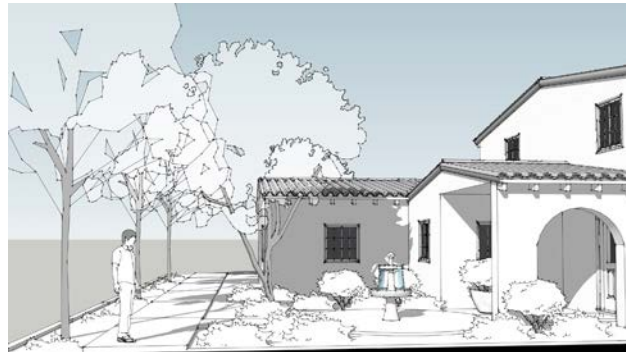


Figure 4-16: Building Frontage Type - Courtyards are appropriate in San Ysidro Historic Village, Sunset Neighborhood, Beyer Hills Neighborhood, and both San Ysidro North and South Neighborhoods



Figure 4-17: Building Frontage Type - Terraces are appropriate in San Ysidro Historic Village, Sunset Neighborhood, Beyer Hills Neighborhood, and San Ysidro North Neighborhood



Figure 4-18: Building Frontage Type - Parking at storefronts is appropriate in the San Ysidro Commercial District, San Ysidro Wholesale District, Sunset Neighborhood, and San Ysidro South Neighborhood



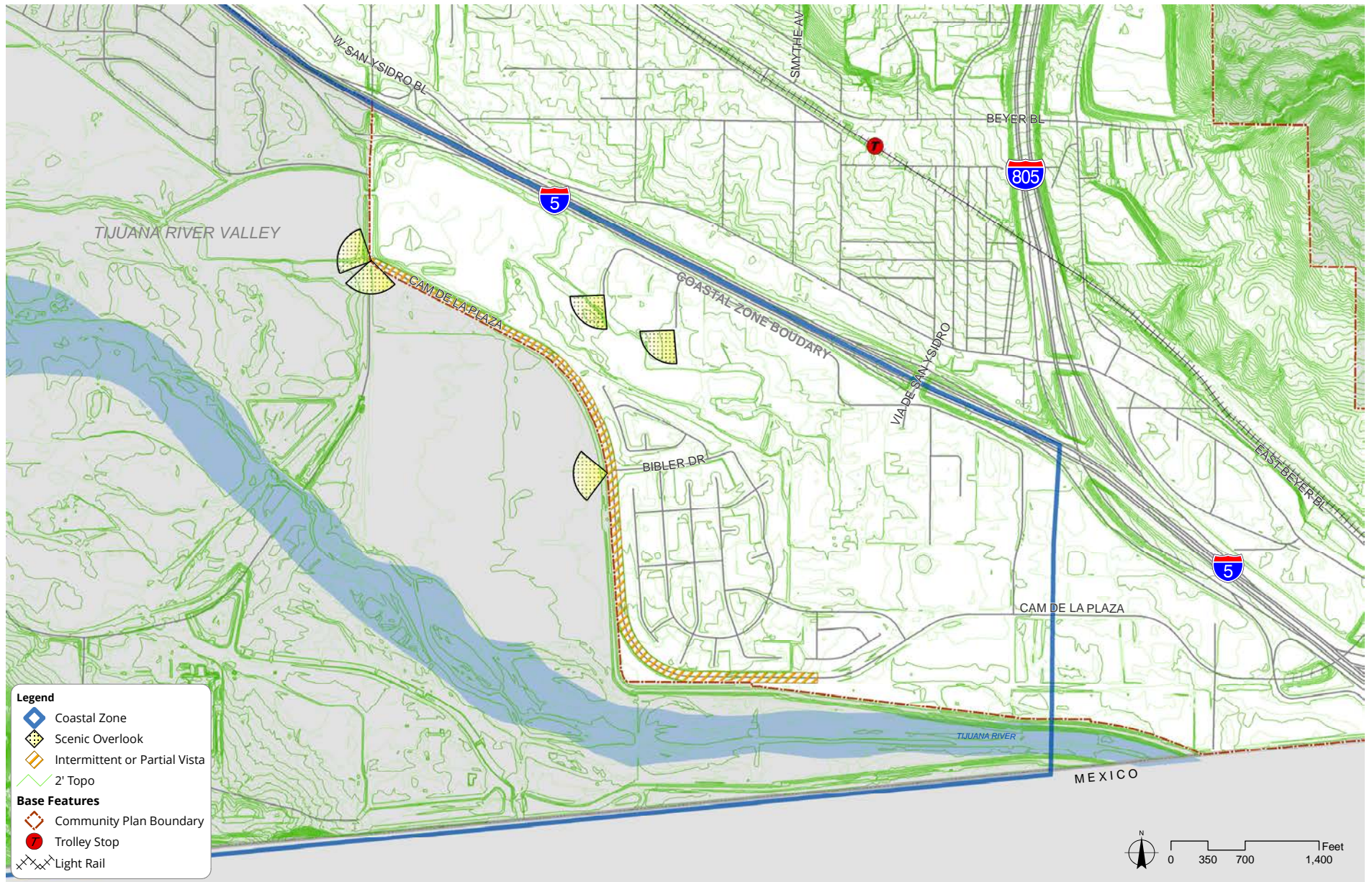
Figure 4-19: Building Frontage Type - Courtyards in commercial areas are appropriate in Border Village, San Ysidro Historic Village, San Ysidro Commercial District, Port of Entry District, Beyer Hills Neighborhood, and San Ysidro North Neighborhood



Figure 4-20: Building Frontage Type - Storefronts are appropriate in Border Village District, San Ysidro Historic Village, San Ysidro Commercial District, Beyer Hills Neighborhood, San Ysidro North Neighborhood, and Port of Entry District



Figure 4-21: Scenic Overlooks and Vistas





## San Ysidro Historic Village

A Specific Plan for the San Ysidro Historic Village area (**Figure 4-22**) will utilize the general Village Street Layout and Design policies in this plan and will further develop design opportunities to develop an inviting and functional public environment. The Specific Plan will tailor design standards to respond to the unique opportunities associated to this area.

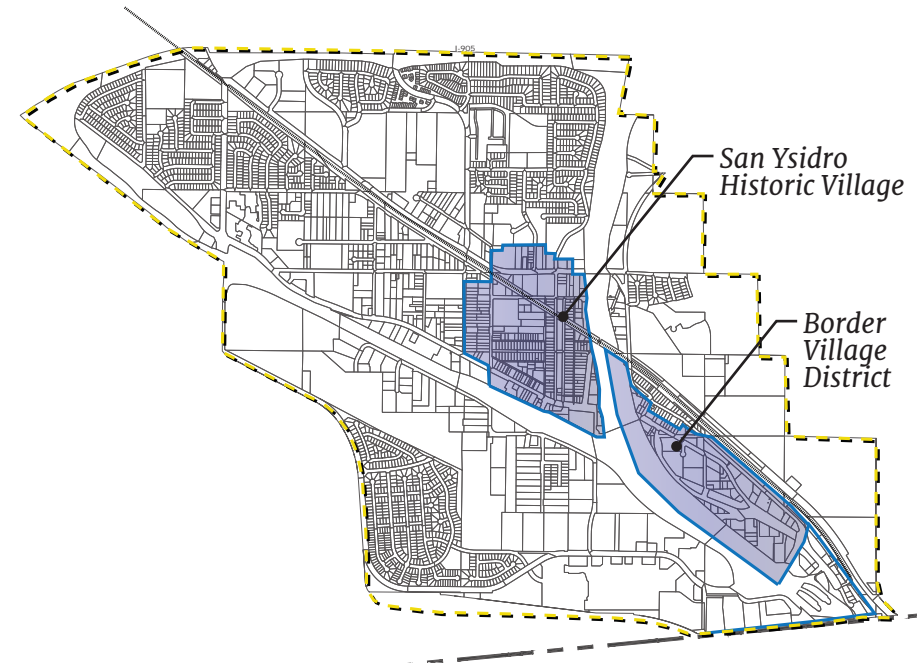
## Border Village

The following policies apply to the streetscapes within Border Village District.

### Policies

- 4.9.6 Provide a vegetated buffer and decorative fencing between the trolley tracks and East Beyer Boulevard.
- 4.9.7 Improve private property along East Beyer Boulevard with street trees, vegetated buffer, and enhanced architecture and building character.
- 4.9.8 Provide bank and slope stabilization techniques along East Beyer Boulevard, utilizing plants or retaining walls where appropriate.
- 4.9.9 Utilize opportunities provided by the existing topography to provide building entrances that front both San Ysidro Boulevard and Beyer Boulevard. Design new buildings with 360 degree architecture, minimize drive aisle access, and promote parking in safe and convenient locations, including roof-deck parking or podium parking.

Figure 4-22: San Ysidro Historic Village and Border Village District Areas

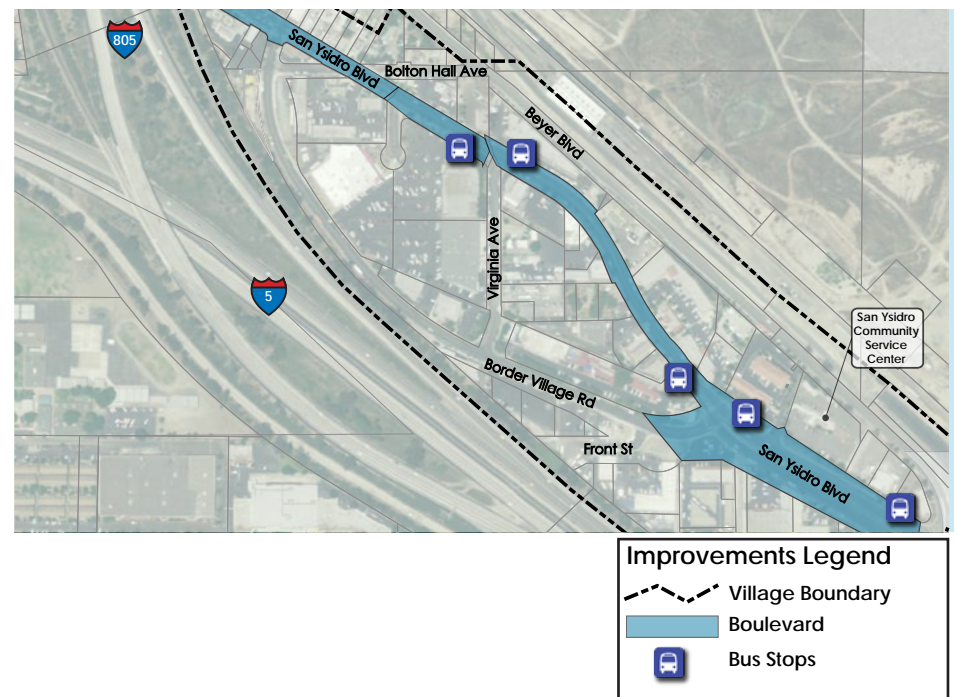


- 4.9.10 Transform street parking into bioswales to catch stormwater runoff, reduce street width, slow vehicular traffic, enhance street character, provide shade, improve pedestrian experience, and increase pedestrian safety along Border Village Road.
- 4.9.11 Minimize curb cuts and reduce driveway widths to commercial center parking to increase pedestrian safety.
- 4.9.12 Enhance San Ysidro Boulevard with decorative lighting, banners, and new street furnishings.
- 4.9.13 Consider removing vehicular access on Louisiana Avenue for a pedestrian paseo connecting San Ysidro Boulevard and Border Village Road, and to provide for future infill development opportunities.
- 4.9.14 Enhance the intersection of San Ysidro Boulevard and Border Village Road with pedestrian walkways and connections with landscaped parkways, a public plaza, and opportunities for a unique gateway treatment and public art.
- 4.9.15 Enhance the intersection of San Ysidro Boulevard and East Beyer Boulevard using pedestrian walkways and connections with landscaped parkways and opportunities for a unique gateway treatment and public art.



Walkability and bicycle Improvements

Figure 4-23: San Ysidro Boulevard Improvement Areas





## Alleys

Refer to the Mobility Element, Section 3.2 of the Community Plan for additional alley policies. Alley surfaces should be maintained and paved as needed.

### Policies

- 4.9.16 Implement specialty paving or artistic ground treatment, such as painted concrete where alleys intersect.
- 4.9.17 Provide wayfinding signs, pedestrian lighting for safety and security, and public art along alleys to enhance the neighborhood character (also see Sections 4.10 and 4.11).
- 4.9.18 Integrate common trash enclosures for multiple businesses to create a more attractive and walkable environment.
- 4.9.19 Provide landscaping, underground utilities, and incorporate murals or vines on expanses of blank wall surfaces.
- 4.9.20 Consider special paving or painting a “pedestrian zone” to provide visual cues to distinguish pedestrian areas from bicycle and vehicular access thus minimizing conflicts.



Example of painted concrete at alley intersections





Example of an existing alley



Example of an alley with paving, landscaping, and circulation improvements



Improve alley aesthetics with landscaping, wayfinding, specialty paving, public art, and lighting



## 4.10 SUPERBLOCKS

Policies for developments on large-scale or multiple lots (superblocks), such as the site located at San Ysidro Boulevard and Border Village Road, focus on providing improved linkages and ensuring pedestrian permeability and multi-modal access. See also General Plan Urban Design Element Policies UD-C.6 and UD-C.8.

### Policies

- 4.10.1 Avoid large expanses of unarticulated walls in the design of buildings by providing breaks and details in elevation and massing.
- 4.10.2 Incorporate paseos and linkages into development site layouts.
- 4.10.3 Improve access to transit and bike-ways.
- 4.10.4 Discourage irregular parcel configurations.
- 4.10.5 Promote lot consolidation for development intensification.
- 4.10.6 Enhance the rhythm along street frontages with pedestrian amenities, architectural scale and massing, and landscaping.
- 4.10.7 Establish reciprocal access easements to reduce pedestrian/vehicle conflicts (utilizing a common drive aisle for neighboring developments).
- 4.10.8 Encourage creative parking solutions and a “park once” strategy to reduce vehicle trips and encourage walking between services. Discourage businesses from posting signage for customers only.
- 4.10.9 Explore roadway improvements to enhance the circulation network (also see Section 3.5).

Figure 4-24: Superblock Concept



Example of superblock development

## 4.11 GATEWAYS AND SIGNAGE

Gateways and signage are important elements that contribute to San Ysidro's community identity. Sign plans for any proposed freeway-oriented community identification signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Under this section, signage policy direction is provided for both public realm and individual developments.

### Public Signs

#### Policies

- 4.11.1 Implement a unified sign program to help orient visitors through the community including gateways, directional and directory signs, information and historical interpretive signs, and freeway identification signage.
- 4.11.2 Incorporate unified design materials and components to provide a consistent "brand," "icon," or "logo"; type fonts; colors; arrangement; and materials for the sign program.
- 4.11.3 Solicit community input to assist in defining community-wide and neighborhood-specific character defining elements.
- 4.11.4 Locate gateway signs at key entry points or intersections, within medians, or at the side of the street (refer to adjacent key map for recommended locations).
- 4.11.5 Expand street light banner program to further community, village, and neighborhood identity.

### Primary Gateways

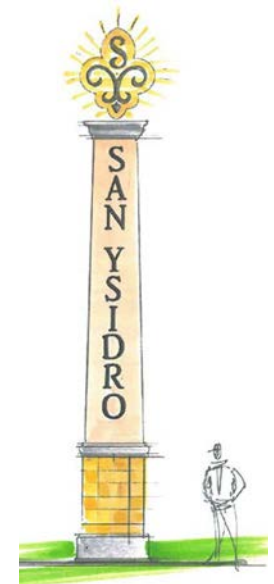
#### Policies

- 4.11.6 Create a primary gateway arch across Via de San Ysidro on the north side of the I-5 off-ramp to welcome visitors into the San Ysidro Historic Village and San Ysidro.
- 4.11.7 Create a primary gateway sign at the intersection of San Ysidro Boulevard and East Beyer Boulevard/Camino De La Plaza to welcome visitors into San Ysidro from Mexico.



*West San Ysidro and East Beyer Boulevard  
(northbound)*

*Artist's conceptual renderings by Graphic Solutions*



*Column concept*



Figure 4-25: Gateway and Signage Locations

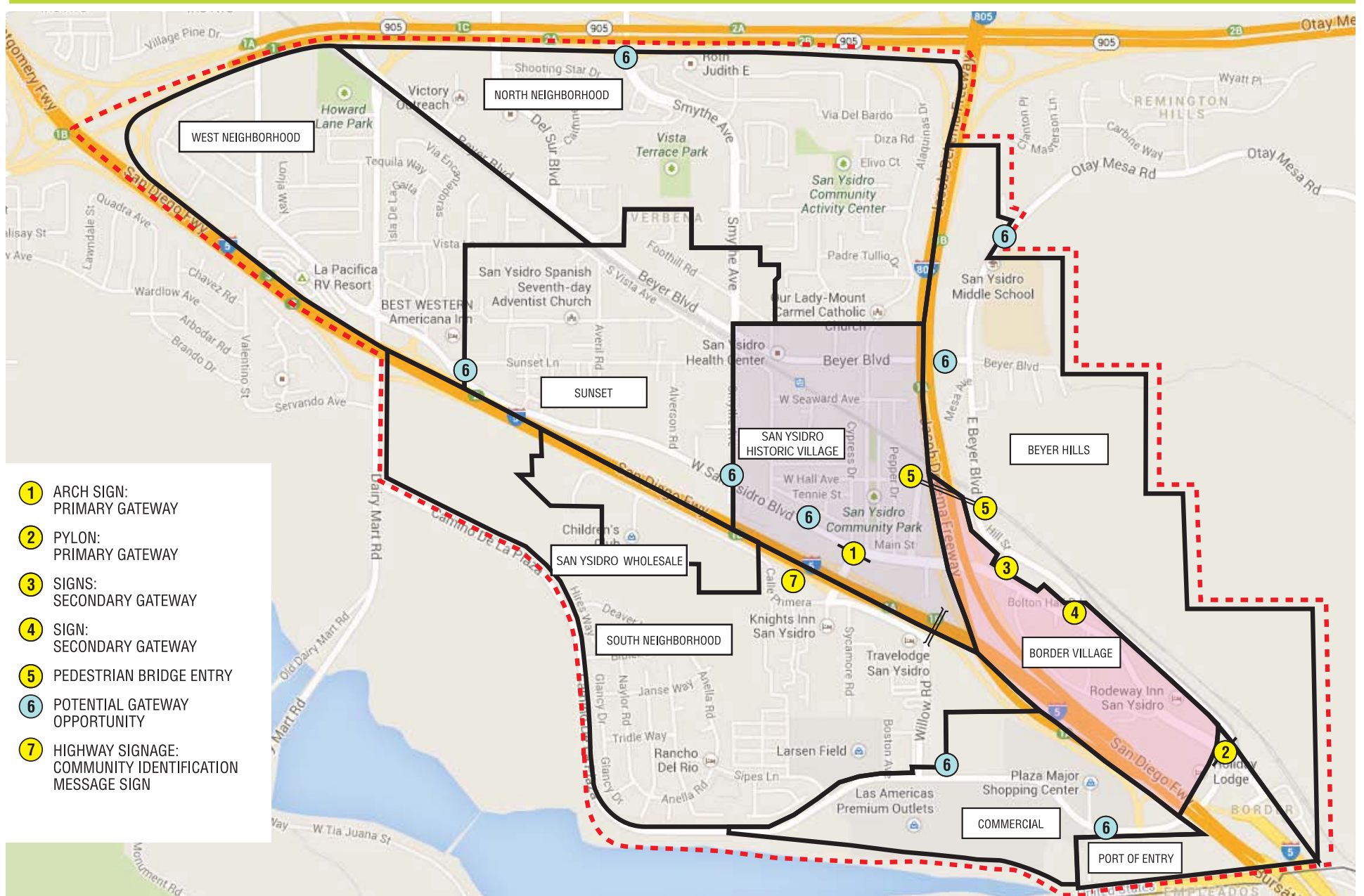
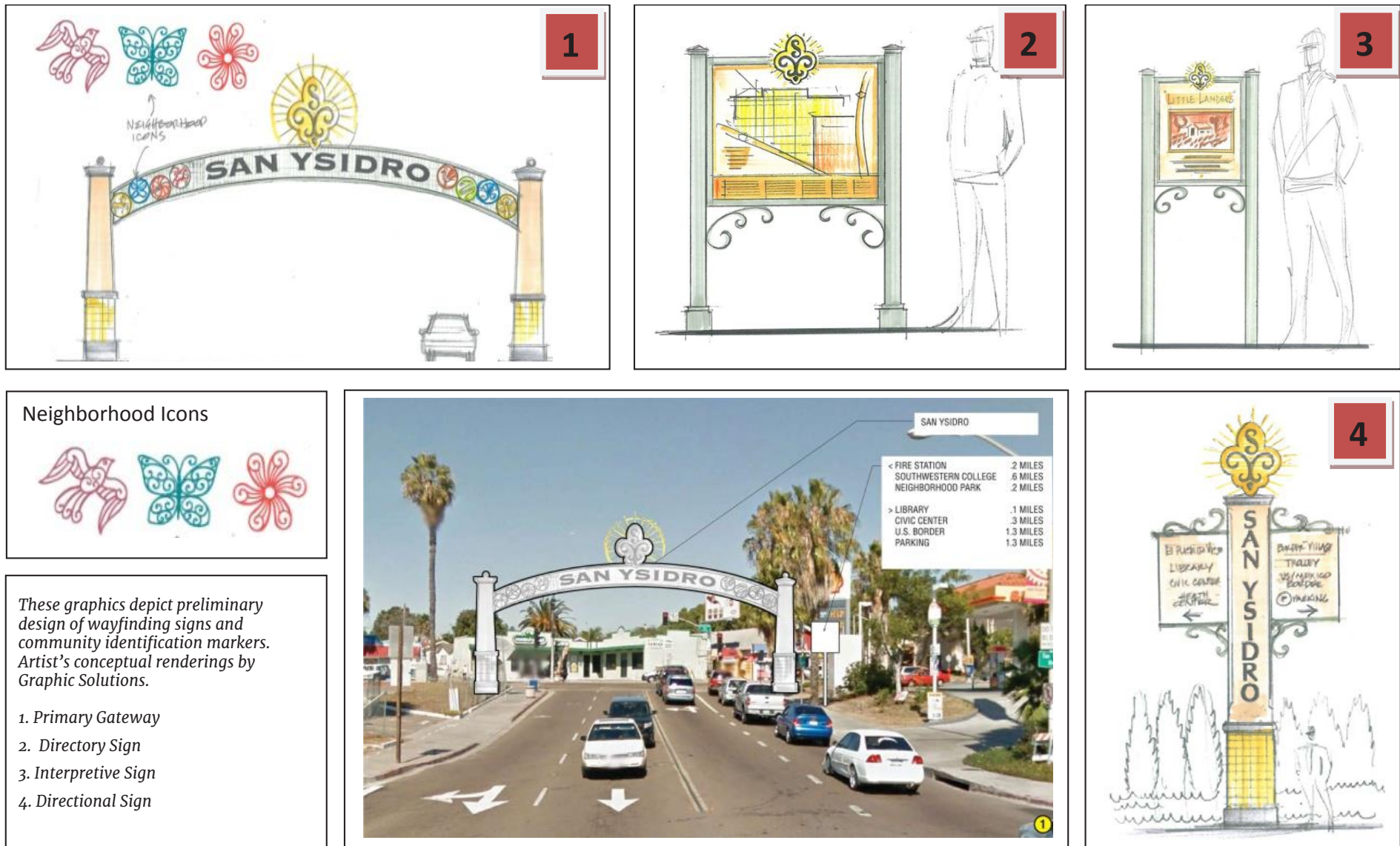


Figure 4-26: Examples of Gateway and Signage



## Secondary Gateways

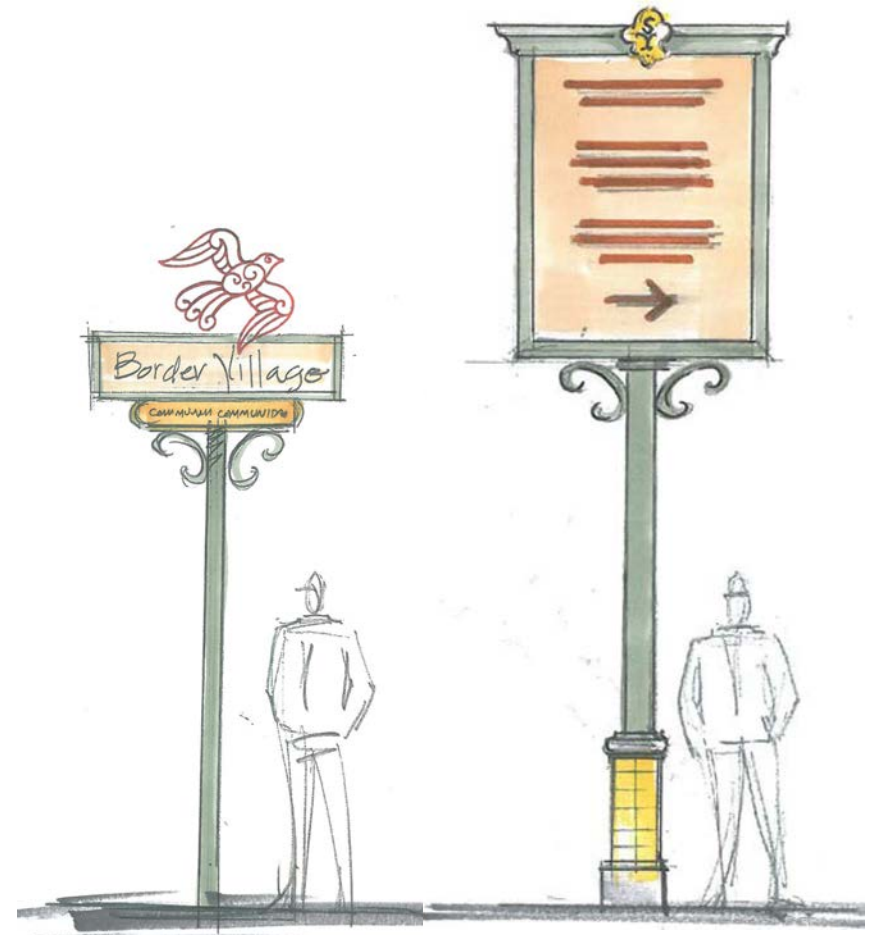
### Policies

- 4.11.8 Provide a secondary gateway sign at Bolton Hall Road along San Ysidro Boulevard in the Border Village Area.
- 4.11.9 Provide a secondary gateway sign at the northwest corner of Center Street and San Ysidro Boulevard, at the I-805 northbound off-ramp in the Border Village Area.
- 4.11.10 Consider opportunities for additional secondary gateway signs at the following locations:
  - a. The southeast corner of West San Ysidro Boulevard and Sunset Lane
  - b. The northwest corner of West San Ysidro Boulevard and Smythe Avenue
  - c. Smythe Avenue and the SR-905 on/off-ramps
  - d. Along Otay Mesa Road north of San Ysidro Middle School
  - e. At the corner of Beyer Boulevard and Otay Mesa Road
  - f. At the intersection of Camino De La Plaza and Virginia Avenue in the Port of Entry District
  - g. At the intersection of Willow Road and Camino De La Plaza

## Directional Signs

### Policies

- 4.11.11 Provide directional signage to help direct pedestrians, bicyclists, and vehicles to specific attractions.
- 4.11.12 Include direction arrows, distances or walking time, and labeling to denote attractions.
- 4.11.13 Incorporate district theme elements into directional signs.



District marker

Directional sign

Artist's conceptual renderings by Graphic Solutions



- 4.11.14 Vehicular directional signs should follow the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) guidelines for design, organization, type fonts, sizes, contrast, and reflectivity, but may be mounted or customized to reinforce district and San Ysidro identity.
- 4.11.15 Establish a sign program for recommended locations for sign directories. Directory signs help orient pedestrians, encourage walking within destinations, and may list businesses in each village.
- 4.11.16 Provide San interpretive signs to inform visitors as well as residents of San Ysidro's rich history.

## Freeway Signs

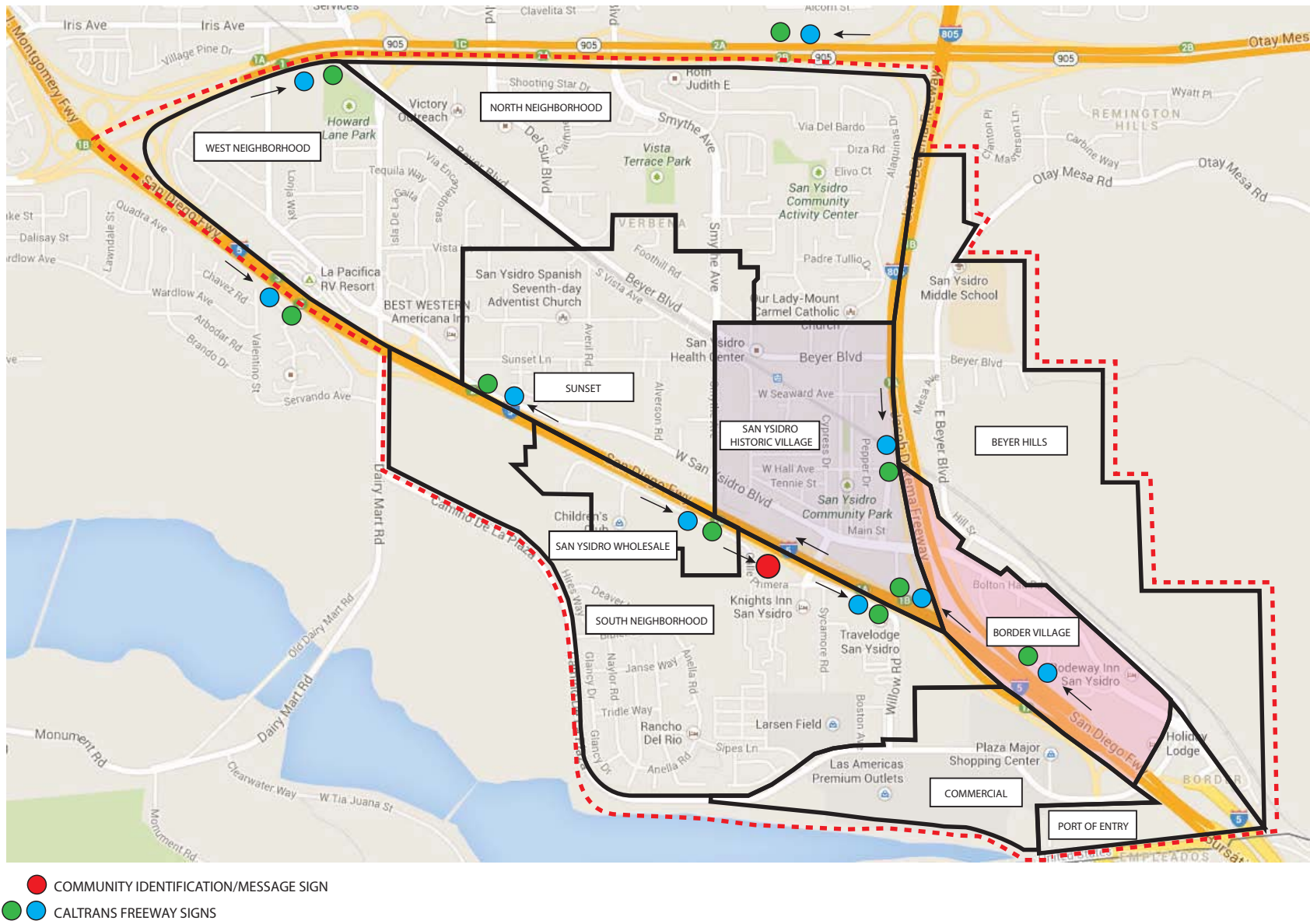
### Policies

- 4.11.17 Coordinate with Caltrans to incorporate wayfinding signage to key destination areas at freeway off-ramps to entice visitors to commercial attractions. Ensure signage is consistent with the City's sign regulations.
- 4.11.18 Provide a community identification sign in advance of the I-5 off-ramp to Via de San Ysidro outside of the Coastal Zone. Ensure signs are consistent with City sign regulations and regulations related to community entry signs.



Freeway signs. Artist's conceptual renderings by Graphic Solutions.

Figure 4-27: Community Identification and Freeway Signage Locations



- 4.11.19 Identify locations for future freeway-oriented community identification signs along I-805 and SR-905 freeways.

**Private Signs**

**Policies**

- 4.11.20 Design signage as an integral element of the total design of a development.
- 4.11.21 To minimize clutter, encourage well-landscaped monument signs.
- 4.11.22 Design decorative graphics to be compatible with the character of the street or neighborhood.
- 4.11.23 Feature decorative graphics/signage to be creative and capture individual use.
- 4.11.24 Design signage as an integral element of the total design of the development.
- 4.11.25 Minimize sign clutter through development of tailored sign standards and consistent code enforcement.
- 4.11.26 Create more specific guidelines appropriate for each village. Enhance Border Village with larger, brighter, vehicle-oriented signs and smaller, more pedestrian-oriented signs for San Ysidro Historic Village.
- 4.11.27 Reduce visual impacts of oversized or electronic signage by adhering to City sign size standards.
- 4.11.28 Discourage freestanding signs not located within direct proximity of the associated commercial business.
- 4.11.29 Minimize sign clutter within the Coastal Zone by not allowing freestanding pole signs or roof signs.



*Signs should reflect the character of the development and incorporate landscaping*



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# Economic Prosperity | 5



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San Ysidro’s competitive advantages that should be protected and enhanced include:

- Residential development spanning multiple decades, starting from a historic core in the San Ysidro Historic Village neighborhood, with a range of housing product types and price points, including for-sale and rentals, with many residents having family members on both sides of the border.
- A Border Village commercial area adjacent to and north of the San Ysidro Port of Entry, one of the busiest land border crossings in the world. The area serves the large number of daily pedestrian crossers from Mexico traveling for shopping (retail and wholesale), jobs, and education, as well as U.S. travelers to Mexico for tourism and other activities.
- A financial cluster of multiple bank branches that serves local residents as well as Mexican residents and business owners with U.S. investments who prefer to conduct their banking in the U.S.
- An outlet-oriented retail area that first targeted shoppers from Mexico seeking retail choices not available in that country, but has since grown to become a retail destination for residents from Southern San Diego County.
- Two heavy commercial/industrial areas: one south of I-5, oriented towards wholesale and service commercial uses, and the other near SR-905 that serves medium-size industrial firms.
- Excellent transportation access, both from the freeway network (I-5, I-805, and SR-905), as well as the Trolley Blue Line, with the San Ysidro Transit Center Trolley Station being the busiest station in the trolley system.

At the same time, San Ysidro has had to contend with a number of challenges, starting with the construction of a freeway network that trisected the community and impedes movement between subareas, which also creates substantial internal circulation issues and congestion. Other key factors that can impact economic potential in San Ysidro include:

- A long-term need for increased public investment in the road network and streetscape improvements, resulting in not only congestion challenges but appearances of blight in some locations;
- Limited amounts of land available for new development, which contrasts with the significant amount of new development occurring in the adjacent communities of Otay Ranch in Chula Vista and Otay Mesa;
- The emergence of the nearby Otay Mesa area as the largest industrial market in the City, serving large-scale, cross-border trade in manufactured goods, and providing a wide range of industrial buildings for other users; and
- The concentration of regional malls, large format retail, and other retail and entertainment uses in Chula Vista, resulting in San Ysidro residents’ retail spending leaking into this area. Limited sites, existing competition, and a trade area for domestic U.S. spending constrained by the border make it difficult to attract a full range of new retail.

The combination of these advantages as well as challenges, and the impact of current major projects in San Ysidro, suggest a range of potential opportunities for the San Ysidro community and potential measures to address challenges. Community-wide opportunities (with subarea specific opportunities described in detail later in this element) include:

- *Future growth in border crossing activity.* The U.S. General Service Administration’s redevelopment of the Land Port of Entry will modernize the facility and expand its capacity to accommodate increases in border crossing volume and reduce waits, encouraging greater activity.
- *Re-envisioning of the Port of Entry District.* San Diego Association of Governments’ (SANDAG) planning for redevelopment of the San Ysidro Transit Center Trolley Station into an Intermodal Transportation Center with joint development will establish a mixed-use node at a location that bridges the Border Village and San Ysidro Commercial Districts. It will further enhance the potential for adjacent privately-owned sites in the Port of Entry District.
- *Expanded retail offerings.* Development of vacant sites and obsolete and underutilized properties in the Border Village and San Ysidro Commercial Districts can introduce a broader mix of dining and entertainment through destinations, leveraging other recent development in the districts, and furthering enhancement to these areas as retail destinations for South County shoppers, tourists, and visitors from Mexico, without directly competing with nearby retail outside of San Ysidro.



*The Salon is a renovated church on Hall Street by the nonprofit Casa Familiar, which provides an Arts and Culture Center to promote Exhibitions, Forums and Events, Artistic and Curatorial Residencies and Educational and Cultural Partnerships.*



- *Neighborhood enhancements.* Development of vacant sites and underutilized commercial and institutional properties in San Ysidro’s neighborhoods, particularly in San Ysidro Historic Village and the Sunset Neighborhood, and including properties along San Ysidro Boulevard, into new mixed-use, will provide enhanced amenities for residents, encourage investment by other property owners, and enhance the neighborhoods’ attractiveness for new residents.
- *Encouragement of new firms and places to house them.* San Ysidro’s location at the border provides an excellent location for a range of new and existing small firms that can facilitate and leverage trade and tourism. Entrepreneurial training programs can assist San Ysidro residents in becoming business owners, while strategic development of new mixed-use and flex space at various locations can house them.

The realization of these opportunities will require increased efforts by the City to coordinate and encourage supportive actions by key participants (i.e., General Services Administration, SANDAG, property owners), as well as a significant increase in funding for public improvements above historic levels. It will require high quality development that enhances San Ysidro’s competitive position in the San Diego-Tijuana region. For additional economic growth and border related policies cross reference SYCP Sections 2.3, 2.5, 2.6, 3.4, 3.5, 3.6, 3.8, 3.9, 4.3 and GP Sections LU-A, LU-H, ME-I and EP-B, D, F, G, and J.

## 5.2 BUSINESS IMPROVEMENT

San Ysidro has a dynamic business environment with a number of small businesses in various sectors, including locally based ones located in the Border Village District, San Ysidro Historic Village, Sunset Neighborhood, and the San Ysidro Wholesale District. The small business environment, however, is challenged by congestion and a lack of a distinct identity for San Ysidro’s business districts beyond the Las Americas Premium Outlets.

The Border Village contains a number of small businesses, including currency exchanges and banks, that are dependent upon cross-border activities. While Mexico’s underdeveloped retail sector is growing, particularly with large U.S. chains adding locations, it is expected that in the near- or medium-term, this will not affect San Ysidro businesses. Another factor that is difficult to anticipate or plan for is the effect of currency swings or controls; historically, crises in the Mexican economy have had a significant impact on the San Ysidro economy.

### Policies

- 5.2.1 Improve the circulation system to provide better multi-modal access to businesses and employers (also see Section 3.5).
- 5.2.2 Encourage San Ysidro-owned and operated businesses to participate in the City’s Business & Industry Incentive Program, storefront improvement, as well as other local and state assistance programs.
- 5.2.3 Target a variety of available incentives to firms that are prospects for proposed new development projects and/or can advance the Community Plan’s goals for middle-income job creation.

- 5.2.4 Monitor taxable retail sales to identify shifts in retail spending and when action may be needed to enhance retail area competitiveness.
- 5.2.5 Work with the San Ysidro Business Improvement District to create a branding and marketing program that creates a distinct identity for each of the primary commercial districts and increases awareness of their offerings. Coordinate branding with other community and City led efforts (see Policy 4.11.2).

## 5.3 VISITOR SERVICES

San Ysidro attracts three distinct groups of visitors. The most significant, in terms of retail sales tax generation and impact on the local economy, are Mexican residents and businesses who travel across the border to shop at the outlet stores in the San Ysidro Commercial District and the independent businesses in the Border Commercial District. The next largest group of visitors are U.S. visitors to Mexico who frequent insurance and exchange stores and other retail in San Ysidro prior to crossing the border or after their return. Finally, San Ysidro's cluster of affordable lodging in various motels attracts value-oriented visitors to nearby attractions, including water park and concert venues.

Another category of potential visitors are tourists visiting San Diego who are interested in experiencing Mexican culture, but without passports or a comfort level with visiting Tijuana. A cultural-entertainment destination in San Ysidro focused on the Tijuana culture that is drawing increasing international attention, could provide another attraction for these visitors, as well as San Diego residents who do not wish to cross the border.

### Policies

- 5.3.1 Attract additional lodging projects to the Border Village area, with a focus on extended stay/limited-service properties.
- 5.3.2 Work with the San Ysidro Business Improvement District to implement wayfinding improvements and create printed and smart phone application guides to San Ysidro businesses to increase visitor awareness of San Ysidro's offerings.
- 5.3.3 Conduct a feasibility study to evaluate the potential market for a Mexico/Tijuana-themed cultural, dining, and entertainment destination in San Ysidro, including evaluation of potential sites within the Border Village District.



Examples of local businesses and enterprises

- 5.3.4 Coordinate with SANDAG to implement transit infrastructure and service enhancements for San Ysidro included in the Regional Transportation Plan, including the construction of a new ITC at the Border and the Virginia Avenue Intermodal Center.

## 5.4 RESIDENT SERVICES

San Ysidro residents have a range of grocery stores and local services located in neighborhood shopping centers and retail districts, particularly on or near San Ysidro Boulevard. However, there is a limited selection of comparable goods available in San Ysidro, and as a result, there is considerable retail spending by San Ysidro residents in Chula Vista and adjacent communities. These adjacent areas include multiple regional malls, large format retail and movie theaters, and dining and entertainment venues. These areas absorb demand from the Southern San Diego County trade area, which includes San Ysidro.

These established patterns for retail locations are further reinforced by large-scale master planned community developments outside of San Ysidro that include new retail centers. Combined with the lack of available sites, this limits the potential to attract significant amounts of new comparison goods retail, such as apparel, home furnishings, and other specialty retail. Development of large new shopping centers in San Ysidro, targeting local residents, presents the risk of creating vacancies in existing centers rather than expanding retail choices.

The significant amount of existing retail space in San Ysidro creates opportunities over time to re-tenant these spaces with new retailers who can diversify the choices available to residents. This also applies to obsolete centers. Ground floor spaces in mixed-use developments

or new standalone commercial buildings can accommodate additional retail, although this is most likely to be a mix of convenience goods and services along with some specialty stores, including specialty grocery stores. The community supports the efforts by property owners to reinvest in their properties and improve their store fronts to help the local economy and reduce vacancy rates.

### Policies

- 5.4.1 Focus on enhancements to the retail mix in existing shopping centers in San Ysidro neighborhoods (also see Sections 2.3, 2.5, and 3.9).
- 5.4.2 Work with existing shopping center owners to encourage renovations and enhancements to tenant mix to provide additional retail choices for residents.
- 5.4.3 Work with local retail developers and brokers to increase awareness of San Ysidro opportunities and increase their awareness of the total purchasing power available in the community.
- 5.4.4 Encourage creation of microbusinesses and start ups by allowing small shop spaces, kiosks, and stalls in flex spaces or clustered near gathering spaces.

## 5.5 INTERNATIONAL RELATIONS & LAND PORT OF ENTRY

The Port of Entry District contains a bi-national gateway that sees more than eight million annual pedestrians crossing the border, with projected growth to 12 million by 2030 (this does not include those crossing in vehicles). This is where two countries join together, creating one region. The primary activities of pedestrian border crossers are shopping, traveling to work, attending school,



and visiting friends and family. For those originating from Baja California, 78 percent have an annual household income of \$19,000 or less, and just over nine percent have an annual household income of more than \$30,000. There are more than 21 million individuals annually who cross the border in vehicles, projected to grow to more than 38 million by 2030. Data on the nature of trips by those crossing in vehicles is not as available. This level of border crossing provides the primary support for the Las Americas Premium Outlets and other Border Village District retail. It supports a cluster of services and food adjacent to the current San Ysidro Transit Center Trolley Station and its adjacent Metropolitan Transit System (MTS)/Charter/Intercity Bus Center.

The area adjacent to the Land Port of Entry presents a tired, haphazard appearance with minimal amenities. The Land Port of Entry renovation will increase the capacity of the facility, provide much-needed amenities, improve the functionality, and feature world class design elements. SANDAG's planning effort for an expanded Intermodal Transportation Center (ITC) would accommodate increased trolley ridership (the San Ysidro Transit Center Trolley Station already has the highest ridership in the trolley system) and increase in Blue Trolley service. The ITC project will contain joint development opportunities and has the potential to stimulate development of privately-owned parking lots and obsolete retail properties in this area.

Members of the San Ysidro community have expressed support for the redevelopment of this area so that it supports high-quality development and can become a welcoming "gateway" between the two countries. San Ysidro is a unique market and the regional draw is binational, including those traveling from Mexico to shop and visit. This vision would also include facilities to support trade, entrepreneurs wishing to start new businesses, and a range of services including offices.

## Policies

- 5.5.1 Facilitate SANDAG's implementation of an ITC on the east side of the I-5 and support complementary retail, office, parking, lodging, public services, and other developments in the Port of Entry District.
- 5.5.2 Encourage creation of a bi-national incubator located in the Port of Entry District that would facilitate the creation of new small businesses by San Diego and Tijuana residents focused on cross-border trade.
- 5.5.3 Work with private and public educational institutions to encourage the location of post-secondary education and training programs, particularly those that focus on international trade.



*Border Village businesses*

- 5.5.4 Promote the use of shared parking to reduce the amount of parking required for new development in this area, and thereby facilitate the feasibility of new development.

## 5.6 BORDER VILLAGE

The Border Village District represents the single largest collection of small-scale retail space in San Ysidro, along with a range of ancillary services. It has seen considerable new development over the past several decades; however, it also has many older, obsolete, and underutilized properties that present a blighted appearance. It includes properties on San Ysidro Boulevard and I-5 that have never been developed and serve as truck parking. There are also several underutilized properties well-suited for redevelopment at the northern end of the area near the I-805 ramp.

There is tremendous diversity in the retail and service offerings spread over multiple small to mid-size developments. There are a number of retailers who offer apparel and other items targeted to Mexican customers. Anecdotally, it is understood these stores do substantial wholesale business with small retailers from Mexico. There are a number of bank branches that support the banking of Mexican citizens who own U.S. assets and wish to maintain their banking in the U.S. The area also contains duty-free stores, a variety of retail, dining, currency exchange, and other services. There is local-serving retail, particularly at the shopping center at the northern end of this area. Traffic congestion and difficulty of navigation in the Border Village District discourages potential shoppers to the district. There are opportunities to enhance the

physical appearance of this area, improve circulation, and renovate and redevelop properties to better realize this area’s potential to provide diverse shopping, services, and experiences that can be enjoyed by visitors and local residents.

### Policies

- 5.6.1 Encourage creation of a destination cultural and entertainment venue that captures the excitement of the border region and celebrates the bi-national cultural experience for San Diego residents and visitors.
- 5.6.2 Work with the property owners on either side of San Ysidro Boulevard, north of Camino de la Plaza, to facilitate redevelopment of obsolete and underutilized properties to provide enhanced visitor retail, dining, and entertainment. Also see Urban Design Element for improvements along San Ysidro Boulevard.
- 5.6.3 Pursue shared parking and parking district strategies that facilitate “park once” practices and encourage shoppers to navigate the area on foot.

## 5.7 SAN YSIDRO HISTORIC VILLAGE

The San Ysidro Historic Village contains the historic core of San Ysidro. It contains a tremendous diversity of housing and retail uses. Much of the older building stock is not compliant with current zoning standards, and is in varying physical condition. Retail uses are focused along San Ysidro Boulevard. The portion of San Ysidro Boulevard, north of I-805 to Via de San Ysidro is the access point for northbound I-5 traffic, and is typically congested and not a favorable environment for pedestrians or bicyclists.

San Ysidro Historic Village will benefit from planned new public facilities, including a new library that will enhance the services of the current small library. The San Ysidro Community Park defines an important circulation route from San Ysidro Boulevard to Beyer Boulevard Trolley Station, and will complement the creation of a Transit-Oriented Development (TOD) at the Beyer Trolley Station. The TOD has the potential to provide increased housing choices, encourage investment in adjacent properties, enhance circulation for pedestrians and bicyclists between Beyer Boulevard and San Ysidro Boulevard, and create additional potential patrons for San Ysidro Boulevard retail uses.

The earlier proposed Pilot Village project was not able to assemble enough land to create a large, mixed-use development. However, there is considerable opportunity for more modest land assembly and smaller mixed-use projects that fits the scale of the neighborhood. These smaller projects may also create more opportunities for small and local contractors and developers to participate in the development process.

#### Policies

- 5.7.1 Work with MTS to facilitate the creation of a TOD project on the Beyer Boulevard Trolley Station parking lot, as well as denser transit-adjacent developments on nearby properties.
- 5.7.2 Facilitate smaller-scale infill mixed-use developments along San Ysidro Boulevard, including small-scale land assembly, to create sensitively scaled new development that can accommodate new businesses and residents.

## 5.8 SAN YSIDRO COMMERCIAL DISTRICT

The San Ysidro Commercial area is defined by the Las Americas Premium Outlets and several other shopping centers. The success of Las Americas has spurred the development of additional value and outlet retail on adjacent parcels. The San Ysidro Village Shopping Center, across the street, is an older shopping center whose tenant mix is evolving to attract outlet shoppers. Market forces are likely to result in a substantial renovation of this center in the near to medium term.

There remains one sizable undeveloped property at Virginia and Camino de la Plaza, currently used as an ad hoc flea market that can accommodate new retail development. This area is being affected by the current Land Port of Entry redevelopment, which has closed the Camiones Way border crossing in the interim. Existing parking south of Camino de la Plaza is being lost to the Port of Entry project, creating a substantial reduction in the area's parking inventory.

#### Policies

- 5.8.1 Work with owners of the San Ysidro Village Shopping Center and the unimproved site, at Virginia Avenue and Camino de la Plaza, to encourage new development, re-tenanting, and redevelopment with retail that enhances the district as a regional and cross-border retail destination.
- 5.8.2 Work with Metropolitan Transit System and private transportation providers to enhance the convenience of transit services between the Port of Entry District and the Commercial District (also see Section 3.4).



## 5.9 WHOLESALE INDUSTRIAL

The San Ysidro Wholesale District, south of I-5 and north of Via de San Ysidro, is designated Heavy Commercial and will remain zoned for light industrial use. This area has a variety of warehouse and flex industrial buildings that have evolved to support a variety of wholesale activities, as well as highway-oriented service commercial uses.

The second industrial area is a cluster of buildings in the San Ysidro North neighborhood near Beyer Boulevard and SR-905. These are medium to large buildings occupied by light industrial users.

### Policies

- 5.9.1 Enhance the highway service commercial orientation of the San Ysidro Wholesale District by facilitating appropriate signage that enhances visibility from I-5, while reducing the haphazard and temporary nature of current signage.
- 5.9.2 Support the redevelopment of light industrial buildings to smaller-scale, industrial/flex-type buildings that can accommodate a wide range of smaller office and industrial tenants.

## 5.10 SAN YSIDRO NEIGHBORHOODS

These neighborhoods contain the majority of San Ysidro’s residents. They also contain commercial areas with several shopping centers and a range of services, primarily along San Ysidro Boulevard and Dairy Mart Road, north of I-5. While these areas are mostly built out, there are several sites suitable for redevelopment into infill residential and mixed-use properties. The cluster of buildings in the San Ysidro North neighborhood, along Precision Way near Beyer Boulevard and SR-905, consist of medium to larger buildings transitioning from light industrial to commercial uses with some residential mixed-use permitted on the east side.

### Policy

- 5.10.1 Provide a range of residential product types and affordability levels, to accommodate the needs of current San Ysidro households and enhance the attractiveness of San Ysidro for new residents and businesses.

### Discussion

The emphasis of the Public Facilities, Services, & Safety Element is to identify existing facilities and services, address the capacity and needs for future services, and identify potential public safety issues. The Community Plan addresses priorities for public facility improvements and identifies potential sites and desired characteristics for future facilities. In addition to public facilities financing and prioritization, policies related to fire-rescue, police, stormwater, water and sewer infrastructure, waste management, libraries, schools, parks (see Recreation Element), public utilities, and health and safety are contained in this element. For additional public infrastructure related policies cross reference SYCP Sections 2.4, 3.1, 4.5 and the GP Public Facilities Element.

# Public Facilities, Services, & Safety | 6



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## GOALS

- Public uses and facilities located near one another to improve access and to take advantage of interconnecting public uses
- A full, balanced range of employment opportunities, medical facilities, public works and educational, social, and recreational facilities and services
- A new expanded library in or near the village

## 6.1 FACILITIES & SERVICES

### Public Facility Needs & Prioritization

As an urbanized community, San Ysidro is faced with aging infrastructure and facilities that do not meet current standards. **Figure 6-1 Public Facilities Map** illustrates where current facilities exist. The Capital Improvements Program (CIP) budget allocates available revenue to rehabilitate, restore, enhance, and increase the City's capital facilities. The City has a variety of potential funding sources for providing and improving facilities including Development Impact Fees (DIF). Development Impact Fees (DIF) are collected to address the impact of new development. This is a portion of the



financing needed for public facilities identified in the San Ysidro Impact Fee Study (IFS) to maintain existing levels of services in San Ysidro. The General Fund is relied on for facility improvement and upgrades, and operational and maintenance costs. The community's DIF and General Fund have helped to alleviate growing facility needs, but a deficit remains with regard to most public facilities. This leaves the City and community with the challenge of finding alternative means of funding improvements. Other funding sources the City and community seeks to augment public improvements with consist of donations, state revenue bonds, private and developer contributions, and public private partnerships.

There is limited funding for annual capital improvements and the City has instituted a prioritization and ranking strategy that integrates community input. This effort allows the City to strategize funding, and be more responsive to the community's facilities and infrastructure priorities. Although the City is making incremental changes in how Capital Improvements Program projects are funded to provide more timely improvements, the unfortunate reality is that there remains an existing facilities and infrastructure deficit. There are a number of obstacles to alleviating the infrastructure deficit, which include the increased cost in acquisition and construction, the lack of available land, funding constraints, and competing needs. It is up to the City and the community of San Ysidro to work together, to find creative solutions for meeting facility and infrastructure needs, and ultimately improve the quality of life. Solutions such as clustering facilities, land value recapture, forming broader areas of benefit for funding and providing community-serving facilities, offering equivalences, seeking citywide or regional initiatives for new sources of revenue, and exploring public-private partnerships are some of the tools that may be used to provide facilities for the next generation. In addition to the recommendations provided below,

the General Plan also discusses the growing need and demand for addressing the deficit in public facilities. See Section A in the General Plan Public Facilities Element for more discussion and policies.

### Policies

- 6.1.1 Provide educational facilities, law enforcement, fire protection, libraries, and public utilities in accordance with City standards.
- 6.1.2 Cluster public facilities, such as library, post office, fire station, public space, and public amenities, together to create active centers and take advantage of shared uses like parking and open space areas.
- 6.1.3 Incorporate art in public facilities.
- 6.1.4 Incorporate a space within the future San Ysidro ITC for police officers.
- 6.1.5 Provide facilities that accommodate a full range of City programs to serve residents and cultivate civic involvement.
- 6.1.6 Encourage public education facilities to participate in this community process.
- 6.1.7 Use joint-use agreements to increase recreational opportunities and activate school sites with residents after hours.

### Fire-Rescue

Fire protection for the community is provided by Fire Station 29. The

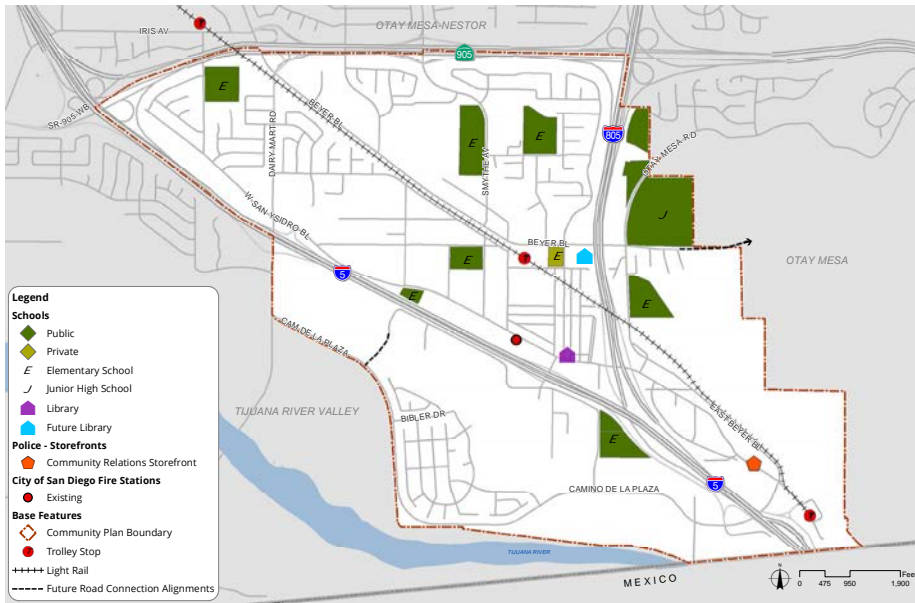
original Fire Station was built in 1958 as Station 27, and became Fire Station 29 in 1959. In 2005, a new station opened across the street at 198 West San Ysidro Boulevard. Fire Station 29 serves 6.21 square miles including San Ysidro and its surrounding areas. Fire Station 6 also serves the San Ysidro Community. An expansion of Fire Station 6 is anticipated to provide additional capacity.

Maintaining a successful fire service system is a challenge due to the City's topography, fiscal constraints, and an ever-growing population. The City has recognized the value of fire prevention measures to reduce pressure on the overall response system in the long term; such measures include adopting strenuous safety codes and an aggressive brush management program. Citywide fire service goals, policies, and standards are located in the Public Facilities, Services, and Safety Element of the General Plan.

### Police

The San Ysidro community is served by the Southern Neighborhood Division of the Police Department. The Southern Division encompasses 31.5 square miles and provides public services to the neighborhoods of Border, Egger Highlands, Nestor, Ocean Crest, Otay Mesa, Otay Mesa West, Palm City, and San Ysidro. The Southern Division's offices are located in Otay Mesa and have requested that a small kiosk or work space be incorporated into a future ITC at the Port of Entry. Cross reference the General Plan Public Facilities, Services and Safety Section E on Police and SYCP Economic Prosperity Policy 5.5.1.

Figure 6-1: Public Facilities Map



## Library

The existing San Ysidro Branch Library is located on San Ysidro Boulevard and is approximately 4,000 square feet in size. It was originally built in 1924 and is historically designated. There are plans to build a new, approximately 15,000 square-foot library. The existing library would be reused as a public space, a museum, art gallery, or other civic and cultural space. See General Plan policies PF-J.5 and PF-J.7 for supporting a library facility, which is located centrally and located near other public services.



Schools, Fire Station, and Library in San Ysidro





### Policies

- 6.1.8 Invest in a new library that serves the San Ysidro community and meets current standards.
- 6.1.9 Locate the new library within the San Ysidro Historic Village or within walking distance from the village.
- 6.1.10 Incorporate public space or a pocket park and public art into the library site.
- 6.1.11 Design the library to take advantage of public views, if available.
- 6.1.12 Coordinate bike and pedestrian facility improvements and wayfinding signage to the new site to encourage multi-modal travel to the new library.

### Schools

One of the most important public services is the provision of schools, offering quality education to residents of the community. The San Ysidro community is served by South Bay Union School District which has one elementary school, the San Ysidro School District (preschool through eighth grade), and the Sweetwater Union High School District (ninth through twelfth grades). The San Ysidro School District has preschool classes, a childcare center, a K-8 district with five elementary schools, one K-8 elementary school, and one middle school (seventh through eighth grades). The district serves over 5,550

students.

In addition, there are charter schools, private schools, and neighboring community schools, which help to serve the community. In 2012, voters approved a 250 million-dollar school bond, which will be utilized to upgrade the existing schools and build new schools based on projected growth.

Schools in San Ysidro are centrally located near other facilities and services and are within walking distance to transit. School sites are often used as joint-use facilities, providing additional recreational opportunities. If opportunities arise to acquire school district or private school property within the community, the City should make every effort to reserve the property for public use.

### Policies

- 6.1.13 Improve public education and the image of schools in San Ysidro to strengthen neighborhood schools and maximize the use of the facilities.
- 6.1.14 Encourage full-time use of school facilities, including community use during non-school hours for educational, recreational, and cultural needs.
- 6.1.15 Coordinate Capital Improvements Program projects with school facility upgrades to improve the interface between the public realm and the facility.
- 6.1.16 Explore the possibility of joint-use buildings for commercial and educational uses.

- 6.1.17 Acquire excess school properties for public use or incorporate parks and public spaces in future projects, where possible.

### Utilities

Gas and electricity are provided by the San Diego Gas & Electric Company and several gas and electric lines traverse the area. San Diego Gas and Electric Company has a number of programs related to conservation, including commercial and residential energy audits, low interest loan programs for energy conservation, and retrofit installations and rebates for solar water heaters. In addition, the City is actively involved in undergrounding existing overhead power lines.

### Policies

- 6.1.18 Program the undergrounding of telephone and electric power lines to underground all utilities and boxes. See General Plan Policy Section PF-M.
- 6.1.19 Revisit prioritization of undergrounding within the San Ysidro community and coordinate other improvements in the same location (also see Mobility Element Policy 3.2.2)
- 6.1.20 Support efforts to move utility boxes and obstructions out of the public right-of-way to create a clear path of travel.

### Water, Sewer, and Stormwater Infrastructure

On average, San Diego must import nearly 90 percent of its water from other areas, specifically from Northern California and the Colorado River. As such, water conservation and reclamation are important components of the City's water supply. Pure Water San Diego is the City's 20-year program to provide a safe, reliable, and cost-effective drinking water supply for San Diego. Proven technology will be used to purify recycled water. The program is

environmentally friendly and will make San Diego more water independent and more resilient against drought, climate change, and natural disasters. The long-term goal of producing 83 million gallons of purified water per day (one third of San Diego's future drinking water supply), is planned to be reached by 2035.

Beginning in 2007, the City increased water and sewer rates to replace and improve both the water and sewer system infrastructure. Some pipelines have been in operation for one hundred years and need to be replaced. The City of San Diego Water Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and addresses water efficiency, conservation, recycled and reclaimed water, cost effectiveness, and timely construction.

In a continuing main replacement program, concrete sewer mains and cast iron water mains are being replaced. The City schedules many of these water and sewer main replacement projects for the same time and location to minimize the impact on the community. Replacement is currently scheduled according to breaks or blockages in the mains. As incidents mount, main replacement is scheduled for accomplishment through the annual Capital Improvements Program.

Since the 1972 Clean Water Act, considerable strides have been made in reducing conventional forms of pollution, from sewage treatment plants and industrial facilities, through the implementation of the National Pollutant Discharge Elimination System program and other federal, state, and local programs. The California Regional Water Quality Control Board, San Diego Region, requires the City to develop and implement a Jurisdictional Urban Runoff Management Program. The General Plan discusses the City's Stormwater programs in more detail; however, San Ysidro is located within the Tijuana River Valley watershed and reduction of pollutants in urban runoff

and stormwater is critical to the health of this watershed. A Tijuana River Valley Recovery Team was established to address pollution issues in the valley and a future Tijuana River Valley Comprehensive Load Reduction Plan (CLRP) will address areas where stormwater infrastructure and green streets can be built to improve water quality within the area.

**Policies**

- 6.1.21 Provide systematic improvements and the gradual replacement of water, sewer, and stormwater facilities throughout the community. Also see General Plan Policies PF-F.6 PF-G.2, PF-H.3, and PF-I.1.
- 6.1.22 Collaborate with the San Ysidro community and other entities when funding and siting improvements, to coordinate timing and replacement of infrastructure.
- 6.1.23 Provide recycled water opportunities throughout the community for irrigation.
- 6.1.24 Coordinate street improvements, undergrounding efforts, street tree planting, and urban beautification efforts when upgrading stormwater infrastructure and creating green streets.
- 6.1.25 Where possible, incorporate parks or public spaces in collaboration with stormwater improvements.

6.1.26 Focus infrastructure pilot projects and prioritization in Village areas.

6.1.27 To help meet stormwater permit requirements, identify suitable sites to be used as community-wide stormwater retention areas. Prioritize areas that could co-locate both stormwater and other much-needed public facilities, such as parks, public space, and recreational trails. Potential locations could include:

- Beyer Boulevard along the rail, from Dairy Mart Road to the Beyer Trolley Station.
- Beyer Trolley Station along the rail, from Seaward Avenue to Cypress Drive, to the San Ysidro Linear Park.
- Willow Road and San Ysidro Boulevard near pedestrian bridge.
- Olive Drive.
- North side of Calle Primera from Willow Road to Via de San Ysidro.
- Potential excess right-of-way in the Border Village District.
- Trails connecting to Dairy Mart Pond open space area.

6.1.28 Encourage the installation of greywater systems in residential projects to use for landscape.



## 6.2 HEALTH & SAFETY

### Health

San Ysidro is engaged in efforts to understand the relationship between land use/mobility and personal health. San Ysidro is an identified case study location for assessing comprehensive approaches to integrating transportation and land use planning with health initiatives to improve quality of life and sustainability of local communities. San Ysidro's proximity to the border-crossing facility exposes the community to high levels of congestion and air pollutant emissions. Health studies along the border have contributed to the understanding of public health ramifications and benefits of the built environment. Improving the community's knowledge on health issues as they relate to land use and mobility help residents and jurisdictions make informed decisions to promote healthy living.

The Plan addresses compatibility between uses through a number of policies and measures, including noise mitigation (i.e. controlling noise at the source). Noise policies can be found in Section 2.8 in the Land Use Element. In addition, State and federal agencies are also responsible for protecting community health through enforcing air quality rules identified by the Environmental Protection Agency (EPA), the California Air Resources Board, and the San Diego Air Quality Management District; as well as enforcing rules concerning use, handling, storage and transportation of hazardous materials identified in the California Hazardous Materials Regulations and the California Fire and Building Code, and laws and regulations of the California Department of Toxic Substances Control and the County Department of Environmental Health.

### Air Quality

Suitable air quality is important in fostering a healthy living environment. Poor air quality creates health problems for groups with sensitivities such as children, the elderly, and persons with respiratory problems. The General Plan's Conservation Element addresses air quality in the San Diego Air Basin and includes policies designed to improve air quality on a citywide level. In 2015 a new air pollution monitoring system was installed at the POE in San Ysidro. The air pollution monitor will gather data that will be tracked by the San Diego County Air Pollution Control District. Once analyzed, this data will help the EPA and the County better understand air pollution challenges in the region and will use the data to develop ideas to mitigate its impact on the community and traveling public.

There are a number of services and programs available within the community to support residents. Local non-profits work with at-risk families and individuals to educate them on local resources, such as affordable housing, health care, and childcare, as well as providing basic needs such as food and clothing. These community organizations help bring people and resources together and ultimately strengthen the bonds between neighbors and the community. Refer to Section 8.3 for more information on air quality and policies.

### Access to Healthy Food

The availability of healthy food options at stores and farmers markets may correlate with a higher consumption of fruits and vegetables, which in turn can promote better health in individuals. The community does contain a high amount of less desirable unhealthy land uses and a lower prevalence of desirable healthy retail such as grocery stores. Liquor stores and fast food outlets are more likely to carry unhealthy and high-calorie food items, while grocery stores are more likely to carry nutritious items such as fruits, vegetables, and grains. The Community Plan promotes development of spaces that can be occupied by fresh food retailers and policies that promote community gardens, urban gardening, and farmers' markets.

### Access to Health Care

Access to health care and social services can play a critical role in the preservation and maintenance of good public health. In addition to private health care providers, the San Ysidro Health Center is a non-profit which provides accessible and affordable health care services in the community.

#### Policies

- 6.2.1 Support and promote community health in San Ysidro through land use and transportation planning. Refer to Land Use, Mobility, Urban Design, Conservation, and Recreation Elements regarding policies which promote the following concepts:
- a. Cyclist and pedestrian safety;
  - b. Parks, trails, and recreation;
  - c. Sidewalks and connectivity;

- d. Transportation support; and
- e. Youth safety and physical activity.

6.2.2 Continue to evaluate how mobility and the built environment factors in the community are related to the health of the people who live and work in the community.

- a. Consider incorporating health research, analysis, and related technologies in future studies in order to improve the quality of life for residents.
- b. Improve health-related data collection to better understand health impacts.
- c. Incorporate technologies to better manage congestion and support improved air quality.
- d. Use air filtration systems to improve air quality.
- e. Use freeway buffer walls to reduce air quality impacts.
- f. Pursue subsidies to retrofit existing structures with air filtration technologies.
- g. Pursue subsidies to retrofit existing structures with energy efficiency technologies.
- h. Improve access to healthy foods.
- i. Improve communication between organizations and residents and the resources available to them.

- 6.2.3 Protect public health by evaluating the effects of noise and air pollution from freeway traffic on community land uses. Reduce, or eliminate where feasible, impacts on sensitive land uses, including housing, schools and outdoor athletic areas, through appropriate buffers, barriers, and best-practice construction measures.
- 6.2.4 Support efforts to collect and track air quality data in the border region to help understand how to improve air quality in San Ysidro.
- 6.2.5 Increase availability of fresh healthy foods by actively engaging businesses in the commercial corridors.
- 6.2.6 Encourage the development of healthy food establishments in areas with an existing high concentration of fast food establishments, convenience stores, and liquor stores.
- 6.2.7 Strive for a majority of residents to be within a quarter to a half mile walking distance to a grocery store or other healthy food retail establishment. Consider farm stands and community gardens for under-served areas where retail is not feasible.

### Geological and Seismic Hazards

The General Plan provides policy support for disaster preparedness and Seismic Safety in the Public Facilities, Services, & Safety Element sections PF-P and PF-Q. Design considerations with regard to safety are located in the Urban Design Element.

As determined by the City of San Diego's Seismic Safety Study, the primary geological and seismic hazards confronting new

development within the San Ysidro Community Plan are associated with seismic activity along regional fault lines as well as landslide-prone areas.

As with all of San Diego, seismic activity along regional faults poses a threat to structures. However, adherence to local and state building codes would assure that future development within the community plan is designed to minimize seismic risk.

The slopes along the eastern edge of the community plan exhibit moderate to high potential for large-scale landslides. Remediation of these landslides will require comprehensive remedial measures implemented in the early stages of development to assure that development does not destabilize adjacent property and/or interfere with widespread remediation. Implementation of the following policy will protect future development on the eastern slopes from landslide risk.

#### Policies

- 6.2.8 Assure implementation of remedial measures to protect future development in landslide-prone areas along the eastern slopes of the community plan area by conducting a comprehensive geotechnical study and implementing recommended remedial measures prior to any development of vacant land designated as geologic hazard category 21 or 22, as identified in the San Diego Seismic Safety Study. Remedial mitigation measures include but are not limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, or the use of protective barriers.



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# Recreation | 7



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## GOALS

- Preserve, protect, and develop public recreation opportunities and facilities throughout San Ysidro for all users

### Parks and Recreation Facilities Goals

- A sustainable park and recreation system that meets the needs of San Ysidro residents and visitors, and serves a variety of users, such as children, persons with disabilities, and the under-served teenage and senior populations
- Parks and recreation facilities that keep pace with the San Ysidro community population growth through timely acquisition of available land and development of new facilities
- A program to increase the quantity and quality of parks and recreation facilities in San Ysidro through the promotion of alternative methods, such as park equivalences, where development of typical facilities and infrastructure may be limited by land constraints
- A network of parks and recreation facilities and open space areas that are linked by multiple modes of transportation, including public transit, bicycle and pedestrian routes, and trails

### Preservation Goals

- Creation of a sustainable park and recreation system that meets the needs of San Ysidro residents by using “green” technology and sustainable practices in all new and retrofitted parks and recreation facilities

### Accessibility Goals

- A comprehensive plan to enhance parks and recreation facilities in San Ysidro by optimizing access by foot, bicycle, public transit as well as automobile

- New recreation facilities that are accessible to the broadest population possible
- A balance of recreational facilities in the San Ysidro Community that are available for programmed and non-programmed uses

### Open Space Lands Goals

- An open space system in the San Ysidro Community that provides for, preserves, and manages the significant natural and man-made resources, and enhances outdoor recreation opportunities
- New passive recreation and trails within the open space lands in San Ysidro, with connections to open space lands and resource-based parks adjacent to San Ysidro

## Discussion

The San Ysidro Community Plan Recreation Element includes goals and policies addressing the following topic areas: Parks and Recreation Facilities; Preservation; Accessibility; and Open Space Lands. These policies, along with the broader goals and policies of the General Plan provide a comprehensive parks strategy intended to accommodate the community at full community development.

For additional park and recreation related policies cross reference SYCP Sections 4.5, 4.6, 4.8, 8.2, and 8.5 and GP Sections UD- A, UD-E, RE-B, RE-C, RE-E, RE-F, CE-B, CE-H, and CE-M.

“The availability, access, and the variety of parks, recreation, and green spaces are significant elements to improving the overall health and wellness of a community.”

- Antonio Martinez, San Ysidro School Board

## 7.1 PARKS & RECREATION FACILITIES

### Population-Based Parks And Recreation Facilities Standards

The General Plan Recreation Element describes three categories of parks within the City of San Diego: Open Space Lands, Resource-based Parks, and Population-based Parks. (See Section RE-D, Open Space Lands and Resource-based Parks for descriptions.) Population-based parks and recreation facilities are typically located within close proximity to residents, and are intended to serve the daily recreational needs of the neighborhood within the San Ysidro Community. The General Plan standard is to provide a minimum of 2.8 usable acres of public park land per 1,000 residents.

Population-based parks consist of seven categories: 1) Major Parks; 2) Community Parks; 3) Neighborhood Parks; 4) Mini-Parks; 5) Pocket Parks or Plazas; 6) Special Activity Parks, which are unique facilities that may serve multiple communities; and 7) Park Equivalencies. Descriptions for each of these categories can be found in the General Plan Recreation Element, Table RE-2, Parks Guidelines. Park Equivalencies allow for alternative methods to providing parks and recreation facilities and supplement the standard population-based parks. Park Equivalency categories include: 1) Joint-use facilities; 2) Trails; 3) Portions of Resource-based parks; 4) Privately-owned parks, with recreation easements; 5) Non-traditional Parks, such as rooftops or indoor facilities; and 6) Facility or Building expansion or upgrades.

The General Plan also establishes minimum guidelines for recreation centers and aquatic complexes based on population. A recreation center, typically 17,000 square feet in size, should be provided for every 25,000 residents and an aquatic complex should be provided for every 50,000 residents.

### Existing And Future Population-Based Parks And Recreation Facilities

The existing population-based park system, which serves the San Ysidro community, totals 41.65 usable acres of park land, three recreation centers, and one aquatic complex. At full community development, the projected population for the San Ysidro Community will be 38,700. Therefore, according to General Plan Guidelines for future population-based parks and recreation facilities, the following should be provided:

**General Plan Guideline - Parks** (2.8 acres/1,000 population):

$.0028 \times 38,700 \text{ people} = 108.36 \text{ acres of population-based parks.}$

**General Plan Guideline - Recreation Center** (17,000 square feet)

serves population of 25,000:  $38,700 \text{ people} \div 25,000 \text{ people} = 1.55$

Recreation Centers  $\times 17,000 \text{ SF} = 26,350 \text{ square feet total.}$

**General Plan Guideline - Aquatic Complex** serves population of

50,000:  $38,700 \text{ people} \div 50,000 \text{ people} = 0.77 \text{ Aquatic Complex.}$

While the City's primary goal is to obtain land for recreation facilities, alternative methods of providing recreation facilities need to be available to achieve city-wide equity where constraints may make meeting the General Plan guidelines infeasible. The use of Park Equivalencies is intended to be a part of a realistic strategy for the equitable provision of park and recreation facilities and are determined through a public process.

The San Ysidro Community is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The community and City staff identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites for their

recreational value; possible uses; and functions, public accessibility, and consistency with General Plan policies and guidelines. It was determined that a variety of sites and facilities within the San Ysidro community could serve as population-based parks or park equivalencies.

and future parks, park equivalencies, and recreation facilities for San Ysidro (also see **Figure 7-1, Parks, Recreation Facilities, and Open Space Map**). The acreage figures represent existing and proposed park sites anticipated at the time of adoption of the community plan.

The following Table 7-1, Population-based Parks and Recreation Facilities Inventory and Recommendations, provides the existing

Table 7-1: Population-based Parks and Recreation Facilities Inventory and Recommendations

Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
<b>Community Parks</b>				
San Ysidro Community Park	2.9	0.0	Existing community park with a recreation center, senior center, library, gymnasium, tennis and basketball facilities, tot lot, and landscaped/turf open area with picnic tables	Path of travel upgrades to all buildings, the children’s play area, basketball courts, tennis courts, and parking lot.
San Ysidro Athletic Area/Larsen Field	17.09	0.0	Existing community park with a recreation center, multipurpose fields, children’s play areas, and picnic areas	Design and construct additional sports field lighting and security lighting; upgrade children’s play areas/ADA; resurface and ADA/ accessibility upgrades to the parking lots; a new north-south walkway across the park; and upgrade the irrigation system and turf areas.



Table 7-1: Population-based Parks and Recreation Facilities Inventory and Recommendations

Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
<p><b>Neighborhood Parks</b></p>				
<p>Beyer Park</p>	<p>0.0</p>	<p>5.0</p>	<p>Proposed neighborhood park on undeveloped City Park and Recreation Department property. This site has approximately 12.5 usable acres, which will be shared with Otay Mesa (5.0 acres San Ysidro and 7.5 acres Otay Mesa).</p>	<p>Complete the General Development Plan (GDP). Design and construct amenities such as: lighted multipurpose turf sports fields, a skate park, a lighted basketball court, children’s play areas, comfort station/concession building, picnic facilities (including picnic shelter, parking areas, viewpoints/overlooks and interpretive signage), bicycle lanes and bike racks, walkways, security lighting, landscaping, trailheads, and trails to connect to the Otay Mesa trail system.</p>
<p>Coral Gate Neighborhood Park</p>	<p>2.89</p>	<p>0.0</p>	<p>Existing neighborhood park with turf areas, children play areas, picnic facilities and seating, walkways and landscaping, and security lighting</p>	<p>Design and construct ADA/accessibility upgrades for the children’s play area and path of travel.</p>
<p>Howard Lane Neighborhood Park</p>	<p>6.8</p>	<p>0.0</p>	<p>Existing neighborhood park with picnic shelters and facilities, basketball courts, children’s play areas, turf areas, parking lot, walkways, and security lighting</p>	<p>Design and construct a new comfort station, basketball court lighting, and ADA/accessibility upgrades for the children’s play area and path of travel. Design and construct upgrades to the irrigation system, turf, and security lighting.</p>

Table 7-1: Population-based Parks and Recreation Facilities Inventory and Recommendations

Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
Otay Mesa Place Neighborhood Park	0.0	3.6	Proposed neighborhood park on undeveloped land owned by the San Ysidro School District, located east of I-805 at the intersection of Otay Mesa Place and Masterson Lane	Acquire a portion of this parcel and design and construct a neighborhood park with amenities such as: multipurpose sports fields, a children's play area, picnic facilities, a comfort station, walkways, security lighting, and landscaping.
Via Tercero Neighborhood Park	0.0	3.3	Proposed neighborhood park on a portion of undeveloped, privately-owned parcel located at the south end of Via Tercero, adjacent to the Dairy Mart Ponds open space area	Acquire a portion of this parcel and design and construct a neighborhood park with amenities such as: multipurpose turf areas, a children's play area, picnic facilities, a comfort station, walkways, security lighting, landscaping, and a trailhead linking to potential future trails in the adjacent open space.
Vista Terrace Neighborhood Park	6.2	1.0	Existing neighborhood park with a swimming pool and changing room, tot lot, parking lot, picnic area, multipurpose turf area, and a comfort station. Proposed expansion on the north side of the existing park, on City Park and Recreation Department property, located at Athey Avenue and Smythe Avenue.	Design and construct the 1.0 acre expansion of Vista Terrace Neighborhood Park. Consider a variety of uses ranging from passive seating and landscaping to a community garden or skate park. Design and construct ADA/accessibility upgrades to the children's play area and path of travel and upgrades to the turf and irrigation system in the existing park.

Table 7-1: Population-based Parks and Recreation Facilities Inventory and Recommendations





Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
<b>Mini Parks</b>				
Beyer Boulevard Mini Park	0.0	1.1	Proposed mini park on two undeveloped privately-owned parcels located on the south side of Beyer Boulevard between West Park Avenue and I-805.	Acquire one parcel and a portion of the adjacent parcel and design and construct a mini park with amenities such as: multipurpose turf areas, a children’s play area, picnic facilities, walkways, security lighting, and landscaping. Pursue inclusion of a pocket park if the site is developed as a future library. A joint-use agreement with the Library Department may be required.
Bolton Hall Road Mini Park	0.0	1.0	Proposed mini park on a portion of privately-owned property located at the southeast corner of Bolton Hall Road and East San Ysidro Boulevard.	For the undeveloped portion of this site, either pursue a lot line adjustment to create two parcels and acquire the undeveloped portion, or pursue a public recreation easement granted by the owner. Design and construct a mini park with amenities such as multipurpose turf and hardscape areas, picnic facilities, security lighting and landscaping.
Calle Primera Mini Park	0.0	2.65	Proposed mini park on one undeveloped privately-owned parcel, located on the north side of Calle Primera.	Acquire, design, and construct a mini park with amenities such as: a plaza area, public kiosk, multipurpose turf areas, children’s play areas, picnic facilities, walkways, and landscaping.



Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

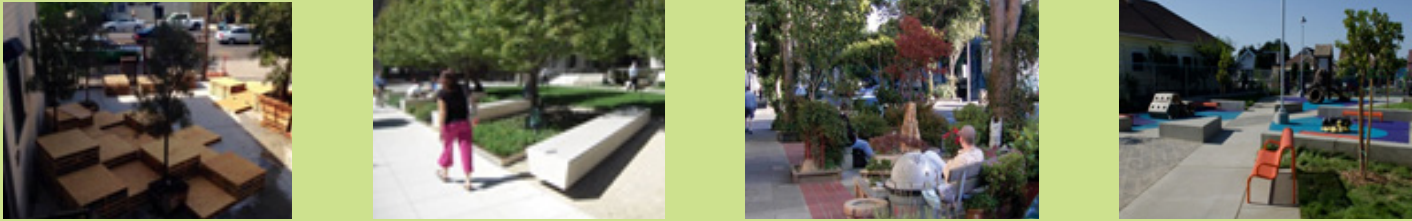
Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
Camino del Progreso Mini Park	0.0	1.0	Proposed mini park on two undeveloped privately owned parcels, located east of Smythe Avenue and accessed from Camino del Progreso	Acquire, design, and construct a mini park with amenities such as: multipurpose turf areas, children’s play areas, viewpoints, picnic facilities, seating, walkways, and landscaping.
Colonel Irving Salomon/San Ysidro Activity Center Mini Park	1.10	0.35	Existing mini park with an activity center, parking area, and an undeveloped area of the Activity Center	Design and construct a children’s play area and half-court basketball court in the undeveloped area at the rear of the Activity Center; parking lot and path of travel ADA/accessibility upgrades; additional security lighting and upgrades to existing security lighting.
Sycamore Road Mini Park	0.0	1.0	Proposed mini park on one undeveloped, privately-owned parcel, located on the west side of Sycamore Road between Sunrise Drive and San Ysidro Athletic Area/Larsen Field.	Acquire, design, and construct a mini park with amenities such as: multipurpose turf areas, children’s play areas, picnic facilities, walkways, and landscaping.
<b>Pocket Parks/ Plazas</b>				
Alaquinas Drive Pocket Park	0.0	0.47	Proposed pocket park on one undeveloped privately-owned parcel located adjacent to I-805 on the east side of Alaquinas Drive north of Mt. Carmel Drive	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children’s play areas, picnic facilities, walkways, and landscaping.

Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
Alverson Road Pocket Park	0.0	0.76	Proposed pocket park on three undeveloped privately-owned parcels located south of Sunset Elementary School, on the east side of Alverson Road, between Sunset Lane and West San Ysidro Boulevard	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children’s play areas, picnic facilities, walkways, and landscaping.
Blackshaw Lane Plaza	0.0	0.1	Proposed plaza on an undeveloped portion of a street right-of-way located on the southeast corner of Blackshaw Lane and South Vista Avenue, near the east end of the proposed S. Vista Avenue Linear Park.	Vacate, design and construct a plaza with amenities such as seating, tables, a shade structure, and landscaping.
Blanche Street Pocket Park	0.0	0.17	Proposed pocket park on a portion of undeveloped privately-owned parcel located at the intersection of Blanche and Tennie Streets	Acquire a portion of the site, design, and construct a pocket park with park amenities such as a community garden or plaza, and provide an information kiosk.
Caithness Drive Pocket Park	0.0	0.65	Proposed pocket park on one undeveloped privately-owned parcel located at the intersection of Del Sur Boulevard and Caithness Drive	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.
Camino de la Plaza Pocket Park	0.0	0.61	Proposed plaza/pocket park on undeveloped City owned property managed by the Library Department located at the southeast corner of Camino de la Plaza and Sipes Lane.	Design, and construct a pocket park with park amenities such as: a plaza, multipurpose turf areas, children’s play area, picnic facilities, seating, and landscaping.
Cypress Drive Pocket Park	0.0	0.65	Proposed pocket park on one undeveloped privately-owned parcel located at the northwest corner of Blanche Street and Cypress Drive.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping. Incorporate the required public park acreage on site if the site developed with residential uses.

Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
East Beyer Boulevard Pocket Park	0.0	0.5	Proposed pocket park on undeveloped City owned property managed by the Public Utilities Department located at the southwest corner of Beyer Boulevard and East Beyer Boulevard.	Acquire, design and construct a pocket park with park amenities such as: multipurpose turf areas, children's play area, a skate park, picnic facilities, a viewpoint, seating, and landscaping.
Foothill Road Pocket Park	0.0	0.27	Proposed pocket park on one undeveloped privately-owned parcel located on the south side of Foothill Road between Cherry Tree Place and Smythe Avenue.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.
Hill Street/E. Beyer Boulevard Pocket Park	0.0	0.83	Proposed pocket park on one undeveloped privately-owned parcel located on the west side of East Beyer Boulevard and Hill Street.	Acquire, design and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.
Old Fire Station #29 Pocket Park	0.0	0.32	Proposed plaza/pocket park on City Park and Recreation Department property which is the former Fire Station #29 site located on the north side of West San Ysidro Boulevard.	Demolition of existing structure. Design and construct a pocket park with park amenities such as: a plaza, public gathering areas, stage/amphitheater, picnic facilities, seating, and landscaping.
Park Avenue Pocket Park	0.0	0.16	Proposed pocket park on one undeveloped privately-owned parcel located at 213 West Park Avenue, between Cypress Drive and West Park Avenue.	Acquire, design, and construct a pocket park with amenities such as: picnic facilities, seating, walkways, and landscaping.
Sellsway Street Pocket Park	0.0	0.32	Proposed pocket park on two undeveloped, privately-owned parcels, located on the north side of Sellsway Street, between Cottonwood Road and Cypress Drive.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.



Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks And Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
Smythe Avenue Pocket Park	0.0	0.13	Proposed pocket park on City owned land managed by the Real Estate Assets Department located at the northwest corner of Smythe Avenue and Foothill Road	Design and construct a pocket park with amenities such as: picnic facilities, seating, walkways, and landscaping.
Sunrise Drive Pocket Park	0.0	0.85	Proposed pocket park on a portion of privately-owned parcel located at the southern terminus of Sunrise Drive.	Pursue a lot line adjustment to create two parcels. Acquire the undeveloped portion of the site. Design and construct a pocket park with amenities such as: multipurpose turf areas, children's play area, picnic facilities, seating, walkways, and landscaping.
Sunset Lane Pocket Park	0.0	0.33	Proposed pocket park on one undeveloped privately-owned parcel, located on the northeast corner of Averil Road and Sunset Lane.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.
Vista Lane North Pocket Park	0.0	0.21	Proposed pocket park on a portion of privately-owned parcel located on the north side of Vista Lane, east of Peaceful Court, at the west end of the proposed S. Vista Avenue Linear Park.	Pursue a lot line adjustment to create two parcels. Acquire the undeveloped portion of the site. Design and construct a pocket park with amenities such as: multipurpose turf area or plaza, picnic facilities, a shade structure, seating, walkways, and landscaping.
Vista Lane South Pocket Park	0.0	0.36	Proposed pocket park on one undeveloped privately-owned parcel located on the south side of Vista Lane, east of Peaceful Court.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.

Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations


Parks And Recreation Facilities	Existing Square Feet	Proposed Square Feet	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
<b>Recreation Centers</b>				
Cesar Chavez Recreation Center	12,997	0	Existing 12,997 square foot recreation center. This facility contains a gymnasium, a kitchen, a multipurpose/meeting room, an office, and bathrooms.	Design and construct upgrades to the recreation center, including interior ADA/accessibility improvements, and refurbish or replace the gymnasium floor.
Colonel Irving Salomon / San Ysidro Activity Center	13,976	0	Existing 13,976 square foot recreation center. This facility contains a gymnasium, two multipurpose meeting rooms (one is a teen center), a weight room, two offices, and bathrooms.	Design and construct upgrades to the recreation center, including refurbishment of the gymnasium floor, building foundation repairs, a new air conditioning system, and ADA/accessibility upgrades.
San Ysidro Recreation Center	7,854	0	Existing 7,854 square foot facility that is leased to and operated by Casa Familiar. This facility contains a gymnasium, weight room, meeting room, a kitchen, and an office.	Design and construct refurbishment of the gymnasium floor.
San Ysidro Senior Citizens Center	2,344	0	Existing 2,344 square foot facility that is leased to and operated by Casa Familiar. This facility contains a reception hall/meeting room, a kitchen, an office, and bathrooms.	Design and construct upgrades to the Senior Center, including roof replacement, ADA/accessibility upgrades to the interior of the facility, and the parking lot.

Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations






Parks And Recreation Facilities		Existing Square Feet	Proposed Square Feet	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
<b>Aquatics Complex</b>					
Vista Terrace Aquatic Complex		N/A	N/A	Existing aquatic complex contains a swimming pool, locker rooms, storage space, and an office.	Demolish the existing swimming pool; design and construction and expanded aquatic complex.
Parks Equivalency	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions		Parks And Recreation Facilities Recommendations
					
<b>Joint Use Facilities</b>					
La Mirada Elementary School	4.65	1.25	Existing joint-use facility with a turfed, multi-use field and running track.		Design and construct a turfed, multi-purpose baseball/softball field with backstop, a viewing/picnic area, fencing, and landscaping, approximately 1.25 acres, within the undeveloped portion of the joint-use area.
<b>Non-Traditional Park Sites</b>					



Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks Equivalency	Existing Usable Acreage	Proposed Usable Acreage	Parks And Recreation Facilities Descriptions	Parks And Recreation Facilities Recommendations
Beyer Boulevard Linear Park	0.0	2.5	Proposed linear park on undeveloped portions of Metropolitan Transit System (MTS) right-of-way, located between Dairy Mart Road and Smythe Avenue, north of the trolley tracks.	Obtain a license from MTS for use of the property. Design and construct a linear park, in appropriate locations, with active and passive amenities such as: pathways and walking track, exercise and fitness stations, children's play areas, picnic facilities, shade structures, seating, and landscaping.
S. Vista Avenue Linear Park	0.0	0.85	Proposed linear park on undeveloped portions of Metropolitan Transit System (MTS) right-of-way, located between Peaceful Court and Blackshaw Lane/ Smythe Avenue Crossing, south of the trolley tracks.	Obtain a license from MTS for use of the property. Design and construct a linear park, in appropriate locations, with active and passive amenities such as: pathways and walking track, exercise and fitness stations, children's play areas, picnic facilities, shade structures, seating, and landscaping.

Table 7-2: Population-Based Parks and Recreation Facilities Inventory Summary

Population Based Parks	Usable Acres
Existing Population-based Parks and Park Equivalencies	41.65 ac.
Proposed Population-based Parks and Park Equivalencies	32.29 ac.
Total Existing and Proposed Population-based Parks and Equivalencies	73.92 ac.
Population-based Park Requirements at full community development	108.36 ac.
Population-based Park deficit at full community development	34.44 ac.

Recreation And Senior Centers	Square Feet
Existing Recreation Center: Cesar Chavez Recreation Center	12,997
Existing Recreation Center: Colonel Irving Salomon / San Ysidro Activity Center	13,976
Existing Recreation Center: San Ysidro Recreation Center	7,854
Existing Senior Center: San Ysidro Senior Citizens Center	2,344
Total Existing Recreation Centers	37,171
Recreation Center Requirement at full community development	26,350
Population-based Park deficit at full community development	No Deficit

Aquatics Complex	Unit
Existing Aquatics Complex: Vista Terrace Aquatics Complex	1
Aquatics Complexes Requirement at full community development	0.77
Aquatic Complex deficit at full community development	No Deficit

The community plan identifies potential new population-based parks land and park equivalency sites within San Ysidro. These additional park sites represent significant achievements towards implementing the community's goals. The existing Aquatic Complex and Recreation Centers meet the General Plan guidelines and will serve the community at full projected development. Staff will continue to work with community members to seek future opportunities for the provision of parks and recreation facilities. In addition to the inclusion of these projects in the San Ysidro Impact Fee Study, identification of potential donations, grants and other funding sources for project implementation will be an ongoing effort. **Figure 7-1 Parks, Recreation Facilities, and Open Space Map**, depicts the approximate locations of existing and proposed parks, recreation facilities, park equivalencies and open space lands.

#### Policies

- |       |   |       |  |
|-------|---|-------|--|
| 7.1.1 | Design and construct the City-owned sites that are identified in Table 7-1 as population-based parks.   | 7.1.4 | As City and other public agency land or buildings are redeveloped, incorporate active or passive recreation into buildings, support facilities (e.g., parking structures), or the surrounding exterior lands where space allows.   |
| 7.1.2 | Acquire, design, and develop privately-owned sites as population-based parks that are identified in General Plan Table RE-1. Pursue acquisition of other potential population-based parks sites as opportunities arise.   | 7.1.5 | Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate and legally defensible, to provide for park and recreation uses (see Policy 4.5.15 and Policy 8.5.4).   |
| 7.1.3 | Pursue the land acquisition, design, and construction of new public parks and recreation facilities with a special effort to locate them in park deficient areas of the community. Seek opportunities to increase park land through urban infill and redevelopment proposals and acquisition of available property. | 7.1.6 | Pursue opportunities for joint use of recreational facilities with San Ysidro's school districts, the County of San Diego, Caltrans, MTS, and other public or private entities.  |
|       |   | 7.1.7 | In areas of the community where there are land constraints, encourage new private development proposals to include recreational facilities within their land holdings to serve San Ysidro residents. Provision of park and recreational facilities should be considered in publicly accessible, non-traditional locations, such as the rooftops of buildings and parking structures, and within new buildings. |
|       |   | 7.1.8 | During the subdivision process, parks should be planned comprehensively with the overall development. Locate new parks adjacent to streets and as focal points of the planned development.   |





- 7.1.9 In the development of the Eastern Hillside area, use master or specific plans to determine the specific quantity, locations, and acreages of population-based parks based on General Plan guidelines (also see Section 2.7 and Policy 2.7.2).
- 7.1.10 Complete the Beyer Park General Development Plan (GDP), and design and construct the planned improvements.
- 7.1.11 Include a skate park at Beyer Park, and a second skate park at either Vista Terrace Neighborhood Park expansion or the East Beyer Boulevard Pocket Park.
- 7.1.12 Design and construct a public plaza at the old Fire Station #29 site, located on San Ysidro Boulevard. Design of the site should encourage linkages with the future Blanche Street Pocket Park.
- 7.1.13 Design and construct a comfort station and lighting for the basketball courts at Howard Lane Neighborhood Park.
- 7.1.14 Pursue a license agreement with the San Diego Metropolitan Transit System (MTS) for the development of a linear park on the MTS property, located on the south side of Beyer Boulevard between Dairy Mart Road and Smythe Avenue, north of the trolley tracks. Design and construct linear park amenities such as: exercise and fitness stations, picnic facilities, shade structures, information kiosks, seating, landscaping, and security lighting.



*Future facilities should incorporate a variety of amenities in recreation areas.*

- 7.1.15 Pursue an agreement with the County of San Diego for joint use of the County’s planned Tijuana River Valley Regional Sports Complex. This will be located on approximately 63 acres of County-owned land within the boundaries of the Tijuana River Valley Regional Park, on Sunset Avenue, between Hollister Street and International Road. The future recreational facility may include amenities such as: lighted baseball; softball and soccer fields; spectator seating; running tracks; multi-use turf areas; basketball and tennis courts; children’s play areas; comfort stations; and concession facilities.
- 7.1.16 Pursue an agreement with the County of San Diego for joint use of trails within the boundaries of the Tijuana River Valley Regional Park. Future trails may include amenities such as: trailheads, staging areas and viewing areas/overlooks; educational/interpretive exhibits; exercise facilities; shade structures; and seating.
- 7.1.17 Pursue lease agreements with Caltrans for the development of freeways lids (bridge decks) over Interstate-5, to be improved with park facilities. Two potential locations are: 1) The Olive Drive Terminus in the vicinity of the existing Willow Road pedestrian bridge (see Section 4.6, Olive Drive Terminus); and 2) expansion of the Camino De La Plaza bridge.

## 7.2 PRESERVATION

The demand for park and recreation opportunities will increase as the population of the San Ysidro Community continues to grow. Undeveloped land for parks has already become difficult to find in the San Ysidro Community making improvements of the existing parks, recreation facilities and open space lands essential to providing recreation opportunities in this community. As a result it will be important to increase their life span, or expand their uses and sustainability. Within new and existing parks all new enhancements or retrofits should include water conservation, storm water management, increase the urban forest, and where possible environmental education. This can be achieved by: limiting lawn areas for active use and irrigated with high efficiency technology or recycled water to conserve water; decrease the amount of impervious surfaces within parks to allow storm water to filter back into the soil; provide trees to provide shade as well as to shade buildings, and parking lots; and locate interpretive signs to provide environmental education.

The three Recreation Centers in San Ysidro will continue to serve as the main Recreation Centers for the community, but with increased demand and usage, the buildings will need to be upgraded and designed with sustainable and ‘green’ technology features, and these upgrades could serve as a model for other public and private development.

Natural open space can also provide opportunities to combine preservation and recreation. The open space lands existing in San Ysidro consist of Dairy Mart Ponds and the Eastern Open Space area. Both of these areas are identified in the City’s Multiple Species Conservation Program (MSCP) and mapped as a Multi-Habitat Planning Area (MHPA). The MSCP is the City’s comprehensive



habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities in the San Diego region. The MHPA is the actual mapping of these core biological resource areas and corridors targeted for conservation. Trails and passive uses are allowed in the MHPA. Any future improvements should be located to minimize impacts to natural resources and still provide recreation value.

**Policies**

- 7.2.1 Enhance the quality of existing parks and the design of new parks with physical improvements and maintenance and operations practices that provide: water conservation and stormwater management; increase the urban forest and use of drought-tolerant plant species; and provide environmental education programs.
- 7.2.2 When existing Recreation Centers are upgraded to meet increased demand, the new improvements should to the extent possible, reuse building materials; use materials that have recycled content; use materials that are derived from sustainable or rapidly renewable sources; and implement the purpose and standards of Council Policy 900-14.
- 7.2.3 Protect and enhance Dairy Mart Ponds and the Eastern Open Space area by locating any future passive recreation uses in the least sensitive areas of sensitive habitats.
- 7.2.4 Ensure that all new private development, adjacent to wetlands and sensitive resources, is designed to minimize adverse effects to the resources.
- 7.2.5 Provide sufficient personnel and economic resources to preserve and enhance the existing parks, recreation facilities, and open space lands.



*Accessibility to parks and open space and a variety of amenities should be provided in public recreation areas.*

## 7.3 ACCESSIBILITY

Accessibility within the San Ysidro Community has three main components: 1) whenever possible, recreation facilities should be located within walking distance of neighborhoods and employment centers; 2) recreation facilities should be accessible to the broadest population possible, and 3) recreation facilities should be open for use by the general public with a balance between programmed and non-programmed activities.

All parks within the San Ysidro Community should be planned to be linked by a network of existing and proposed public transportation, bikeways, and pedestrian paths. Beyer Boulevard provides an opportunity to link several public parks together. By reducing the extra wide existing street right-of-way, a new pedestrian pathway could be provided with street trees, benches, and wayfinding signs to the public parks. Another opportunity to increase accessibility within the community is to provide park kiosk signs at each community and neighborhood parks. Within the park kiosk sign would be a community map showing the location of all public parks and all available mass transit routes, bike paths, and pedestrian paths connecting each park.

All new and existing parks and recreation facilities within the San Ysidro Community are required to meet federal, state, and local accessibility guidelines when they are constructed or retrofitted for improvements or upgrades. This could include: adding accessible pedestrian ramps; providing paved pathways at acceptable gradients that lead from a public street sidewalk, from a parking area to a children's play area, or from another park destination (referred to as the "path of travel"); providing disabled parking spaces; remodeling restrooms and building interiors; and providing interpretive signage along a nature trail.

Accessibility also means the availability of active and passive recreation to all community residents. The existing Recreation Centers and multi-use fields are programmed to allow organized sport leagues use of the facilities at specific times while making the facilities available for open, unstructured play or impromptu uses. The schedule is adjusted each year to make sure a balance is provided for the community residents. Future park and recreation facilities should be designed to accommodate a variety of uses as determined by community input consistent with General Plan Guidelines. When special uses are designed into parks, such as dog off-leash areas or community gardens, these areas should also include amenities, such as pathways, benches, or picnic tables on the perimeter that could accommodate more than one type of user and enhance the recreational experience.

### Policies

- 7.3.1 Provide a multi-modal circulation system linking parks, recreation facilities and open space lands that includes access to public transit, bike routes, and pedestrian paths.
- 7.3.2 Provide information kiosks, park maps, and other wayfinding measures at recreation facilities that identify all public parks in San Ysidro and how they can be accessed by public transit, bike routes, or pedestrian paths.
- 7.3.3 Retrofit all existing parks, recreation centers, and the aquatic complexes to meet federal, state, and local accessibility guidelines.
- 7.3.4 Provide a balance of programmed activities and non-programmed activities at recreation facilities for the San Ysidro community.



## 7.4 OPEN SPACE LANDS & RESOURCE-BASED PARKS

Open space lands are located within canyons, mesas and other natural land forms. Open space is intended to preserve and protect native habitats of flora and fauna while providing responsible, public access through hiking, biking and equestrian trails. Open space lands are typically free from development and kept in their natural state to protect their biological resources and habitat value. In San Ysidro, there are two open space lands: Dairy Mart Ponds and the Eastern Open Space.

The Dairy Mart Ponds, contain approximately 113 acres of wetland habitat, with 88 acres in the San Ysidro community planning area. This area is located adjacent to Dairy Mart Road, southwest of I-5. It has several owners including: the State of California Wildlife Conservation Board, the County of San Diego, the City of San Diego and private ownership. The site is one of the community's major natural resources, featuring naturalized ponds, wetland and native habitat.

The Eastern Open Space, approximately 61 acres of privately owned land, is located on the community's eastern boundary. It forms San Ysidro's major visual private open space area and dramatically frames the eastern portion of the community. This private open space area is adjacent to the public open space network in the Otay Mesa Community.

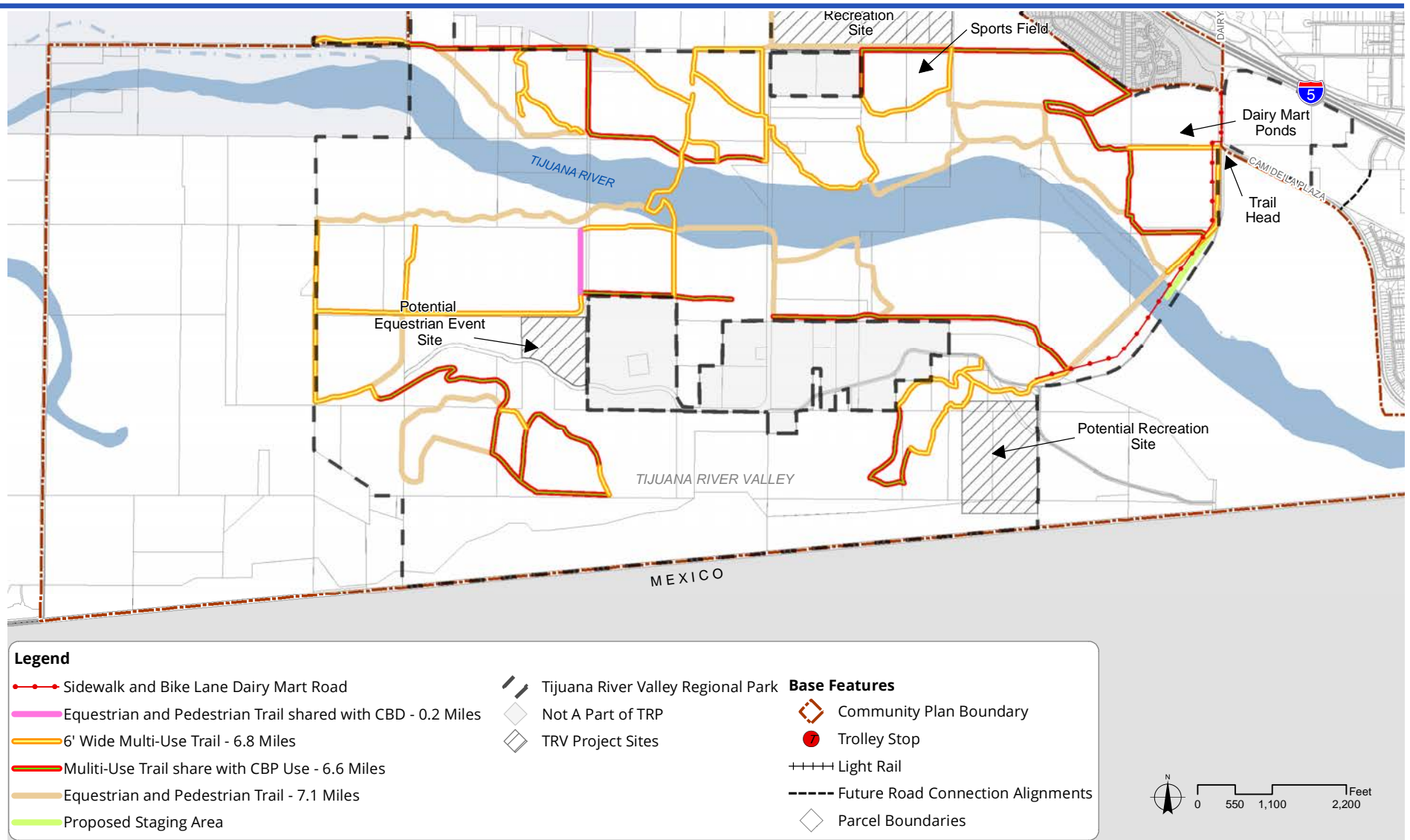
While there are no resource-based parks within San Ysidro, the Tijuana River Valley Regional Park is a large resource-based park adjacent to the western boundary of the community (see **Figure 7-2, Tijuana River Valley Parks and Trails**). The Tijuana River Valley Regional Park, approximately 2,500 acres, is immediately to the west of San Ysidro. The river valley provides an open, natural area in an

otherwise urban atmosphere. Although not within the San Ysidro Community Plan boundaries, the river valley has a dramatic visual impact on the community and offers one of the best and largest remaining examples of coastal wetlands.

### Policies

- 7.4.1 Maintain and preserve the sensitive habitat at the Dairy Mart Ponds by locating any future trails, consistent with the City's Multiple Species Conservation Program, and by providing interpretive signs on the significance of the site at key locations.
- 7.4.2 Within the Eastern Open Space, identify future trail connections to the Otay Mesa Trail System and to the future trails located in Beyer Neighborhood Park. Provide wayfinding trailhead kiosk signs and interpretive signs that educate the community on the Open Space.
- 7.4.3 Create a link from San Ysidro to the Tijuana River Valley Regional Park. This connection could be located within the Dairy Mart Ponds or from pedestrian sidewalks along Camino de la Plaza and connect to the existing County of San Diego's trailhead kiosk at the intersection of Dairy Mart Road and Camino de la Plaza.

Figure 7-2: Tijuana River Valley Parks and Trails



Note: This map was compiled from information provided by the County of San Diego and is intended for general illustrative purposes. Proposed park sites and trail alignments are subject to change.

# Conservation | 8



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## Discussion

The San Ysidro Community Plan Conservation Element builds on the General Plan Conservation Element with policies tailored to conditions in San Ysidro. The Conservation Element contains policies on how to meet the City's sustainable development goals in areas that have been identified as suitable for development. Water is identified as a critical issue, as well as the need for urban runoff management techniques. The Community Plan is also responsive to state legislation calling for greenhouse gas emission reductions, to be achieved in part, through coordinated land use and transportation planning, and through more sustainable development practices. The Conservation Element also addresses open space and habitat protection. Finally, the community's location next to the international border and the high volumes of truck traffic associated with the border, present additional environmental challenges and opportunities. For additional conservation related policies cross reference SYCP Sections 4.3, and 7.2, and GP Conservation Element and Sections RE-C and RE-F.



## Goals

- A healthy and sustainable community at the border
- Application of the highest possible standards for environmentally sensitive design and sustainable development practices
- Responsible stewardship for open space lands and sensitive resources
- Assured water supply to meet future needs
- Implementation of urban runoff management techniques
- A community-wide urban forest
- Local food generation through community farms and gardens
- Safe and healthy air quality within San Ysidro



## 8.1 SUSTAINABILITY

The City of San Diego’s sustainable development strategies seek to improve the region’s ecology, economy, and equity while protecting the rights of future generations. These strategies are becoming increasingly important as local, state, and national efforts accelerate to curb global climate change. Citywide climate change policies are found in the General Plan Conservation Element and Climate Action Plan, Section A. The San Ysidro Community Plan provides additional specificity related to water recycling and conservation, and alternative energy generation. The Community Plan also encourages implementation of green building measures, and community farms and gardens.

Climate change impacts in San Diego could result in a hotter and drier climate, water supply shortages, more frequent and intense wildfires, increasingly unhealthy air quality, sea level rise, and threats to the survival of native plants and wildlife species. Although a global issue, the community can help reduce practices that contribute to climate change and devise local plans to adapt to anticipated changes.

Conservation Element policies address: development and use of sustainable energy types, including solar; reuse or recycling of building material; adaptively retrofitting and reusing existing buildings; constructing energy-efficient buildings with healthy and energy-efficient interior environments; creating quality outdoor living spaces; improving recycling programs; water resources management, sustainable local food practices, and other issues.

### Policies

8.1.1 Implement applicable General Plan sustainable development and resource management goals and policies, as discussed in its Conservation Element and the Urban Design Element.

8.1.2 Assure that required recycling facilities for buildings with alleys are accessible from the alleys, but do not encourage the alley right-of-way to become the location for the recycling containers. Recycling containers should be located on private property.

8.1.3 In residential and mixed-use locations, create quality outdoor spaces that offer protection from excess noise, and are designed to minimize shadow impacts and maximize the positive effects of breezes for natural cooling. See also the **Urban Design Element**.

8.1.4 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

8.1.5 Continue to monitor the mode share within TPAs within the community in support of the CAP Annual Monitoring Report Program.

8.1.6 Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including:

- Providing additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible,
- Coordinating with regional transit planners to identify transit right-of-way and priority measures to support existing and planned transit routes, Prioritizing for implementation the highest priority bicycle and pedestrian improvements that align with “Vision Zero,”

- Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs,
- Promoting bicycle and car sharing programs,
- Applying the CAP consistency checklist as a part of the development permit review process, as applicable, and
- Supporting and implementing improvements to enhance transit accessibility and operations, as feasible.

## 8.2 RESOURCE MANAGEMENT & PRESERVATION

San Ysidro has approximately 181 acres (ten percent of the community planning area) designated as open space. The open space areas include the Dairy Mart Ponds in the southwestern portion of San Ysidro, and the steep slopes on the community's eastern boundary. The Dairy Mart Ponds, are comprised of approximately 113 acres of wetland habitat, 88 of which are in the San Ysidro community planning area, and are one of the community's major natural resources. They are located off of Dairy Mart Road, southwest of I-5.

The steep slopes on the community's eastern boundary are one of San Ysidro's major visual resources and dramatically frame the eastern portion of the community. They are immediately adjacent to the open space network in the Otay Mesa Community Plan area. The steep slopes area has been identified as containing unstable soils.

The Tijuana River Valley, immediately to the west of San Ysidro, is another designated open space area. The Tijuana River Valley includes the floodplain extending west of the Tijuana River Levee, Border

Field State Park, and the Tijuana River National Estuarine Research Reserve. Located between the cities of Tijuana and San Diego, the river valley provides an open, natural area in an otherwise urban atmosphere. Although not within the San Ysidro Community Plan boundaries, the river valley has a dramatic visual impact on that community, and serves as its major natural resource. The opportunity exists to provide multi-modal trail connections to the river valley to the west, and to Otay Mesa to the east.



*Views of the Dairy Mart Ponds and the Tijuana River Valley.*





## Multiple Species Conservation Program

Some lands within the Dairy Mart Ponds area and the Tijuana River Valley are within the Multiple Species Conservation Program (MSCP) and Multi Habitat Planning Area (MHPA). The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program for southwestern San Diego County. The MSCP preserves a network of habitat and open space, protecting biodiversity, and enhancing the region's quality of life. The plan is designed to preserve native vegetation and meet the habitat needs of multiple species.

## Coastal Resources

After the adoption of the MSCP by the San Diego City Council in March 1997, the Local Coastal Program's goals of the Tijuana River Valley Plan Local Coastal Program (LCP) was updated to correspond to the vision for the Tijuana River Valley, as primarily a regional park and natural estuary. The land uses in the Tijuana River Valley focus almost exclusively on long-term restoration, enhancement, and preservation of the natural ecosystem in the area.

## Environmentally Sensitive Lands (ESL) Regulations

The purpose of the City's Environmentally Sensitive Lands (ESL) regulations are to protect, preserve, and where damaged, restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. The ESL regulations, as part of the municipal code, and the accompanying Biology, Steep Hillside, and Coastal Bluffs and Beach's Guidelines serve as standards for the determination of impacts and mitigation under the California Environmental Quality Act and the California Coastal Act. These standards also serve to implement the Multiple Species Conservation

Program by placing priority on the preservation of biological resources within the Multiple Habitat Planning Area, as identified in the City of San Diego Subarea Plan. Within wetland areas, state, and federal laws and regulations regulate adverse impacts to wetlands and listed species habitat.

### Policies

- 8.2.1 Implement the Environmentally Sensitive Lands regulations, related to biological resources and steep hillsides, for all new development. Plan development to minimize grading and relate to the topography and natural features of the San Ysidro Hillsides.
- 8.2.2 Implement the MSCP Adjacency Guidelines through the project review process for properties in proximity to the Dairy Mart Ponds and Tijuana River Valley.
- 8.2.3 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs, through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation.
- 8.2.4 Incorporate hands-on learning via neighborhood hikes or other initiatives that present information in a manner that will increase interest in the natural world.
- 8.2.5 Incorporate interpretive information on kiosks and in tour guides that identify historic or open space areas, in order to raise awareness and appreciation of the value of the areas in the community.



- 8.2.6 Implement the City’s Environmentally Sensitive Lands regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the Coastal Act.
- 8.2.7 The potential future roadway alignment study area (see **Figure 3-8**) is within a potential Environmentally Sensitive Habitat Area (ESHA) per the Coastal Act. Prior to determining an alignment for the Calle Primera roadway extension, conduct a survey of the study area to delineate ESHA boundaries. ESHA is defined by the Coastal Act as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and developments. Such areas are critically important for the survival of species or valuable for maintaining biodiversity.
- 8.2.8 Minimize and evaluate the use of night lighting adjacent to sensitive habitat areas, consistent with MHPA Adjacency Guidelines, ESL Regulations, and Outdoor Light Regulations.
- 8.2.9 Encourage the use of special design and window treatment to improve the degree to which new developments are bird-safe. Green design that facilitates bird safety includes: reduction of reflectivity and transparency in glass, the avoidance of light pollution, reduced disturbance to natural landscapes, and biological systems, and lowered energy use.
- 8.2.10 Support re-vegetation of open space areas with native and location-appropriate plant communities, drought-tolerant, and non-invasive plants.
- 8.2.11 Consider new construction within floodplain areas only in accordance with adopted development regulations and incorporation of proper setbacks and buffer areas from wetland areas.
- 8.2.12 Encourage the installation of additional recycling bins on sidewalks in high-use areas, as needed.
- 8.2.13 Encourage new development to meet the requirements of the US Green Building Council (USGBC) Leadership in Environmental Design Program (LEED) certification or equivalent CALGreen standards.
- 8.2.14 Encourage the use of native and location appropriate plant communities, and drought-tolerant landscaping to reduce water usage.
- 8.2.15 Require a Focused Survey Report in accordance with the City of San Diego Biology Guidelines for any project which could potentially impact sensitive resources.

## 8.3 AIR QUALITY

Air is shared by all members of a community, and suitable air quality is important in fostering a healthful living and working environment. Maintaining suitable air quality requires continual attentiveness to mitigate or eliminate unfavorable conditions. Air quality, specifically poor air quality due to air pollution, causes harm to humans, animals, plant life, water quality, and visibility. There are many different sources of air pollution, including naturally occurring and man-made sources. In the San Diego region, 80 percent of air pollution is caused by fossil fuel-burning vehicles. Within San Ysidro, the majority of fossil fuel emissions come from vehicles that travel through the Port of Entry, as discussed in the Mobility Element. As expanded active transportation infrastructure is achieved through implementation of the Mobility Element policies, the San Ysidro community will have options for walking, bicycling, and public transit to reduce GHG emissions and improve the air quality as a result of fewer vehicle miles traveled (also see Section 6.2 on Health and Safety).

### Policies

- 8.3.1 Encourage enforcement of air quality regulations by the San Diego County Air Pollution Control District (APCD).
- 8.3.2 Implement a pattern of land uses that can be served efficiently by a multi-modal transportation system that directly and indirectly minimizes air pollutants.
- 8.3.3 Support the monitoring of particulate pollution at the Port of Entry, and pursue methods of reducing emission, while accommodating the expansion of the Port of Entry activities.

- 8.3.4 Educate businesses and residents on the benefits of alternative modes of transportation, including public transit, walking, bicycling, car and van pooling, and teleworking.
- 8.3.5 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.



*Engage the community in growing food and enhance the urban street with trees and landscaping.*

## 8.4 STREET TREE GUIDELINES

Street tree and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in San Ysidro. As San Ysidro's urban forest grows in size and number, the benefits increase with the growth. These benefits include lower energy consumption, resulting from reduction in the size of the urban heat island; reduced stormwater runoff through absorption of water by the trees; improved air quality, achieved as the trees convert carbon dioxide into oxygen; and an improved pedestrian environment created by providing protection from the heat and glare of the sun. A primary component of the San Ysidro urban forest is the San Ysidro Community Street Tree Plan that can be found in the Appendix.

### Policies

- 8.4.1 Ensure the overall tree cover and other vegetation throughout San Ysidro is no less than 35% in urban residential areas and commercial areas so that the natural landscape is sufficient in mass to provide significant benefits to the City in terms of air and water management.
- 8.4.2 Work with the City's Urban Forestry Division to coordinate the appropriate selection and location of shade-producing trees from the San Ysidro Community Street Tree Plan.
- 8.4.3 Require new development to retain significant and mature trees, where feasible.
- 8.4.4 Support public outreach efforts to educate business owners, residents, and school children on the care of, and environmental benefits of, shade-producing street trees.

- 8.4.5 Plant trees, strategically, to achieve energy savings. Generally, orient tree plantings so that building structures maximize shading and cooling benefits from the canopy spread.
- 8.4.6 Work cooperatively with Caltrans to buffer the community from the freeways with appropriate plant materials, such as the bougainvillea, to create visual separation.

## 8.5 COMMUNITY FARMS & GARDENS

The General Plan encourages the establishment of community farms and gardens as a way to promote sustainability and healthy communities. Local food production is an environmental issue because food that is produced and consumed locally requires less transportation energy. Community gardens offer an opportunity to develop sustainable source of local food within the community.

### Policies

- 8.5.1 Locate community gardens where there is sufficient demand, appropriate land, and where they will not generate adverse impacts on adjacent uses, either on public or private land.
- 8.5.2 Consider locating community gardens adjacent to school facilities and within village locations. See the Urban Design Element for more details.
- 8.5.3 Provide space in new developments or multifamily developments.

- 8.5.4 Locate a community garden near the Dairy Mart Ponds if possible.
- 8.5.5 Seek small, City-owned sites, not suitable for recreation use, as opportunities for community gardens where individuals can supplement their food supply.
- 8.5.6 Identify commercially-designated lots that may be appropriate for commercial farms, where a business person may create income by selling locally-produced agricultural products.
- 8.5.7 Support urban agriculture endeavors in San Ysidro where consistent with other goals of the Community Plan and the City's General Plan.

## 8.6 WATER

Water is provided to San Ysidro by the City of San Diego. The City depends on wholesale water supply by the San Diego County Water Authority (SDCWA). The SDCWA, in turn, obtains most of its imported supply from the Metropolitan Water District (MWD). The City's South Bay Water Reclamation Plant contributes to the water supply by providing local wastewater treatment services and reclaimed water to the South Bay. Its distribution system consists of a pipeline in Dairy Mart Road, which provides recycled water. As part of the Community Plan, a Water Supply Assessment (WSA) from the City of San Diego was prepared.

### Policies

- 8.6.1 Promote the expansion of the reclaimed water distribution system to allow greater use of recycled water.
- 8.6.2 Utilize information, tools, and other resources from the City's Water Conservation Program to increase water conservation opportunities.
- 8.6.3 Require new development and redeveloping properties to use water-conserving plant material and techniques to comply with the landscape water budget of the Municipal Code.
- 8.6.4 Require installation of plumbing to accommodate recycled water as a part of the development review process.

## 8.7 WATERSHED URBAN RUNOFF MANAGEMENT

Urban runoff is stormwater runoff generated from impervious surfaces associated with urbanization. The runoff picks up pollutants from city streets, parking lots, sidewalks, building roofs, and other surfaces, which then enter into the storm drains, creeks, and other receiving waters. Citywide policies for urban runoff management are found in Section E of the General Plan Conservation Element.

Advances in urban runoff management practices now give more consideration to the small runoff quantities that have an erosive effect on local streams, due to the longer duration and greater frequency of occurrence. The practice of managing these flows is referred to as hydromodification management.



The General Plan Conservation Element contains policies to manage urban runoff, including protecting and restoring water bodies and preserving natural attributes floodplains and floodways. The Element also contains policies supporting water quality protection through development practices to protect water quality. The City complies with the requirements of its National Pollutant Discharge Elimination System Permit by documenting Best Management Practices-- designed to prevent pollutants from entering storm water and urban runoff - in its annual Urban Runoff Management Plan.

As shown on **Figure 8-1**, a portion of the community is within the 100 -year floodplain of the Tijuana River and Old Tijuana River and is mapped by the Federal Regulatory Emergency Management Agency (FEMA). The City's Land Development Code contains regulations to guide the location of development and protect health and safety as well as the floodplain.

#### Policies

- 8.7.1 Manage stormwater using Low Impact Development principles for development proposals, and include the most current restrictions/allowances for sustainable development and environmental maintenance.
- 8.7.2 Consider topography, soils, and other site features that are essential when planning for Low Impact Development design.
- 8.7.3 Incorporate sufficient land areas to locate stormwater management facilities early in the planning process.
- 8.7.4 Include Low Impact Development practices, such as bioretention, porous paving, and green roofs, early in the development process to find compatibilities with other goals.
- 8.7.5 Encourage the use of pervious materials in planting areas, driveways, and parking areas.
- 8.7.6 Design streets with sufficient right-of-way to implement quality design practices for runoff management.
- 8.7.7 Encourage private property owners to design or retrofit landscaped areas to better capture stormwater runoff. See the SYCP Public Facilities Element for more details.
- 8.7.8 Identify opportunities for additional hydromodification management measures, such as preserving open space uses for areas that are natural sources of sediment supply for streams. Give particular attention to protecting steep canyon drainages that receive urban runoff from developed mesas.

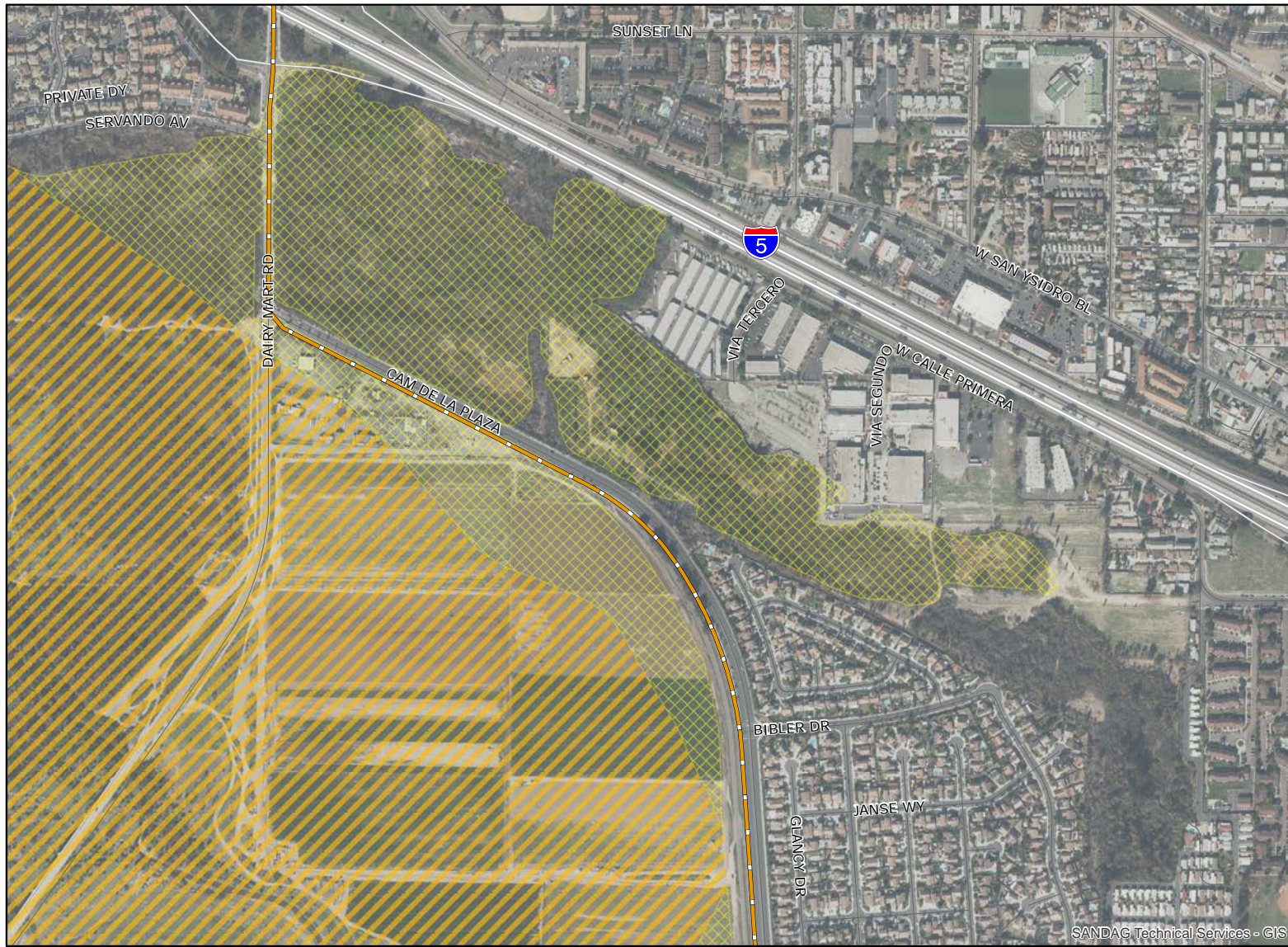
## 8.8 CLIMATE CHANGE AND SEA LEVEL RISE

Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world. The 2012 National Research Council *Sea-Level Rise for the Coasts of California, Oregon, and Washington* report is recommended as the current best available science for sea level rise projections for California south of Cape Mendocino are 2 to 12 inches (4 to 30 cm) by 2030; 5 to 24 inches (12 to 61 cm) by 2050; and 17 to 66 inches (42 to 167 cm) by 2100.

Based on available research, if sea level rise reaches 1.4-1.5 meters (which is considered to be in the intermediate/high range of projections), San Diego could experience some loss of beaches and coastal habitat. The National Oceanic and Atmospheric Administration's Sea Level Rise and Coastal Flooding Impacts Viewer shows street flooding is another possible impact if the sea level rises to this level.



Figure 8-1: 100-Year Floodplain and Floodway



 **San Ysidro - 100 Year Flood Plain/Floodway**  
CITY OF SAN DIEGO • PLANNING DEPARTMENT

 Community Planning Areas  100 Year Floodway  
 100 Year Flood Plain



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February 2017

The California Global Warming Solutions Act (Assembly Bill 32) requires that the State’s global warming emissions be reduced to 1990 levels by the year 2020. In accordance with AB 32, the City of San Diego General Plan discusses climate change and provides a broad range of policies designed to reduce greenhouse gas emissions citywide.

Additionally, the City’s Climate Action Plan more specifically addresses greenhouse gas (GHG) reductions in accordance with AB 32 and to make progress toward meeting more ambitious 2050 GHG reduction goals. The Climate Action Plan addresses the need for the City to prepare a stand-alone Climate Adaptation Plan to proactively prepare for a range of anticipated climate change impacts.

#### Policies

8.8.1 Encourage individual and community-level actions that contribute to implementation of General Plan and Climate Action Plan climate change and sustainability policies. Support development and implementation of city-wide climate mitigation and adaptation measures that could include: innovative programs, regulations and incentives; identification of vulnerable populations, infrastructure and habit, and other means.

8.8.2 Use best available science and site-specific geotechnical reports as needed to assess public and private projects for their vulnerability to impacts from sea level rise and flooding and, if vulnerable, propose a reasonable adaptation strategy. Analyze options for removal or relocation of structures that become threatened by coastal hazards. Use “soft” or “natural” adaptation strategies as a preferred alternative, and limit flood protective devices in special circumstances in accordance with the California Coastal Act and the California Coastal Commission’s 2015 Sea Level Rise Policy Guidance.

8.8.3 Monitor sea level rise impacts and adjust adaptation strategies as needed over time.

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# Historic Preservation | 9



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## Discussion

San Ysidro has played an important role in the City of San Diego’s agricultural and international tourism history. The community contains a number of potential historic resources that date primarily to the Little Landers farming period of the 1910s. San Ysidro has been a residential area enhancing the economy along the border, and primarily housing Mexicans and Mexican Americans since the mid-twentieth century. The community’s connection to the rest of the City and region via railroad, interurban electric streetcars, and freeways, has provided access to employment and leisure activities for residents of the community, as well as commerce for San Ysidro’s establishments. Over time, the character of the area has developed to include residential subdivisions and strip malls, but the heart of old San Ysidro, including its Craftsman bungalows and the City park, remains largely unaltered. There is great opportunity to build on the existing tourism base drawn to the community’s unique cultural influence in the region and its bi-national location by highlighting and celebrating the rich history of San Ysidro.

The Historic Preservation Element contains specific recommendations to address the historical and cultural resources, unique to San Ysidro, in order to encourage appreciation of these resources. These policies, along with the General Plan policies, provide a comprehensive historic preservation strategy for San Ysidro. A complete discussion of the community’s pre-history and history can be found in the Historic Context Statement in the Appendix.

## Goals

- Recognize, preserve, and rehabilitate historically significant buildings, districts, landscaped areas, archaeological sites, and urban environment



“A community is tied to its history. Without knowledge of the individuals who developed the area before us, we are doomed to misunderstand the current issues and miss the opportunities for growth and betterment.”

– Barbara Zaragoza, Local historian and writer

## 9.1 IDENTIFICATION & PRESERVATION

San Ysidro contains a variety of property types and architectural styles, reflecting the significant themes and associated periods of development in the community. Identified themes discussed in the Historic Context Statement (Appendix C) include:

- Pre-history and Spanish Period (1800-1822)
- Rancho Period and Early Border History (1822-1908)
- Agricultural Community (1906-1964)
- Border Town Development (1916-1956)
- Annexation to the City of San Diego and Expansion of the Transportation Infrastructure (1957-Present)

Within each era, growth and evolution of the built environment in San Ysidro are discussed relative to the residential development, commercial development, and institutional and government development.

### Designated Historical Resources

The following buildings in San Ysidro are listed on the San Diego Historic Register:

- El Toreador Motel, 631 San Ysidro Boulevard (HRB #236)
- San Ysidro Public Library, 101-105 San Ysidro Boulevard (HRB #451)
- Harry and Amanda Rundell House, 123 East Seaward Avenue (HRB #820)

In addition, the U.S. Custom House located on the U.S./Mexico border is listed in the National Register of Historic Places. Properties

found to be potentially significant through the reconnaissance survey highlight those properties which may contribute to a potential historic district, or which may be potentially significant as an individual property (refer to **Figure 9-1: Potential Historic Resources**). This survey is provided along with the Historic Context Study found in the Appendix. The Potential Historic District Boundaries were determined with the help of the Historic Context Statement and addresses the possibility of a future Historic District for preservation purposes. The boundary is determined by individual properties in the area that could contribute to a Historic District. The San Ysidro Historic Village boundary is for the Specific Plan and focuses on areas with redevelopment opportunities, such as San Ysidro Blvd and around the Beyer Trolley Station. Within the greater Specific Plan area it addresses circulation and public spaces enhancing the neighborhood vibe connecting these two commercial mixed use locations. The cultural and historic aspects of the Village area are well reflected in the Specific Plan and help shape the urban design chapter.

The pre-history of the San Diego region is evidenced through archaeological remains, representing up to 10,500 years of Native American occupation that are locally characterized by the San Dieguito complex, the Archaic La Jolla and Pauma Complexes, and the Late Prehistoric. Based on ethnographic research and archaeological evaluations, Late Prehistoric materials in southern San Diego County are believed to represent the ancestral Kumeyaay.

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods, and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died



from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day, and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The myths and history that are repeated by the local Native American groups now and at the time of earlier ethnographic research, indicate both their presence here since the time of creation and in some cases, migration from other areas. The Kumeyaay are the identified “Most Likely Descendants” for all Native American human remains found in the City of San Diego.

The valleys and mesas of the Tijuana River Valley, portions of which are in San Ysidro, were relatively undisturbed throughout the Spanish Period. The Ranch Period and Early Border History (1822–1908) is important as the earliest period of Anglo settlement in the San Ysidro area, including the brief existence of the first American town (Tia Juana City) on the north side of the Tijuana River, as well as establishment of the first ranches. Of these ranches, the Belcher homestead is the oldest surviving building in San Ysidro and continues to be used. Other than the ranches, there was no development in the area until after the Treaty of Guadalupe Hildago in 1848, which established the U.S. Mexican border south of San Ysidro. By the mid 1860s, temporary markers were erected at 258 locations across the 1,200 mile border between Brownsville, Texas and San Diego. Border Monument 255 can still be seen today and is located near the Port of Entry building.



*Historic structures in San Ysidro.*

Following the floods of the late 19th century, settlers re-established their homesteads and the small town that had started to develop along the U.S./Mexico border. The small town became an agricultural community in the model of the Country Life Movement, and was known as the Little Landers Colony No. 1 at San Ysidro. The town was named “San Ysidro” after the original rancho grant along the Tia Juana River Valley, which had been named for the patron saint of farmers. The Little Landers Colony struggled in its early years due to the availability of water, but by 1912, the community was well-established. Dairies carried on the agricultural business in San Ysidro after the collapse of the Little Landers Colony, due to the Hatfield Flood of 1916, and maintained a rural belt around the town for a number of years. Agricultural uses continued in San Ysidro after World War II, as border traffic in San Ysidro related to tourism and commercial interests increased. The Little Landers Colony is important because it comprised the earliest development of the present-day town of San Ysidro including: construction of the original neighborhood of Craftsman homes, some of which are still extant; the City park and a few early commercial buildings; the earliest infrastructure and transportation systems, laying the basis for further property development in the town; and much of the parcel and street layout of the old town area. In the early 20th Century, Tia Juana Boulevard, (predecessor to present day San Ysidro Boulevard) ran parallel to the San Diego & Southern Railroad, and North and South Vista Avenues, ran parallel to the San Diego & Arizona railroad. North and South Vista Avenues became known as Sunset Avenue/ Highway 101 by 1928.

The history of San Ysidro is intimately connected to the history of the U.S./Mexican border. As the agricultural community of the Little Landers Colony waned, the community evolved with a new focus on border activity, entertainment, tourism, and civic development.

The following section highlights the impact of events, people, and border activity on the development of San Ysidro. The development of a border town period is important for addressing the needs of a growing population of both residents and tourists from California and Mexico. Americans were attracted into the area because of recreational gambling and horse racing, just over the border, in Tijuana, Mexico, while both Americans and Mexicans were attracted to agricultural employment opportunities in and around San Ysidro. Consequently, the era saw the further construction of single-family residences in the original platted neighborhood, as well as multifamily housing, like the first small apartment buildings and bungalow courts. Commercial development also expanded greatly along San Ysidro Boulevard, and many of these commercial properties remain extant. Institutional facilities, such as the Customs House, public library, and churches were established to service the tourists and/or residents. The town was now a full-fledged city that supported the various economic, social, religious, and recreational needs of the residents and visitors. In 1951, Highway 101 was replaced by “Highway 5” (now Interstate 5), and Highway 101 was converted to Beyer Boulevard and East Beyer Boulevard.

Water concerns from San Ysidro residents and commercial owners precipitated the idea of annexation; the City of San Diego as a whole recognized the importance of the border to the region and voted for annexation in 1957. San Ysidro continued to play an important role in the local, regional, and national economy as the border crossing became the busiest crossing in the U.S. in 1988. The annexation period is important because it represents the transition of a small, relatively sleepy border town to a bustling community, which is today characterized by a heavy influence of Mexican culture and primarily Mexican and Mexican American residents. Further expansion on the transportation infrastructure between San Diego and the border,

including the trolley line extension along the old railroad corridor terminating at the port of entry buildings, has encouraged the growth in the amount of travel between Mexico and California. Development of subdivisions and commercial areas in San Ysidro are indicators of various cultural, economic, and political changes in the last fifty or so years that have promoted both commerce and residency on the U.S. side of the border.

Historic and cultural preservation efforts can be some of the most effective tools used to maintain the character of the community, while stimulating civic pride and inspiring new businesses. San Ysidro is well-positioned to benefit from its history. San Ysidro recognizes the benefits associated with preserving historic resources and creating additional destinations for visitors and residents. Holding cultural events by local organizations and conducting walking tours are methods to increase interest in San Ysidro. Preservation and promotion of these resources could continue to help create new businesses, provide job opportunities, and increase property values by inspiring local job creation, generating tax revenue from consumer purchases, supporting small businesses, and enhancing quality of life and community character.

**Policies**

- 9.1.1 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources.
- 9.1.2 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

- 9.1.3 Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.
- 9.1.4 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to pre-history.
- 9.1.5 Identify, designate, preserve, and restore historic buildings in San Ysidro and encourage their adaptive reuse.
- 9.1.6 Catalogue and preserve historic street lighting and furniture. Maintain and preserve other non-structural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps, and landscaping, to the extent possible.
- 9.1.7 Encourage the reuse of materials and the adaptation of historically significant structures to help sustain the community character.
- 9.1.8 Preserve notable landmarks and areas of historic, architectural, or aesthetic value, to the extent possible.
- 9.1.9 Promote the preservation of buildings and features that provide continuity with the past.

- 9.1.10 Encourage new buildings to express a variety of architectural styles, but to do so with full awareness of and respect for, the height, mass, articulation, and materials of the surrounding historic buildings and culturally significant resources.
- 9.1.11 Look to historic buildings for design, architectural ideas, and inspiration.
- 9.1.12 Complete an intensive-level survey of the potential Little Landers Historic District to determine whether or not the area is eligible for designation as a historic district, either as proposed or in a modified form depending upon the results of the survey.
- 9.1.13 Complete an intensive-level survey of the potential San Ysidro Community Park Cultural Landscape to determine whether or the area is eligible for designation as a cultural landscape with specific focus on the influence of Mexican culture on the physical environment.

## 9.2 EDUCATION, BENEFITS, & INCENTIVES

Revitalization and adaptive reuse of historic buildings and districts have many benefits. These include: conservation of resources, use of existing infrastructure, local job creation, tax revenue from consumer purchases, support to small business development and heritage tourism, and enhancement of the quality of life and community character.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building

Code provides flexibility, in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior’s Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future. In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. Refer to the Public Art Section in the Urban Design Element for guidance regarding artwork and cultural amenities that commemorate San Ysidro’s local history.

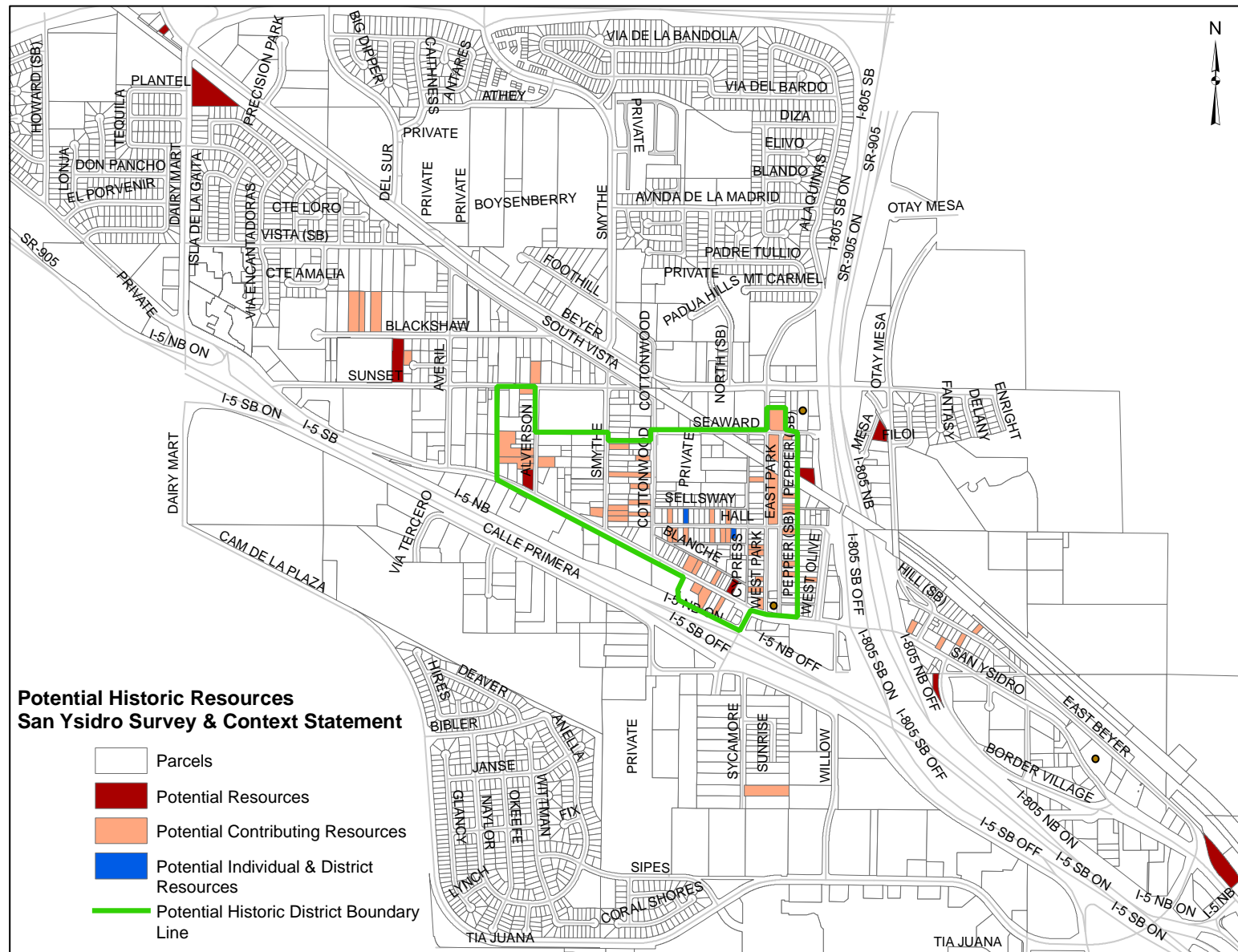
In addition to General Plan Historic Preservation Element Policies, the following recommendations are specific to San Ysidro for implementation of educational opportunities and incentives for preservation of the community’s historical resources.

### Policies

- 9.2.1 Promote San Ysidro’s history through the distribution of printed brochures and walking tours, and the installation of interpretative signs, markers, displays, and exhibits at public buildings and parks. Conduct walking tours of historical resources and protect historical properties and cultural assets (also see Section 4.11).
- 9.2.2 Support the incorporation of public art and cultural amenities that commemorate San Ysidro’s historical resources and character.



Figure 9-1: Potential Historic Resources



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- 9.2.3 Promote the maintenance, restoration, rehabilitation, and continued private ownership and utilization of historic buildings through a variety of financial and development incentives.
- 9.2.4 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements, through a development permit process, as needed.
- 9.2.5 Expand cultural heritage tourism opportunities, such as the preservation of the San Ysidro Boulevard Village area, and encourage its use as a mixed-use entertainment venue.
- 9.2.6 Promote the installation of historic markers and/or plaques, signage and educational materials such as apps or printed brochures to commemorate and interpret the local and regional significance of Highway 101.
- 9.2.7 Partner with interested parties to promote conservation, restoration, educational programs/tours, stewardship, and create cultural tourism programs focusing on the community's heritage.

# Implementation | 10



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## Discussion

The plan establishes a vision and policies to guide future development of the community. It will be used as a reference document for city staff, the community, public agencies, and private developers. The plan's vision for the public realm will be implemented through different funding mechanisms, such as private development, city projects, and other agencies' projects. Implementing the plan will require the active participation of city departments and agencies, regional agencies such as SANDAG, and MTS, and the community.

This plan recommends a number of actions for the City and the San Ysidro community to pursue in order to implement the policies and recommendations of this plan for the entire planning area. These key actions include, but are not limited to:

- Process zoning changes to implement the Land Use Element.
- Approve and regularly update the Impact Fee Study (IFS) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Plan.
- Implement facilities and other public improvements in accordance with the IFS.
- Pursue grant funding to implement unfunded needs identified in the IFS.
- Pursuing a Specific Plan for the San Ysidro Historic Village to implement the Village area.
- Apply project design recommendations when properties develop in accordance with the Plan.
- Pursue formation and maintenance of Assessment Districts, Business Improvement Districts and Parking Districts, as

appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

- Require a Specific Plan for the hillside area.

The implementation strategies that have been identified focus on various incentive programs, financing mechanisms, and improvement priorities that could be considered toward this effort. A list of public facilities projects that implement this plan are contained in the City's San Ysidro Impact Fee Study (IFS). The IFS identifies public facilities that are anticipated to be needed to serve the community from 2016 to 2035 and serves to establish a financing strategy for the provision of those facilities. The San Ysidro Community Planning Group also prioritized this list based on the needs of the community. This list is intended to be continually updated and provides a mechanism to monitor progress and can be used to establish project and funding priorities as part of the City's annual budget process.

## 10.1 INCENTIVE PROGRAMS

This section identifies various entitlement and development incentives that could be used to encourage and facilitate new development and/or rehabilitation and adaptive reuse of existing structures specifically within the Villages.

- **Land Use Entitlements:** Projects that are consistent with and advance the vision, goals and policies of the Plan and underlying zone will have the opportunity to process land use entitlements either ministerially or as a low level discretionary process. This ultimately allows development to proceed on an accelerated basis that saves property owners, business owners, developers, and builder's valuable time and money.

- **San Ysidro Historic Village Specific Plan:** The parking supply, configuration, placement, and access are essential to the function and vitality of the Village area. The Specific Plan will identify guidelines and design alternatives to ensure that parking demand is accounted for while minimizing costs and maximizing shared parking opportunities within the Village area. The Specific Plan will generate realistic concepts that consider the parking, infrastructure, economic, and design opportunities and constraints for the Village area to encourage catalyst projects and to stimulate and streamline village development.

## 10.2 FINANCING MECHANISMS

This section discusses various financing mechanisms that could be used to encourage public and private development and investment in the community. **Table 10-1 City of San Diego Financing Methods** describes potential financing strategies that can be pursued by the City of San Diego, their eligible uses, and parameters in which they can be applied. **Table 10-2 Local, State and Federal Financing Methods** describes potential state and federal funding programs, their eligible uses, and parameters for application. **Table 10-3 Developer/Property Owner/User Financing Methods** describes financing programs that can be directly or in partnership with the City applied to developers, property owners, and users in the Village area, eligible uses, and the parameters for their application.

Implementing public facility improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Updated impact fees for new development.
- Requiring certain public improvements as part of new development.

- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements, etc.

## 10.3 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

Public improvements described in the plan vary widely in range and scope. Some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from the city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. A list of public facilities projects is included in the City's San Ysidro Impact Fee Study and provides a scope, responsible department for the infrastructure, and funding sources. This list of projects is generated by the policies and recommendations within the plan. In undertaking these projects, the City will be making a significant and visible economic commitment to realize the vision of the planning area. These projects will add value and improve the visual character of the area, thereby laying the foundation for future private sector improvements and new development.

The projects are assigned a priority determined through a public process by members of the community planning group. This public process of prioritizing helps decision makers and staff understand the immediate and long term needs of the community. The San Ysidro Community Planning Group will maintain the prioritization of this list and revisit it on occasion. This approach is intended to provide staff a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Plan's vision. In conjunction with the City's annual budget process, the identified projects and their priority may be adjusted given

funding availability, feasibility of implementation, timing of private development, or as new funding opportunities present themselves over time.

Table 10-1: City of San Diego Financing Methods

Funding Mechanism	Capital Improvement Program (CIP)	Deferral of Payments/Fees	Community Development Block Grants (CDBG)/ Section 108
Description	The CIP is the City’s multi-year planning instrument used to facilitate the timing and financing of capital improvements. The CIP identifies the sources of funds available for capital improvement projects.	Deferral of select permits and fees that results in upfront development cost reductions.	<ul style="list-style-type: none"> <li>• Annual grants for use towards economic development, public facilities, and housing rehabilitation.</li> <li>• Section 108 loans provide front-end financing for large-scale community and economic development projects that cannot be financed from annual grants.</li> </ul>
Eligible Uses	<ul style="list-style-type: none"> <li>• Lease or purchase of land and rights-of-way</li> <li>• Construction of buildings or facilities</li> <li>• Public infrastructure construction</li> <li>• Purchase of major equipment and vehicles</li> <li>• Studies and plans associated with capital projects</li> <li>• Projects requiring debt obligation and borrowing</li> </ul>	Permit and fee charges payable to the City.	<ul style="list-style-type: none"> <li>• Acquisition and disposition of property</li> <li>• Clearance and demolition</li> <li>• Public facilities and site work</li> <li>• Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate “blight”</li> </ul>
Funding Parameters	Additionally, the City can elect to dedicate portions of specific General Fund revenues, e.g., TOT, sales tax, etc. to targeted capital improvements if the City determines that sufficient benefit exists for the assistance.	An application must request fee payment deferral as part of their project.	<ul style="list-style-type: none"> <li>• Varies, funds are provided by HUD and administered by cities.</li> </ul>

Table 10-2: Local, State and Federal Financing Methods

Funding Mechanism	California Infrastructure And Economic Development Bank (I-Bank)	Transnet	Proposition 1B
Description	<p>Low cost financing to public agencies for a wide variety of infrastructure projects.</p>	<ul style="list-style-type: none"> <li>• Half-cent sales tax for local transportation projects that has been instrumental in expanding the transportation system, reducing traffic congestion, and bringing critical transit projects to life. Over the next 40 years, TransNet is anticipated to generate \$14 billion for transportation improvement projects and programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006</li> <li>• Approved in 2006, made available \$20 billion for state and local improvement projects</li> </ul>
Eligible Uses	<ul style="list-style-type: none"> <li>• City streets</li> <li>• Educational facilities</li> <li>• Environmental mitigation measures</li> <li>• Parks and recreational facilities</li> <li>• Public transit</li> </ul>	<ul style="list-style-type: none"> <li>• The local half-cent sales tax pays for upgrades to streets, highways, and transit systems, as well as environmental protection.</li> <li>• It is expected to raise \$14 billion for important upgrades – such as adding high occupancy vehicle lanes and transit facilities – to Interstates 5 and 15, and 805, as well as State Route 94.</li> <li>• The TransNet extension also funds local roads, bike and pedestrian paths, smart growth projects, and habitat preservation, as well as new Rapid bus lines and rail service expansion.</li> </ul>	<ul style="list-style-type: none"> <li>• Congestion relief</li> <li>• Improve air quality</li> <li>• Enhance safety and security of transportation systems</li> </ul>



Table 10-2: Local, State and Federal Financing Methods (continued)

Funding Mechanism	California Infrastructure And Economic Development Bank (I-Bank)	Transnet		Proposition 1B
Funding Parameters	The infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.	<ul style="list-style-type: none"> <li>Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D).</li> <li>All projects to be funded with revenues made available under must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP.</li> </ul>		<ul style="list-style-type: none"> <li>Varies, competitive application process</li> <li>The program currently contains \$1.5 million in funds available</li> </ul>
Funding Mechanism	New Market Tax Credits		New Market Tax Credits Propositions 42 And 1A	Proposition 84
Description	The New Markets Tax Credit (NMTC) Program was established in 2000 as part of the Community Renewal Tax Relief Act of 2000. The goal of the program is to spur revitalization efforts of low-income and impoverished communities across the United States and Territories. The NMTC Program provides tax credit incentives to investors for equity investments in certified Community Development Entities, which invest in low-income communities. The credit equals 39% of the investment paid out (5% in each of the first three years, then 6% in the final four years, for a total of 39%) over seven years (more accurately, six years and one day of the seventh year).		<ul style="list-style-type: none"> <li>Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties.</li> </ul>	<ul style="list-style-type: none"> <li>Proposition 84 provides funding for a broad range of projects including water quality; Statewide water planning; protection of coastal waters, rivers, lakes, and streams; wildlife conservation; and sustainable communities and climate change.</li> </ul>

Table 10-2: Local, State and Federal Financing Methods (continued)

Funding Mechanism	New Market Tax Credits	New Market Tax Credits Propositions 42 And 1A	Proposition 84
Eligible Uses	<p>NMTCs are intended to spur the investment of new capital through Qualified Equity Investments (QEIs) in Community Development Entities (CDEs). Each CDE is certified as such by the CDFI Fund and must use substantially all of its QEIs to provide financial support (generally debt or equity financing) called Qualified Low-Income Community Investments (QLICIs) to Qualified Active Low-Income Community Businesses (QALICBs) by public agency.</p>	<ul style="list-style-type: none"> <li>• Congestion relief</li> <li>• Safety enhancements</li> <li>• Local streets repair</li> <li>• Public transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Incentives for the development of local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, and revitalize urban and community centers.</li> <li>• Eligible projects include specific plans, infill plans, zoning ordinances, and other implementation instruments and plans needed for successfully meeting AB 32 greenhouse gas emissions reduction and implementing SB 375, while improving community-wide sustainability.</li> </ul>
Funding Parameters	<p>CDEs obtain NMTCs awards by submitting an application describing the business plan under which they will use NMTC financing to generate community benefits. In order to be competitive, CDEs generally agree (1) to use more than 85% of QEI proceeds to make QLICIs, (2) to provide NMTC financing under terms and conditions significantly more favorable than those provided by conventional sources and (3) to make QLICIs in communities characterized by greater distress than reflected in the NMTC eligibility criteria.</p>	<p>Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program.</p>	<ul style="list-style-type: none"> <li>• A total of \$5.38 billion spread over eight broad project areas. One project area is for Sustainable Communities/Climate Change with a \$580 million allocation.</li> <li>• Applications for funding are to be submitted to the Strategic Growth Council, with grants to be issued for projects ranging from \$100,000 to \$1 million.</li> </ul>

Table 10-2: Local, State and Federal Financing Methods (continued)

Funding Mechanism	Landscaping & Lighting Districts/Parking Districts	Business Improvement Districts (BIDS)	Developer Impact Fees	Exactions
Description	<ul style="list-style-type: none"> <li>Assessment on properties located within a specific district that benefit from landscaping and/or parking.</li> <li>Alternatively, collection of parking in-lieu fees on new development in lieu of on-site parking.</li> </ul>	Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area.	Fees paid by developers to pay all or a portion of the costs of any public facilities related to the development.	<ul style="list-style-type: none"> <li>Payments made by developers or property owners in addition to, or in lieu of, development impact fees.</li> <li>Funds contributed are used to install selected public improvements.</li> <li>Alternatively, developers are required to construct and deliver specific improvements.</li> </ul>
Eligible Uses	<ul style="list-style-type: none"> <li>Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and/or parking.</li> <li>Parking districts allow for the acquisition, improvement, and operation of shared parking facilities .</li> </ul>	<ul style="list-style-type: none"> <li>Marketing and promotion</li> <li>Security</li> <li>Streetscape improvements</li> <li>Operating and maintenance of public improvements</li> <li>Special events</li> </ul>	Capital facilities or ongoing services, such as: school, fire, police, park, and library facilities.	<ul style="list-style-type: none"> <li>Dedication of right-of-way streets and utilities</li> <li>Provision of open space</li> <li>Parks or landscape improvements</li> <li>Schools and community facilities</li> </ul>

Table 10-2: Local, State and Federal Financing Methods (continued)

Funding Mechanism	Landscaping & Lighting Districts/Parking Districts	Business Improvement Districts (BIDs)	Developer Impact Fees	Exactions
<p>Funding Parameters</p>	<p>Funds are typically collected concurrently with property tax bill.</p> <p>Parking in-lieu fees can be based on cost of off-site parking facilities.</p>	<ul style="list-style-type: none"> <li>Once established, annual BID fees are mandatory for businesses/ properties located within the BID boundary.</li> <li>Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills.</li> </ul>	<p>Fees are paid in the form of a specified amount as a condition to the issuance of construction permits, an occupancy permit, or subdivision map approval.</p>	<p>Typically paid or committed as part of the development approval process.</p>



Table 10-3: Developer/Property Owner/User Financing Methods

Funding Mechanism	Developer Advances/ Reimbursement Agreements	Community Facilities Districts (CFDs)	Special Assessment Districts	User Fees
Description	<ul style="list-style-type: none"> <li>• Advance of funds from developers for use toward backbone infrastructure.</li> <li>• Alternatively, developers construct and deliver specific improvements.</li> <li>• City and developer enter into Reimbursement Agreement, if appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>• A special tax placed against property located within an established district to fund public facilities and services.</li> <li>• Municipal bonds supported by revenues from the special tax are sold by the CFD to provide upfront funding to build improvements or fund services.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to a CFD but shifts the funding of infrastructure from all taxpayers to only those who benefit specifically from the improvement.</li> <li>• Sets a fixed lien on every parcel within the assessment district.</li> <li>• Municipal bonds supported by special assessments provide upfront funding.</li> </ul>	<p>Fee imposed by a city, utility, or other franchise for services and facilities they provide.</p>
Eligible Uses	Community Serving Infrastructure	<ul style="list-style-type: none"> <li>• Fund capital facilities including:</li> <li>• Parks,</li> <li>• Schools,</li> <li>• Fire stations</li> <li>• Water and sewer systems</li> <li>• Government facilities</li> <li>• Purchase, construction, and improvement or rehabilitation of real property</li> </ul>	Construction of capital facilities such as roads, water, sewer, and flood control.	<ul style="list-style-type: none"> <li>• Water meter hook-ups</li> <li>• Gas, electric, cable, and telephone hook-ups</li> <li>• Park and recreation facilities</li> </ul>

Table 10-3: Developer/Property Owner/User Financing Methods (continued)

Funding Mechanism	Developer Advances/ Reimbursement Agreements	Community Facilities Districts (CFDs)	Special Assessment Districts	User Fees
Funding Parameters	Typically repaid from Community Facilities District (CFD) bond proceeds, and/or development impact fees collected from future developers.	<ul style="list-style-type: none"> <li>• Requires 2/3 vote of qualified electors in district. If fewer than 12 residents, vote is conducted on current landowners.</li> <li>• Assessment based on allocation formula, not necessarily in proportion to the benefit received.</li> <li>• Requires value to lien ratio of 3:1.</li> </ul>	<ul style="list-style-type: none"> <li>• Typically property owners petition a City to form a district to finance large-scale infrastructure improvements.</li> <li>• Assessments on property owners are determined in proportion to the benefit received.</li> </ul>	<ul style="list-style-type: none"> <li>• Use of user fee revenues are limited to paying for the service for which the fees are collected.</li> <li>• The fee amount may not exceed the cost of providing the service but may include overhead, capital improvements, and debt service.</li> </ul>

Table 10-3: Developer/Property Owner/User Financing Methods (continued)

Funding Mechanism	Enhance Infrastructure Finance Districts (EIFD)
Description	Creates Enhanced Infrastructure financing district to fund infrastructure projects through tax increment financing, and to issue bonds to be reinvested within district or for Community-wide benefit. EIFDs goes beyond previous Infrastructure Financing Districts tools.
Eligible Uses	<p>To finance public capital facilities including:</p> <ul style="list-style-type: none"> <li>• brownfield restoration;</li> <li>• environmental mitigation;</li> <li>• military base reuse and remediation;</li> <li>• the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase; the acquisition, construction, or repair of industrial structures for private use;</li> <li>• transit priority area projects; and</li> <li>• projects to implement a sustainable communities strategy.</li> </ul>
Funding Parameters	<ul style="list-style-type: none"> <li>• Establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters</li> <li>• Authorize the creation of an infrastructure financing district for up to 45 years from the date on which the issuance of bonds is approved</li> </ul>

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# Appendix - Street Trees | **A**



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## A.1 STREET TREES

Street trees provide design and aesthetic benefits by visually unifying streets and continuity within neighborhoods and the community. Street trees help create a physical community character, reduce the heat gain and glare effects of the built environment, and provide fresh air and shade. The tree planting recommendations consider environmental characteristics, including climate, exposure, maintenance requirements, existing plantings, views, and existing development. This streetscape program encompasses both a community-wide and neighborhood scope.

### Community Corridors

Principal thoroughfares will be consistently planted with selected theme trees to establish strong, recognizable corridors and neighborhoods. **Table 1** and **Figure 1** identifies the Theme Trees for corridors within San Ysidro. The Theme Trees are the dominant species and will establish the character of the street. However, the Alternate Trees are appropriate for particular streets when conditions for the Theme Trees are inappropriate or when there is a need to separate the dominant species for disease prevention purposes.

### Neighborhood and District Street Trees

The street tree selection for neighborhoods and districts follows the boundaries set forth by the Districts Map and include: San Ysidro West Neighborhood, San Ysidro North Neighborhood, Sunset Neighborhood, San Ysidro Historic Village, Beyer Hills Neighborhood, San Ysidro South Neighborhood, Border Village District, Port of Entry District, San Ysidro Wholesale District, and San Ysidro Commercial District.

The street tree selection distinguishes each district/neighborhood; the palettes identified in **Table 2** are based on the unique natural and built environments of these areas and include species that are already present and performing well. For streets without a strong existing pattern or without a dominant or theme tree: any of the listed trees within that district selection can be established as the theme tree for a particular block, street or area.

Existing sidewalks in San Ysidro are predominately contiguous, without planted parkways. Neighborhood street trees are planted within the front yard in many cases. This allows larger trees to be planted, as they are not bound by parkway widths. Street tree planting is encouraged in the public right-of-way, but can also be considered for use in front or side yards of private property. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place. Street trees in residential areas should focus on providing shade for homeowners and pedestrians while considering ease of maintenance. Within commercial areas, balance the need for shade and canopies with commercial visibility. In Industrial zones, have trees focus on screening unsightly activities or large blank walls.

## A.2 STRATEGIES

- Encourage neighborhoods and business associations to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selecting one or two tree species from the Landscape District list, for each neighborhood street or block, is recommended to create local continuity and identity.

- Existing street tree planting adjacent to community parks and schools is minimal. Work with the local School Districts, the Park and Recreation Department, community residents, students and private non-profit organizations, such as Tree San Diego, to implement the streetscape recommendations in these areas. This effort, alone, will have a significant positive impact on the community and can serve as a catalyst for additional tree planting.
  - Provide landscape parkways between the curb and sidewalk in new developments and maintain existing parkways. Provide street trees in mixed-use and Village areas. Consider use of tree grates in areas with high level of pedestrians and where an urban scale may be more appropriate than parkways. Streets where sidewalks widths cannot be expanded, such as along San Ysidro Boulevard in the Village area, consider tree wells that pop out at corners or between parking spaces.
4. Tree grates shall be American Disabilities Act-approved, where necessary, to provide required clear path.
  5. Use alternate trees when overhead wires are present.
  6. Where site conditions do not allow the installation of street trees in the public right-of-way, due to a right-of-way width of less than 10 feet or due to utility conflicts, street trees may be located on private property.
  7. Pruning of trees should comply with the standards of the American National Standards Institute (ANSI) - A300 - for tree care operations - tree, shrub, and other woody plant management.
  8. Highlight community and neighborhood gateway areas by clustering street trees with accent trees in these locations.
  9. For species of pines, palms, and others not specifically identified on Table 1, approval will be required from Development Services and Park and Recreation Departments.
  10. Preserve and enhance existing strong tree patterns.
  11. Where there is no obvious primary street tree, select from Table 2, or if necessary, from the City's Street Tree Selection Plan. Primary trees selected for future development should provide adequate shade and canopies.
  12. If palms, cypress, eucalyptus or pines create an existing unifying theme along a street, use these trees as accent trees for new development near corners or driveways, to help transition the street to a new street tree, while maintaining a unifying tree theme.
  13. Use street trees to help with wayfinding. Use specific accent trees to identify paseo entrances, pocket parks, and other outdoor spaces while maintaining a primary street tree theme.

### A.3 GUIDELINES FOR CORRIDOR STREETS & LANDSCAPE DISTRICTS

All street trees shall be selected per the Citywide Landscape regulations and the Landscape Technical Manual, and Implement standard size of street trees per citywide landscape regulations and standards.

1. All plant material should be installed per the standards of the applicable landscape regulations and standards.
2. Palms should be a minimum of 8 feet (brown trunk) in height.
3. Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.



Table 1: Community Corridor Street Tree List

Map Key	Community Corridor	Tree Botanical Name	Tree Common Name	Category
A	Dairy Mart Road	Jacaranda mimosifolia Lagerstroemia indica Brahea brandegeei	Jacaranda Crape Myrtle San Jose Hesper Palm	Theme Tree Theme Tree Accent
B	Camino de la Plaza (west of Sipes Ln)	Platanus racemosa Platanus acerifolia Brahea brandegeei	California Sycamore London Plane San Jose Hesper Palm	Theme Tree Theme Tree Accent
C	Camino de la Plaza (east of Sipes Ln)	Tristania conferta Fraxinus angustifolia Brahea brandegeei	Brisbane Box Raywood Ash San Jose Hesper Palm	Theme Tree Theme Tree Accent
D	West San Ysidro Blvd. (west of Cottonwood)	Tabebuia chrysotricha Platanus racemosa Rhus lancea Brahea brandegeei Syagrus romanzoffianum	Golden Trumpet Tree California Sycamore African Sumac San Jose Hesper Palm Queen Palm	Theme Tree Theme Tree Accent Accent Accent
E	West San Ysidro Blvd. (San Ysidro Historic Village)	Jacaranda mimosifolia Tabebuia chrysotricha Brahea brandegeei	Jacaranda Golden Trumpet Tree San Jose Hesper Palm	Theme Tree/Median Tree Theme Tree Accent
F	East San Ysidro Blvd. (Border Village District)	Tabebuia chrysotricha Rhus lancea Brahea brandegeei Pinus canariensis	Golden Trumpet Tree African Sumac San Jose Hesper Palm Canary Island Pine	Theme Tree Theme Tree Accent Median Tree
G	Border Village Drive (Border Village District)	Magnolia grandiflora Pistacia chinensis	St. Mary's Magnolia Chinese Pistache	Theme Tree Theme Tree

Table 1: Community Corridor Street Tree List (continued)

Map Key	Community Corridor	Tree Botanical Name	Tree Common Name	Category
H	East Beyer Blvd	Rhus lancea Pistacia chinensis	African Sumac Chinese Pistache	Theme Tree Theme Tree
I	Beyer Blvd (Dairy Mart to Smythe)	Quercus agrifolia Olea europaea Callistemon citrinus	Coast Live Oak Olive”fruitless” Lemon Bottle Brush	Theme Tree Theme Tree Accent
J	Beyer Blvd (San Ysidro Historic Village)	Fraxinus angustifolia Quercus suber Jacaranda mimosifolia Corymbia ficifolia	Raywood Ash Cork Oak Jacaranda Red Flowering Gum	Theme Tree Theme Tree Accent Accent/Corners

Table 2: Landscape District Street Tree List

Landscape District	Tree Botanical Name	Tree Common Name
North Neighborhood	Jacaranda mimosifolia Tabebuia chrysotricha Callistemon citrinus Brahea brandegeei	Jacaranda Golden Trumpet Tree Lemon Bottle Brush San Jose Hesper Palm
West Neighborhood	Tabebuia chrysotricha Callistemon citrinus Olea europaea Pyrus kawakamii Magnolia grandiflora ‘St. Mary’	Golden Trumpet Tree Lemon Bottle Brush Olive “fruitless” Evergreen Pear St. Mary’s Magnolia

Table 2: Landscape District Street Tree List (continued)

Landscape District	Tree Botanical Name	Tree Common Name
Sunset Neighborhood	Metrosideros excelsa Magnolia grandiflora ‘St. Mary’ Eucalyptus torquata Tabebuia chrysotricha Syagrus romanzoffianum	New Zealand Christmas Tree St. Mary’s Magnolia Coral Gum Tree Golden Trumpet Tree Queen Palm
San Ysidro Historic Village	Callistemon citrinus Tabebuia chrysotricha Jacaranda mimosifolia Platanus racemosa Lagerstroemia indica Syagrus romanzoffianum	Lemon Bottle Brush Golden Trumpet Tree Jacaranda California Sycamore Crape Myrtle (Alleys/Paseos) Queen Palm (Alleys/Paseos)
Beyer Hills Neighborhood	Jacaranda mimosifolia Melaleuca linarifolia Tabebuia chrysotricha Lagerstroemia indica Syagrus romanzoffianum	Jacaranda Flaxleaf Paperbark Golden Trumpet Tree Crape Myrtle Queen Palm
Border Village District	Magnolia grandiflora ‘St. Mary’ Platanus racemosa Tabebuia chrysotricha Jacaranda mimosifolia Syagrus romanzoffianum	St. Mary’s Magnolia California Sycamore Golden Trumpet Tree Jacaranda Queen Palm
Commercial District	Tristania conferta Fraxinus angustifolia Afrocarpus gracilior Platanus racemosa Washingtonia robusta	Brisbane Box Raywood Ash African Fern Pine California Sycamore Mexican Fan Palm

Table 2: Landscape District Street Tree List (continued)

Landscape District	Tree Botanical Name	Tree Common Name
South Neighborhood	Metrosideros excelsa Tristania conferta Tipuana tipu Callistemon citrinus Platanus racemosa Syagrus romanzoffianum	New Zealand Christmas Tree Brisbane Box Tipu Tree Lemon Bottle Brush California Sycamore Queen Palm
San Ysidro Wholesale District	Hymenosporum flavum Platanus racemosa Afrocarpus gracilior	Sweetshade California Sycamore African Fern Pine





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# Appendix | **B**



San Ysidro Historic Context - Under Separate Cover

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