

SAN YSIDRO COMMUNITY PLANNING GROUP

NOTICE OF **ADJOURNED** MEETING

The APRIL 19, 2021 is ADJOURNED

There are several informational documents and presentations distributed with this adjourned agenda for your examination.

The next regular meeting is MAY 17, 2021

All 13 current boardmembers will continue to serve until the Governor's executive orders have been removed, in-person regular meetings can be resumed and an in-person election by the membership is able to be held. Likewise, officers will continue in their current office. Upon the completion of the election process, 8 newly elected boardmembers and 3 officers will serve out the remainder of a normal term (i.e., Officers to April 2022, Boardmembers to April 2024). Then the next scheduled election for the remaining 7 seats will be in March 2022.

TERMS EXPIRED
MARCH 2020

Miguel AGUIRRE
Maritza CHAVARIN
Rodolfo LOPEZ, JR.
Gregorio ORTIZ
Adriana ORENDAIN
Alfonso REYNOSO
Vacancy [*Candidate Edgar Alaniz*]
Vacancy [*Candidate Paul Arredondo*]

TERMS EXPIRING
MARCH 2022

Cinnamon CLARK
Michael FREEDMAN
Jennifer GOUDEAU
Ben MEZA
Alberto PEREZ
Jason M-b WELLS
Alfonso ZERMENO

Chairman: Michael Freedman (619) 690-3833
michaelf@cox.net

City Planner: Michael Prinz (619) 533-5931
MPrinz@sandiego.gov

Friday, April 9, 2021

To: Gina A. Potter, Superintendent, San Ysidro School District

Subject: SYSD Facility Availability for Public Meetings

Hello, Super,

Do you have an idea as to when the Board Room will be available for public meetings? I'd like to get the SYCPG meetings going again. The last meeting was February 2020.

Mike F.

Michael R. Freedman
Chairman, San Ysidro Community Planning Group
michaelf@cox.net
(619) 690-3833 [leave voice message]

Friday April 9, 2021

Hello Mr. Freedman,

The CDPH school reopening guidelines advises schools to continue to either limit or not have visitors on district premises. At this time, our district is not allowing visitors. If the Governor's aspirational goal of reopening the economy in June occurs then the COVID colored tiers will be discontinued and school districts are awaiting guidance from CDPH and CalOSHA regarding whether or not they will amend their school safety protocols currently in place.

Would you please check back with me end of May to see if the state has amended their school safety guidance?

Respectfully,

Gina Potter, Ed.D.

Superintendent



VOLUNTEERS NEEDED!

Help us go door-to-door signing up San Ysidro residents for a large COVID-19 Vaccine event occurring on Saturday, April 17, 9AM-1PM.

Vaccine event will be held at San Ysidro Middle School at 4345 Otay Mesa Rd, 92154.



Councilmember Moreno knocking on doors in Barrio Logan for Vaccine Event held April 3.

Volunteers needed starting Monday, April 12.

Sign up at www.tinyurl.com/SYVaccine to confirm your interest.



Date of Notice: April 8, 2021

NOTICE OF RIGHT TO APPEAL ENVIRONMENTAL DETERMINATION

PLANNING DEPARTMENT

PROJECT NAME/NUMBER: Special Event Permit – Abrazo 5K Walk

COMMUNITY PLAN AREA: San Ysidro

COUNCIL DISTRICT: 8

LOCATION: Sidewalks within San Ysidro

PROJECT DESCRIPTION: Special Event Permit for a 5K walk event that would occur on the sidewalks of streets in San Ysidro on May 22, 2021. Noise associated with the event activities and set-up/dismantling would occur from 6 AM until 1 PM on May 22, 2021. No road closures would be associated with the event; however, potential pedestrian delays would be associated with this event from 8 AM until 12 PM and would include the sidewalks along the 5K route. The 5K route would begin at 317 Cottonwood Road, head north on Cottonwood Road toward S Vista Avenue, continue onto S Vista Avenue, turn right onto Smythe, turn right onto Beyer Boulevard, turn right onto Mesa Avenue, turn left onto E Hall Avenue, continue onto E Olive Drive, turn left onto E San Ysidro Boulevard, turn right onto E Park Avenue, turn left onto E Seaward Avenue, turn left onto W Park Avenue, turn right onto W San Ysidro Boulevard, turn right onto Cottonwood Road, turn right onto Sellsway Street, turn right onto Cypress Drive, turn right onto W Hall Avenue, turn left onto Cottonwood Road, turn slight left onto Tennie Street, and turn right onto Cypress Drive to the finish area. On May 22, 2021, set-up would occur from 6 AM until 7 AM, the event would occur from 7 AM until 12 PM, and dismantling would occur from 12 PM until 1 PM.

ENTITY CONSIDERING PROJECT APPROVAL: City of San Diego Mayor-Appointed Designee

ENVIRONMENTAL DETERMINATION: CEQA exemptions §Section 15301 (Existing Facilities); §Section 15304(e) (Minor Alterations to Land).

ENTITY MAKING ENVIRONMENTAL DETERMINATION: City of San Diego Mayor-Appointed Designee

STATEMENT SUPPORTING REASON FOR ENVIRONMENTAL DETERMINATION: The City of San Diego conducted an environmental review and determined the project meets the categorical exemption criteria set forth in the CEQA State Guidelines: §Section 15301 (Existing Facilities) which allows for the operation, repair, maintenance, permitting, leasing, licensing or minor alterations of existing public or private structures or facilities involving negligible or no expansion of use; §Section 15304(e) (Minor Alterations to Land) which allows for minor, temporary use of land that has negligible or no permanent

effects on the environment.

In addition, the exceptions set forth in the CEQA State Guidelines §15300.2 do not apply to this project wherein: a) the project would not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies; b) no cumulative impacts of successive projects of the same type in the same place were identified; c) there is no reasonable possibility that the project would have a significant effect on the environment due to unusual circumstances; d) the project would not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway; e) the project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code; and f) the project would not cause a substantial adverse change in the significance of a historical resource.

CITY CONTACT:
MAILING ADDRESS:
PHONE NUMBER:

Theresa Millette
1200 Third Avenue, Suite 1326, MS 56A
San Diego, CA 92101
(619) 685-1336

On April 8, 2021, the City of San Diego made the above-referenced environmental determination pursuant to the California Environmental Quality Act (CEQA). This determination is appealable to the City Council. If you have any questions about this determination, contact the City Development Project Manager listed above.

Applications to appeal CEQA determination made by staff (including the City Manager) to the City Council must be filed in the office of the City Clerk within 10 business days from the date of the posting of this Notice (**April 22, 2021**). The appeal application can be obtained from the City Clerk, 202 'C' Street, Second Floor, San Diego, CA 92101.

This information will be made available in alternative formats upon request.

POSTED ON THE CLERK'S WEBSITE

POSTED: 04/08/21

Name: T Millette



THE CITY OF SAN DIEGO

Report to the Hearing Officer

DATE ISSUED: April 7, 2021 REPORT NO. HO-21-014

HEARING DATE: April 14, 2021

SUBJECT: GATEWAY PARKING FACILITY- CUP – Process Three Decision

PROJECT NUMBER: 635270

OWNER/APPLICANT: TRI-LIN LB, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY.

SUMMARY

Issue: Should the Hearing Officer approve an application for a Conditional Use Permit to expand a 24-hour paid parking facility open to the general public, currently developed with a parking lot at 701 East San Ysidro Boulevard, within the San Ysidro Community Plan area?

Staff Recommendation: Approve Conditional Use Permit No. 252857.

Community Planning Group Recommendation: On January 22, 2018, the San Ysidro Community Planning Group voted 8-0-1 to approve the project without conditions.

Environmental Review: This project was determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Sections 15301 (Existing Facilities) and 15303 (New Construction or Conversion of Small Structures). This project is not pending an appeal of the environmental determination. The environmental exemption determination for this project was made on February 11, 2021 and the opportunity to appeal that determination ended February 26, 2021.

BACKGROUND

The 1.38-acre project site is located at 701 East San Ysidro Boulevard in the CC 2-5 Zone, the Federal Aviation Administration (FAA) Part 77 Noticing Area (Brown Field), the Very High Fire Hazard Severity Zone, the Parking Standards Transit Priority Area, the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, and the Transit Priority Area, within the San Ysidro Community Plan (SYCP) area.

The project is an application for a Conditional Use Permit (CUP) to expand a 24-hour paid parking facility open to the general public, that currently has 92 spaces and no designated motorcycle or bicycle spaces. The project proposes to expand to 154 parking spaces including, 2 standard ADA

spaces, 4 van accessible ADA spaces, 4 motorcycle spaces, 8 short term bicycle spaces, a self-contained employee restroom and a ticket booth structure. The lot is currently open to the general public and parking is available 24 hours a day.

Bordering the site to the west is the San Diego Trolley's Blue line tracks. No trolley tracks will be affected by this project. There are two existing tracks that will remain untouched for this project. Immediately east of the site is an existing parking lot and farther east of the site is San Diego and Arizona Eastern Railway right of way. South of the property is an existing Jack in the Box.

DISCUSSION

The facility would provide 148 standard parking spaces, two standard ADA spaces, four van accessible ADA spaces, four motorcycle spaces, eight short term bicycle spaces, a self-contained employee restroom and a ticket booth. Vehicle egress and pedestrian access will be limited to the existing concrete driveway along San Ysidro Boulevard.

The proposed parking facility can help satisfy parking demand from both residents and visitors as it is adjacent to the Border Village District and located within a 1/4 mile from the nearby trolley station ([Figure 4-1, Pg. 4-2](#)). With the nearest housing approximately a 1/2-mile away, most users are coming from San Diego or Los Angeles, parking their cars and walking into Mexico. The location of the project would provide additional parking to visitors frequenting nearby businesses and space for transit users to park and ride the trolley. The SYCP classifies the project site as Commercial-Community (CC), per [Figure 2-2, Pg. 2-9](#). The proposed operation of a 24-hour parking lot is consistent with the (CC) use designated by the SYCP. Due to the expected growth of pedestrians traveling into Mexico, either to spend a day or two in Mexico or take a flight from the Tijuana Airport, the demand for safe and secure parking will continue to grow in this area.

Per section [131.0507](#) of the San Diego Municipal Code (SDMC), the purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The proposed use is allowed in the CC-2-5 zone with a CUP at this location, per SDMC Sections [126.0303\(a\)](#), [126.0304\(a\)](#), and [131.0522](#). No deviations are proposed with this project and the project complies with all regulations of the Land Development Code.

The proposed development complies with the policies of the Port of Entry District in the Community Plan by providing parking that can be used to address parking demand for visitors to San Ysidro from both sides of the U.S.- Mexico Border. The proposed parking facility will help satisfy parking demand from both residents and visitors as it is adjacent to the Border Village District and under a 1/4 mile from the nearby trolley station. The location of the project would provide additional parking to visitors frequenting nearby businesses and space for transit users to park and ride the trolley. The proposed use is appropriate at the proposed location. The project will provide parking that will address demand for parking per SYCP Policy 2.6.2. The proposed parking facility will not adversely affect the applicable land use plan as it is a consistent use in the CC-2-5 zone per SDMC Table 131-05B, allowed with a CUP Process three per SDMC 126.0303(b). The proposed use is also consistent with the land use of the San Ysidro Community Plan by providing parking that will help address parking demand per SYCP Policy 2.6.2.

Conclusion

The Project complies with the requirements of the CC-2-5 zone, all applicable sections of the Land Development Code, and the San Ysidro Community Plan. Staff has prepared draft findings in the affirmative to approve the Project and recommends approval of Conditional Use Permit No. 2528527.

ALTERNATIVES

1. Approve Conditional Use Permit No. 2528527, with modifications.
2. Deny Conditional Use Permit No. 2528527, if the findings required to approve the project cannot be affirmed.

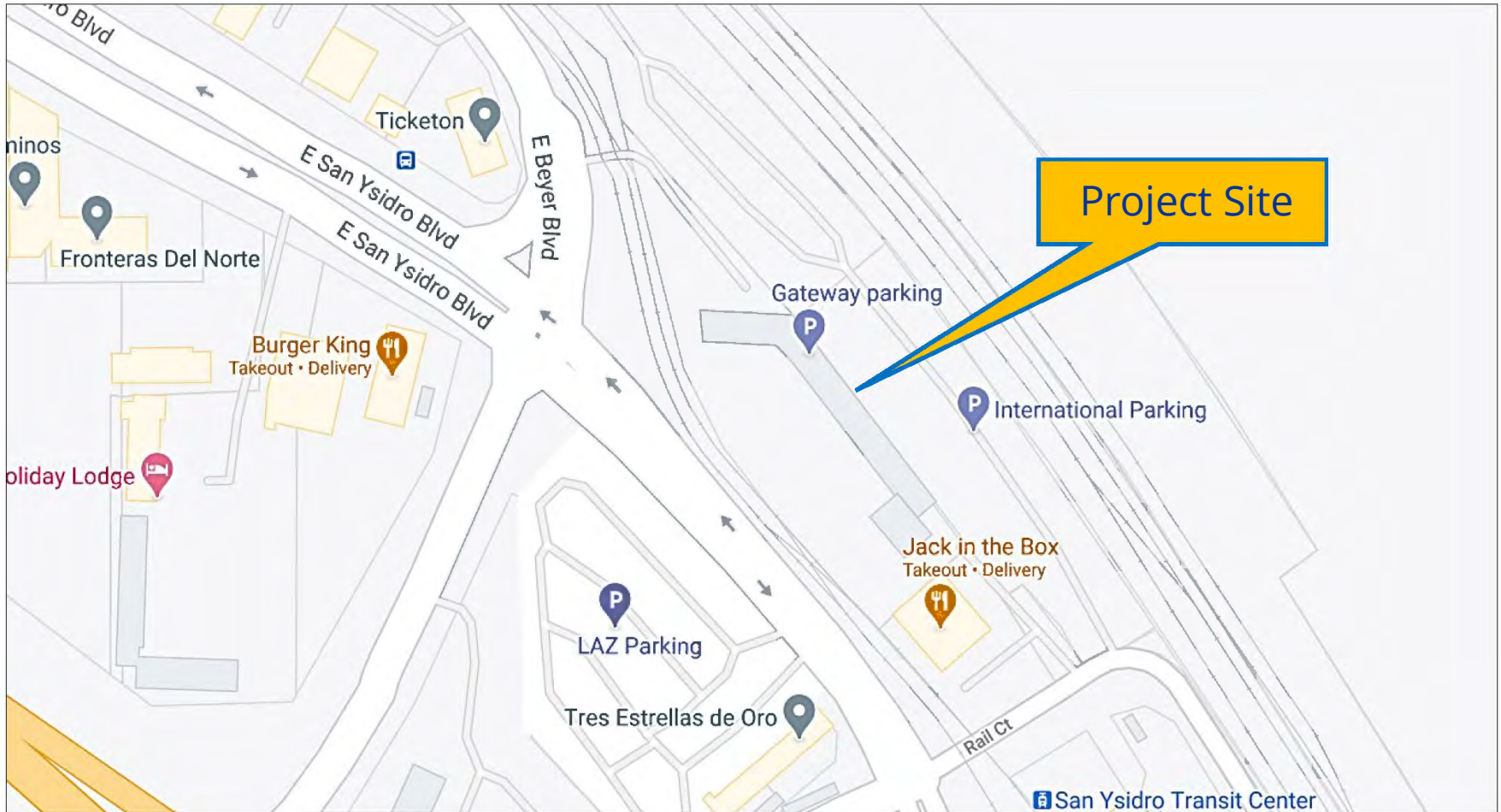
Respectfully submitted,

Derrick Johnson (D.J.)

Derrick Johnson (D.J.), Development Project Manager

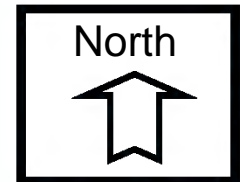
Attachments:

1. Project Location Map
2. Community Plan
3. Aerial Photograph
4. Draft Resolution with Findings
5. Draft Permit with Conditions
6. Environmental Exemption
7. Community Planning Group Recommendation
8. Ownership Disclosure Statement
9. Project Plans



Project Location Map

Gateway Parking Facility CUP/ 701 East San Ysidro Boulevard
PROJECT NO. 635270





City of San Diego
 Development Services
 1222 First Ave., MS-302
 San Diego, CA 92101

Community Planning Committee Distribution Form Part 2

Project Name: Gateway Parking - CUP	Project Number: 585454	Distribution Date: 12/20/2017
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Project Scope/Location:
 SAN YSIDRO: (PROCESS 3) Conditional Use Permit to create a paid parking facility with parking stalls for the use of the general public on 701 East San Ysidro Boulevard. The 1.39-acre site is in the CC-2-5 zone of the San Ysidro within the San Ysidro Community Plan Area in Council District 8.

Applicant Name: Vicki Estrada	Applicant Phone Number: 619 980-0065
---	--

Project Manager: Hugo Castaneda	Phone Number: (619) 446-5337	Fax Number: (619) 321-3200	E-mail Address:
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Committee Recommendations (To be completed for Initial Review):

<input checked="" type="checkbox"/> Vote to Approve	Members Yes 8	Members No 0	Members Abstain/Recused 1 - Ben Meza
<input type="checkbox"/> Vote to Approve With Conditions Listed Below	Members Yes	Members No	Members Abstain
<input type="checkbox"/> Vote to Approve With Non-Binding Recommendations Listed Below	Members Yes	Members No	Members Abstain
<input type="checkbox"/> Vote to Deny	Members Yes	Members No	Members Abstain
<input type="checkbox"/> No Action (Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)			<input type="checkbox"/> Continued

CONDITIONS: *NONE*

NAME: <i>MICHAEL R. FREEDMAN</i>	TITLE: <i>CHAIRMAN</i>
---	-------------------------------

SIGNATURE: <i>Michael R. Freedman</i>	DATE: <i>1/22/2018</i>
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Attach Additional Pages If Necessary.

Please return to:
 Project Management Division
 City of San Diego
 Development Services Department
 1222 First Avenue, MS 302
 San Diego, CA 92101

Printed on recycled paper. Visit our web site at www.sandiego.gov/development-services.
 Upon request, this information is available in alternative formats for persons with disabilities.



City of San Diego
 Development Services
 1222 First Ave., MS-302
 San Diego, CA 92101

THE CITY OF SAN DIEGO

Community Planning Committee Distribution Form Part 1

Project Name: Gateway Parking - CUP	Project Number: 585454	Distribution Date: 12/20/2017
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Project Scope/Location:
 SAN YSIDRO: (PROCESS 3) Conditional Use Permit to create a paid parking facility with parking stalls for the use of the general public on 701 East San Ysidro Boulevard. The 1.39-acre site is in the CC-2-5 zone of the San Ysidro within the San Ysidro Community Plan Area in Council District 8.

Applicant Name: Vicki Estrada	Applicant Phone Number: 619 980-0065
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Project Manager: Hugo Castaneda	Phone Number: (619) 446-5337	Fax Number: (619) 321-3200	E-mail Address:
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Project Issues (To be completed by Community Planning Committee for initial review):

NONE

<p><i>Attach Additional Pages If Necessary.</i></p>	<p>Please return to: Project Management Division City of San Diego Development Services Department 1222 First Avenue, MS 302 San Diego, CA 92101</p>
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Printed on recycled paper. Visit our web site at www.sandiego.gov/development-services.
 Upon request, this information is available in alternative formats for persons with disabilities.

Subject: San Ysidro IFS Mobility Project M-16 Funding
From: "Michael Freedman" <michaelf@cox.net>
Sent: 4/5/2021 12:13:26 AM
To: "vivianmoreno@sandiego.gov" <vivianmoreno@sandiego.gov>;
CC: "Gerado Ramirez" <gramirezborj@sandiego.gov>;
Attachments: Otay Mesa Rd - Beyer Blvd Intersection.M16.FULL.pdf

Hello, Vivian,

As budget season is almost here, I wanted to point out that you should begin identifying funding sources for the Project M-16.

Otay Mesa's *Southwest Village Specific Plan* will be approved this year. That Specific Plan requires offsite improvements including extending Caliente Avenue and also constructing a new section of Beyer Boulevard.

The portion of Beyer Boulevard Between Otay Mesa Road/East Beyer Blvd and Enright Drive in the SYCP also needs to be improved. This should be timed so as to meet with the new section of Beyer Blvd at Enright Drive. The extended Beyer Blvd will also provide necessary access to the new Beyer Park and to the Beyer Blvd Trolley Station for the residents of the Southwest Village.

I'm including a graphics package as an attachment.

Thank you for your watchful attention to our communities.

Mike F.

Michael R. Freedman
Chairman, San Ysidro Community Planning Group
michaelf@cox.net
(619) 690-3833 [leave voice message]

CITY OF SAN DIEGO FACILITIES FINANCING SECTION

TITLE: OTAY MESA ROAD & BEYER BOULEVARD INTERSECTION

DEPARTMENT: Transportation & Storm Water

PROJECT: M-16

Council District: 8

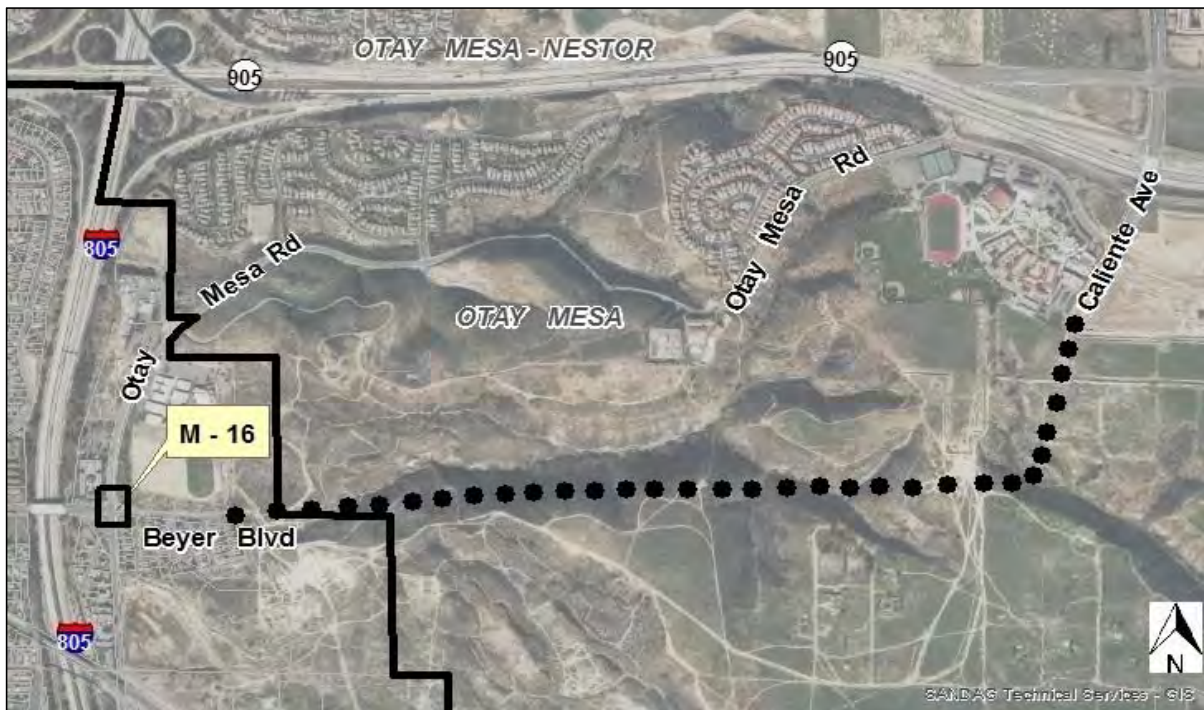
CIP NO.:

Community Plan: San Ysidro

DESCRIPTION: This project will provide for the design and construction for the intersection to be reconfigured with the extension of Beyer Boulevard to the east connecting to Caliente Avenue. An additional southbound travel lane would need to be added along Beyer Boulevard in order to improve the operation of this intersection.

JUSTIFICATION: This project is consistent with the San Ysidro Community Plan and General Plan guidelines and is needed to serve the community at full buildout.

SCHEDULE: Design and construction will be scheduled once funding has been identified.



Funding:	Source	Expen/Encum	Cont/Appr	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
\$1,300,000	Unidentified								
\$1,300,000	TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SAN YSIDRO
MIDDLE SCHOOL

DROP OFF/PICK-UP LOCATION







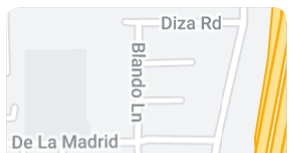
Google

Image capture: Nov 2020 © 2021 Google

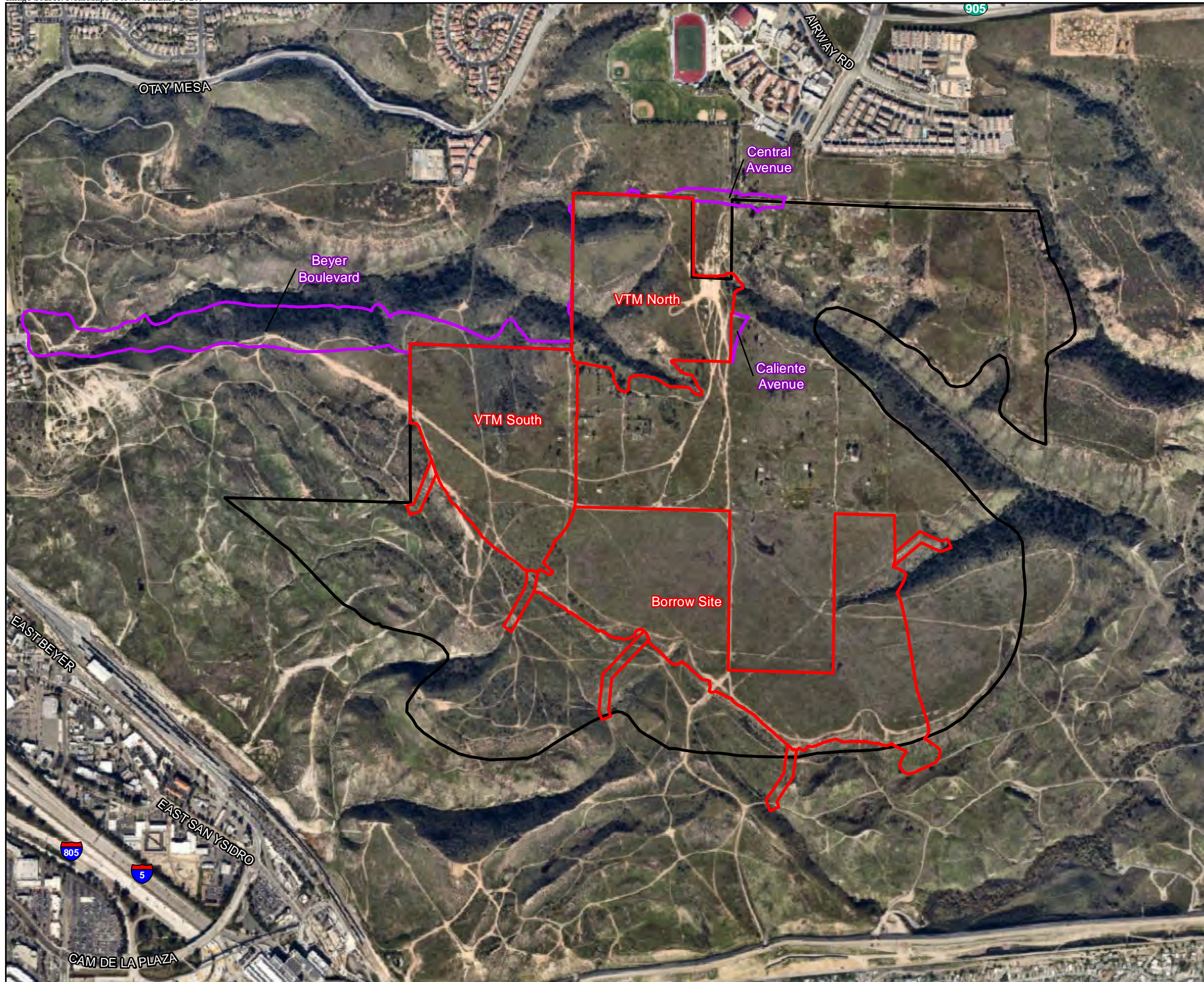
San Diego, California



Street View







- Project Site
- Off-site Improvements
- Specific Plan Boundary

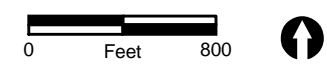
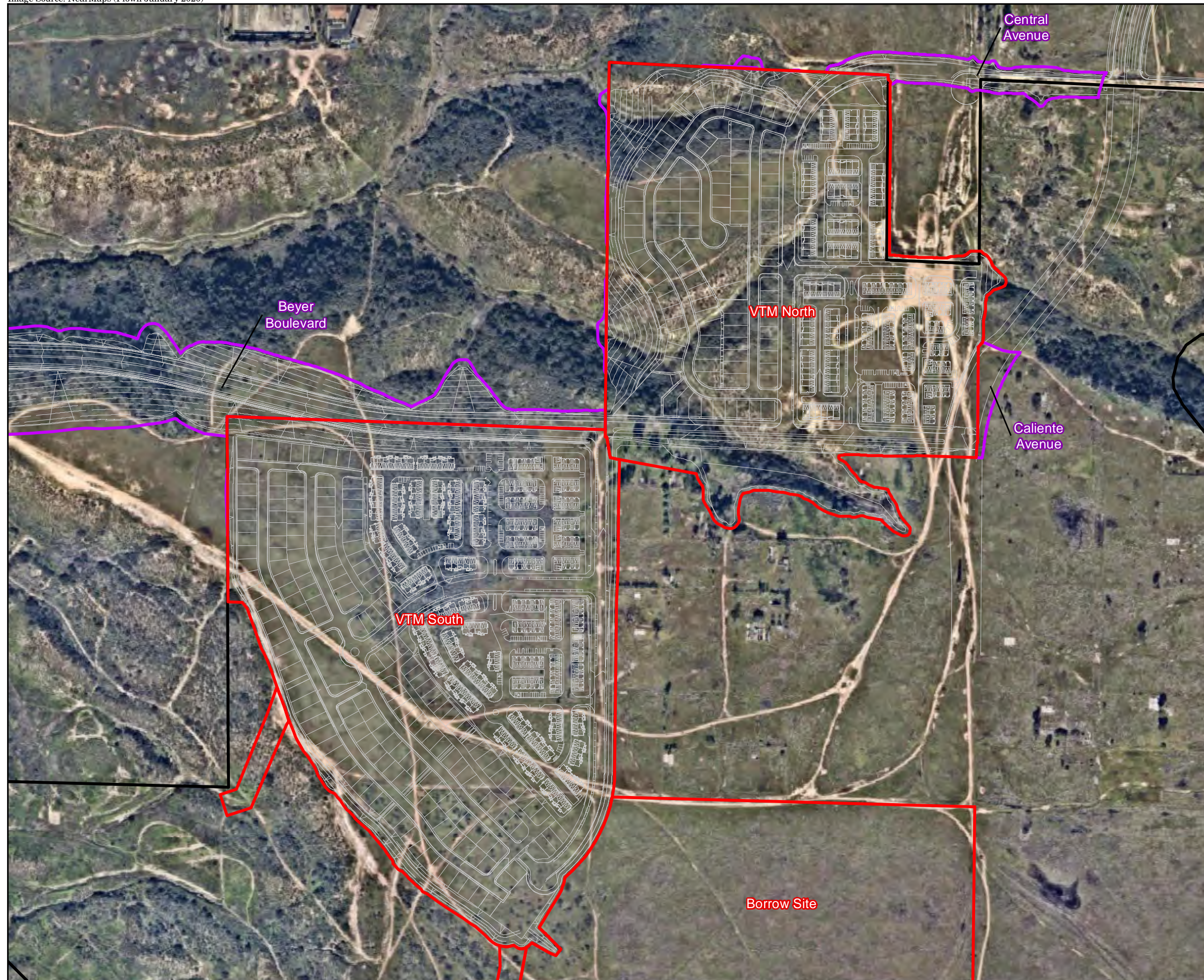






FIGURE 2
Project Location on Aerial Photograph



-  Project Site
-  Off-site Improvements
-  Specific Plan Boundary
-  Site Plan

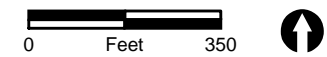


FIGURE 4
VTM Site Plan

South Bay to Sorrento



SANDAGregion
SDCaltrans



SANDAGregion
SDCaltrans



SANDAGregion
CaltransDistrict11



SANDAG
SDCaltrans

JOIN US FOR A Stakeholder Advisory Group Meeting

Date: Wednesday, April 28, 2021

Time: 2 - 4 p.m.

Where: Zoom Meeting



Zoom Meeting Registration Link:

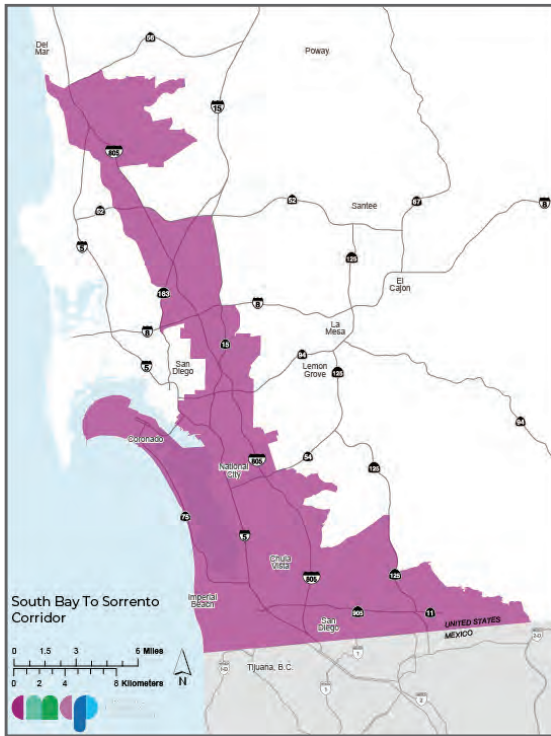
<https://us02web.zoom.us/join/register/tZ0lcOiuD4vE9brqWmGquqS1W5G9Hs89lpA4>

To register for this meeting, click the link above or use the QR code.

To help you select your area of interest on the registration form, [click here](#) to view the South Bay to Sorrento subarea map.

SANDAG and Caltrans District 11 are entering the second phase of the Comprehensive Multimodal Corridor Plan for the South Bay to Sorrento project study area and we need your input. The team will host the second Stakeholder Advisory Group meeting to share progress on the study, present the findings from the first phase, and gain input on transportation solutions within the project corridor.

Stakeholder Advisory Group members will have the opportunity to view and provide feedback on the new story maps and interactive map, and participate in breakout rooms for subareas.



CONNECT WITH US

For more information on the South Bay to Sorrento corridor planning efforts, visit:

- [SANDAG CMCP website](#)
- [Virtual Engagement Hub](#)
- [View/download the Fact Sheet](#)

Phone: (888) 317-8976

Text: (844) 569-0570

Email: CMCP@sandag.org



SANDAG

Caltrans

sandag.org/CMCP

About Comprehensive Multimodal Corridor Plans

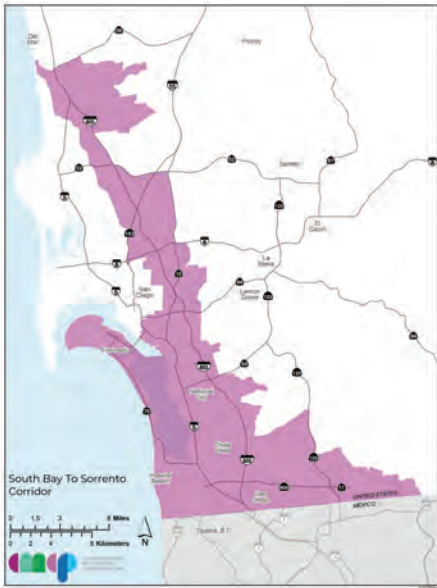
Comprehensive Multimodal Corridor Plans evaluate all travel modes, transportation facilities, and policies for the region that pertain to:

- Highways and Freeways
- Parallel and Connecting Roadways
- Transit (Bus, Bus Rapid Transit, Light Rail, Intercity Rail, etc.)
- Pathways and Bikeways

Completing these plans will help the San Diego region compete for local, state, and federal funds, including SB 1 funding. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is anticipated to be finalized by late 2021.

We look forward to your participation at this meeting. For additional questions, please contact Allison Woodworth at CMCP@sandag.org.

South Bay to Sorrento



The 28-mile SB2S corridor is one of the most congested and heavily used corridors in San Diego County. The I-805, for example, serves approximately 200,000 vehicles per day and can have significant delays during peak periods. Major transportation facilities that pass through the SB2S study area include I-5, I-8, I-805, SR 52, SR 54, SR 94, SR 905, major arterials, and the Bayshore Bikeway. Existing transit services include the COASTER, the Trolley, multiple Rapid lines, and more than 25 local bus lines.

PROJECT OVERVIEW

SANDAG and Caltrans are developing a Comprehensive Multimodal Corridor Plan (CMCP) for the South Bay to Sorrento corridor.

The South Bay to Sorrento (SB2S) project aims to guide development of an innovative transportation network, transforming the way people and goods move through the San Diego region. The CMCP evaluates all travel modes and transportation facilities in a defined corridor – highways and freeways, parallel and connecting roadways, transit (bus, bus rapid transit, light rail, intercity rail, etc.), pathways, and bikeways. Completing the CMCPs will help the San Diego region compete for local, state, and federal funds, including SB 1 funding. The SB2S CMCP is anticipated to be finalized by late 2021.

OBJECTIVES AND PLANNING

The primary objectives of the South Bay to Sorrento CMCP are:

- Study congestion and accessibility challenges in the communities within the study area
- Create plans to move forward a technologically-advanced, balanced, and integrated multimodal transportation system
- Develop regional connections and solutions for travelers, commuters, and goods movement, as well as subregional needs

Key planning considerations for the CMCP include:

- Addressing congestion and functionality of the corridor
- Developing a plan that enhances economic vitality
- Improving equitable access to jobs and prosperity for historically underserved communities
- Understanding transportation needs from the community's perspective



sandag.org/CMCP

-  SANDAGregion SDCaltrans
-  SANDAGregion SDCaltrans
-  SANDAGregion CaltransDistrict11
-  SANDAG SDCaltrans

ABOUT CMCPs

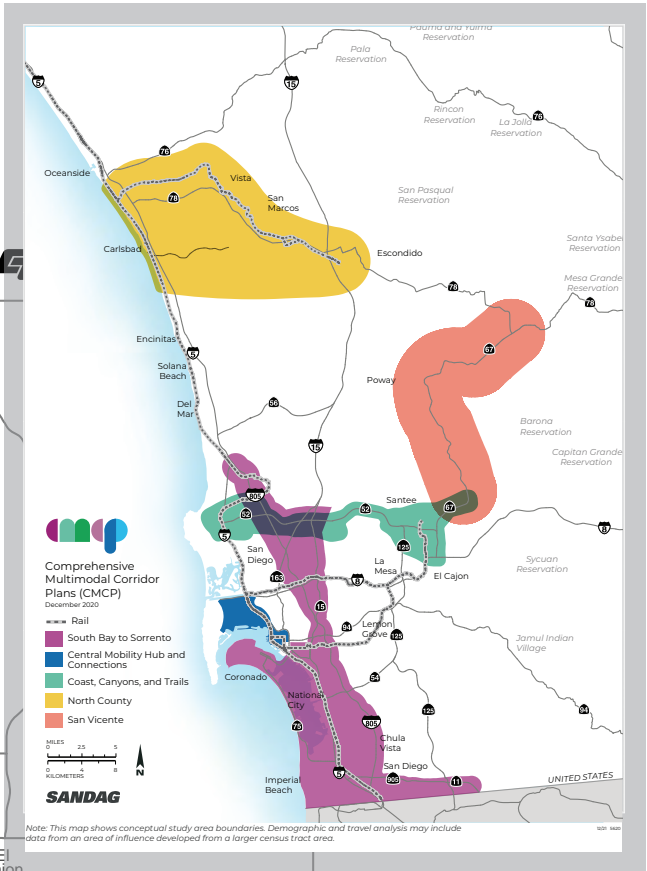
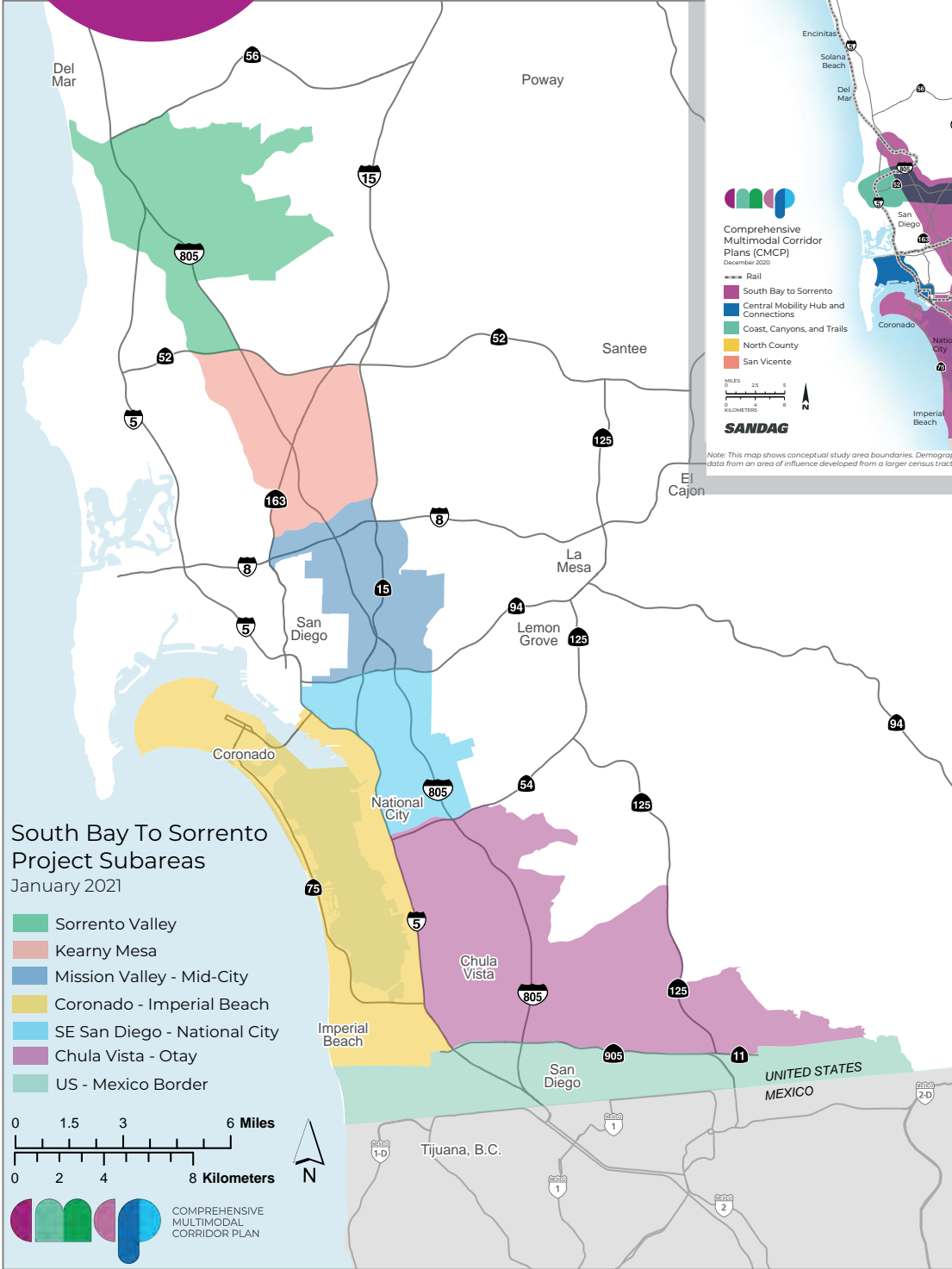
In coordination with agency partners, SANDAG and Caltrans are developing a total of 12 CMCPs, five of which are currently underway. The CMCPs are data-driven plans that offer solutions to reduce congestion, support climate action initiatives, generate more transportation choices, and increase access for residents, commuters, visitors, and goods movement.

CONNECT WITH US

[Virtual engagement hub](#)
 Phone: (888) 317-8976
 Text: (844) 569-0570
 Email: CMCP@sandag.org

South Bay to Sorrento

SANDAG



1/15/2021

Property Type Outlook

HOUSING Introduction

by Tony Pauker, Former ULI District Council Chair & Advisory Board Member

San Diego county housing supply is chronically undersupplied to meet the region’s housing need. The county is essentially built out so virtually all new housing development is redevelopment. Aside from approximately 30,000-40,000 potential units in the Otay Ranch and Otay Mesa area, the era of green field master plans has ended. Litigation over new housing at scale in the unincorporated county similarly will dissuade major housing development in the unincorporated area. This coupled with lengthy entitlements ensures that the supply of for-sale and rental housing cannot meet existing and future demand.

The City of San Diego has put forth very innovative strategies to encourage housing development and density. It is likely that most of the other municipalities in the county will follow their lead. While these strategies will not create new, large scale communities, there is a positive outcome in that much of the new housing supply will be on smaller parcels distributed county-wide - much of this new housing will be attached. In many cases this may include more middle-income-priced housing. It does, however, suggest that the number of national homebuilders and apartment developers will decrease while smaller scale, infill, and even owner builders will fill the gap. This trend even trickles down to the addition of ADUs added to the existing single family home stock.

This changing dynamic must be considered when looking at housing trends. Nonetheless pressure on supply will clearly result in increased prices and rents. And as we all know this impacts San Diego’s ongoing ability to attract and retain a wide cross section of talent and skilled workers to maintain a desired quality of life and dynamic local economy.

We pulled data on housing from the 2021 ULI National Emerging Real Estate Trends Report for markets that we find San Diego most often compared to. Especially those that are growing innovation and life-science centers, known to offer affordable homes and desirable lifestyles.

Other than Austin, San Diego is projected to have a similar growth rate to Phoenix, and well above the Bay Area and the Los Angeles/Orange County juggernaut. And, other than Riverside County, San Diego has the lowest median home price among major California regions. This makes San Diego an attractive place to relocate within the state as long as we can offer housing choice and retain employers/companies focused on future-focused industries like clean energy, life-science, and innovation companies for example.

SAN DIEGO & COMPARATIVE MARKETS HOUSING

	2021 POPULATION		MEDIAN HOME PRICES				2021 SINGLE-FAMILY HOME METRICS AS % OF PREVIOUS CYCLE PEAK			MULTIFAMILY METRICS		
	2021 total (000s)	5-year projected annual growth % change	2020 price	2019-2020 % change	2020 as % of previous cycle peak	Housing Opportunity Index*	Permits	Starts	Completions	Walk Score	Rent/cost of ownership**	Rent as % of household income
US	125,619.1	0.8	\$300,000	7.1	135	59.6	1.0	0.9	0.7	54	0.87	29.5
Austin	819.3	2.3	\$335,000	3.7	182	59.3	1.4	1.3	1.1	40	0.74	16.5
Denver	1,177.5	1.4	\$435,000	5.4	174	57.1	1.7	1.7	1.1	61	0.66	18.7
Inland Empire	1,445.5	1.5	\$399,000	5.0	99	32.9	1.1	1.1	0.6	41	0.76	26.3
Los Angeles	4,405.9	0.3	\$640,000	11.2	111	10.8	0.9	0.9	0.8	67	0.58	32.0
Oakland	1,021.7	1.0	\$735,000	6.3	102	25.7	1.1	1.1	0.8	80	0.57	23.6
Orange County	1,062.5	0.7	\$760,000	2.7	107	13.4	1.8	1.9	1.5	45	0.52	25.4
Phoenix	1,873.4	1.7	\$304,000	(7.7)	114	64.8	1.1	1.1	0.8	42	0.77	19.6
Salt Lake City	856.6	1.2	\$381,000	5.1	164	58.0	1.3	1.3	0.9	30	0.49	13.9
San Diego	873.6	1.7	\$594,000	(0.0)	99	20.1	1.3	1.3	1.0	47	0.34	14.1
San Francisco	1,175.4	0.9	\$1,400,000	3.1	157	8.5	0.5	0.6	0.6	57	0.26	16.9
San Jose	646.6	0.6	\$1,105,000	3.4	132	16.2	1.2	1.3	1.1	38	0.48	24.7
Triangle Region, NC	1,049.9	1.5	\$328,000	7.3	182	68.7	0.8	0.8	0.8	53	0.66	15.1

Sources: HIS Markit forecast, U.S. Census Bureau, walkscore.com, CoStar, U.S. Bureau of Economic Analysis
 *NAHB/Wells Fargo HOI - Share of homes sold that would have been affordable to households earning the median income
 **Market apartment rent divided by the median mortgage payment, including estimated taxes, insurance, and maintenance

Property Type Outlook

FOR-SALE HOUSING Market Overview

by Peter Dennehy, Vice President Customer & Market Research, Newland

For-Sale Housing Market Overview

As 2021 gets underway, the San Diego new housing market is quite strong, despite the pandemic-crisis job loss in the region. In December 2020, total nonfarm employment in the region is down 6.9% year-over-year, with 105,000 fewer jobs in the region.

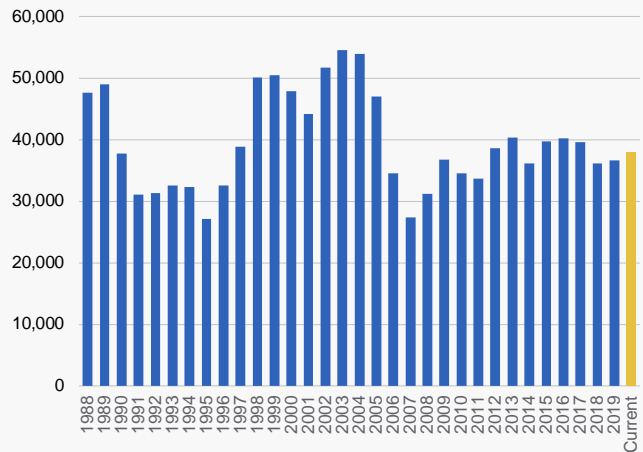
Despite this, new home projects in San Diego County are selling well and a lack of finished homes and lots, in tandem with robust new home sales demand, has encouraged builders to increase new home prices further. That said, the number of actively selling communities has declined from historical levels. This demand stems from a combination of historically low interest rates, a limited supply of new and resale homes on the market and likely some COVID-19 related pent up demand.

As of November 2020, existing home sale closings volume for San Diego County in the past 12 months averages 37,843 homes, with a median home price of \$715,800, up 12.9% in the past 12 months. The level of existing home inventory in the County is quite low, with 3,358 listings in December 2020, representing an estimated 1.1 months of supply. Resale inventory has declined 37% in the past 12 months and market time to sell averages just 13 days, down 57% from 30 days last year. The median price per square foot for existing homes is \$545 per square foot and 46% of home sales are selling for above list price (it was 28% at the same time last year).

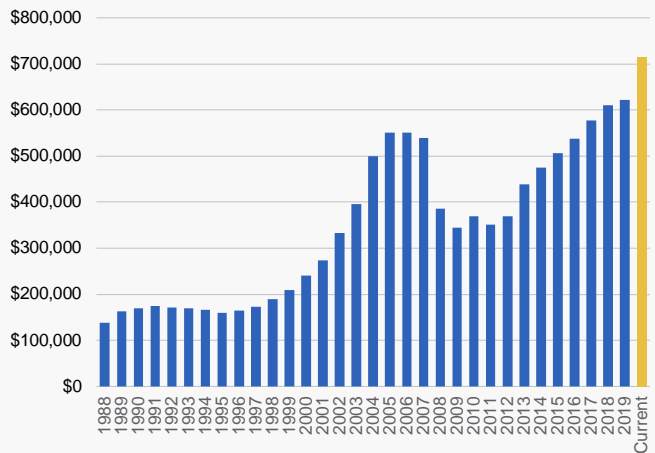
As of November 2020, new home closings in the region are averaging an annualized 3,507 homes, with a median new single-family home closing price of \$878,500, up 27% in the past 12 months. The median new attached closing price is \$596,000. New home sales volume is up 3% in 2020, but a lack of buildable land and dropping community count will constrain sales going forward. According to Zonda, there are 36 active new detached for-sale projects in the County, down 53% from last year and there are 40 active attached for-sale projects, a decline of 30% from last year.

The lack of for-sale options means all home types are selling well. There is particularly strong demand currently in suburban areas in the I-15 and Highway 78 corridors and in South San Diego County. The Otay Ranch master planned community in Chula Vista was ranked #17 among the top

ANNUAL EXISTING HOME SALES CLOSINGS



ANNUAL MEDIAN EXISTING HOME PRICE



Source: John Burns Real Estate Advisors

50 U.S. Master-Planned Communities in 2020, with 760 total sales. The lack of sales in the central part of the county is primarily driven by a lack of supply rather than a lack of demand. There are growing opportunities for “surban” townhomes, high-density square feet, for-sale condominiums on sites being produced by new state and local policies, new transit development and adaptive reuse of existing land uses.

For-sale housing production in the San Diego County region is at the lowest level since World War II. With the exception of Otay Ranch in South County, there are no large-scale master

planned communities left in the San Diego County region and new home projects are increasingly being developed as reuse projects on golf courses, etc. or as mixed-use urban infill projects on quarries, retail centers and other reuse opportunities.

Several large-scale projects in the unincorporated County have faced legal challenges based on environmental and fire safety after approval, so supply challenges are unlikely to change. In fact, new housing in the unincorporated county is unlikely to account for any appreciable new supply. There is some increase in supply from a pickup in the redevelopment of existing commercial/residential projects and golf courses, the building of mixed-use projects and developers offering urban/ "surban" infill in all areas of San Diego County.

According to Zonda, there are 1,994 vacant developed lots (VDL's) in the San Diego County market, down 28% from a year earlier and equaling just a 6.3-month supply of lots at current sales rates. However, in terms of total annual demand

this supply represents less than 20% of the annual demand the region needs to produce in order to meet current housing deficiencies and new demand.

SURBAN

"Surban" is termed coined and trademarked by John Burns Real Estate Consulting to describe a suburban area that has the feel of an urban neighborhood/ community featuring a walkable lifestyle including access to retail from a house or apartment. It is used in this context to describe newer mixed-use development areas, in both suburban and infill areas, that will feature denser and more diverse housing, conveniences, and in some cases close to transit.

Submarket Overview

Central San Diego – South of Route 56, north of Route 54 and west of I-15:

This submarket is the urbanized heart of the region and includes Downtown San Diego, Mission Valley, and the UTC/Sorrento Valley area. New home development in this submarket is primarily infill, and it includes high-density single-family and townhome projects and mid to high-rise condominiums in Downtown and Banker's Hill. New home prices are generally \$800,000 to over 1 million. Some large-scale urban mixed-use projects are active or planned in this area, including Civita and Riverwalk in Mission Valley and the 1,800-unit 3Roots in Sorrento Mesa. This area may be the most supply constrained and thus sees the greatest interest in high density solutions, including high-rise in downtown San Diego.

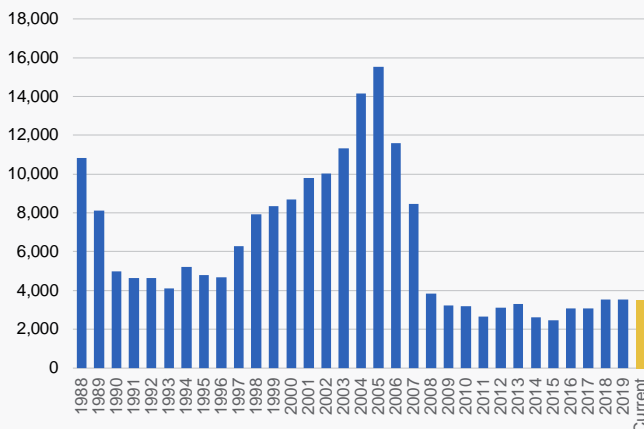
East San Diego – South of Route 56, north of Route 54 and east of I-15:

This submarket is transitioning from semi-rural and suburban into a more densely developed area. Close-in areas like La Mesa, Santee and El Cajon are being developed with infill townhome and single-family homes priced in the \$500,000s to \$800,000s, and large-lot homes in semi-rural areas like Lakeside are in the low \$1 million range.

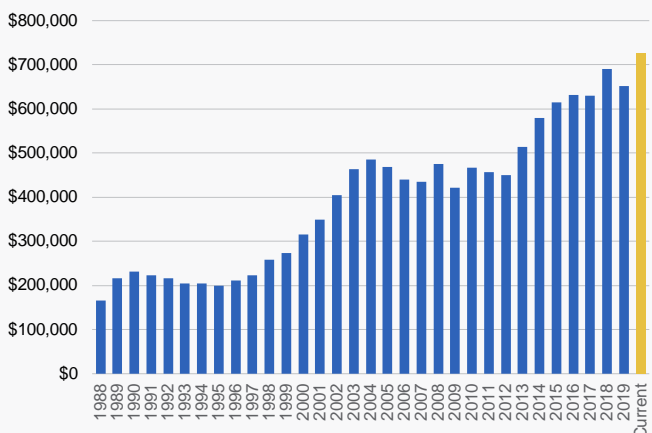
South County – South of Route 54 to the international border:

South County is the most affordable area in the County for new homes and has relatively large amounts of developable residential land, primarily in the Otay Ranch area in eastern Chula Vista. However, even if all of these potential lots were able to immediately come to market they would only equate to several years of regional demand. New for-sale townhomes

ANNUAL NEW HOME SALES CLOSINGS



ANNUAL MEDIAN NEW HOME PRICE



Source: John Burns Real Estate Advisors

in this area are in the \$300,000s to \$500,000s, while new detached for-sale homes are priced in the \$600,000s to the \$800,000s. There is some infill development taking place in older areas of Chula Vista and National City and some formerly industrial zoned land in the Otay Mesa area is being re-entitled for residential development.



The Village of Escaya master planned community by HomeFed Corporation in Chula Vista, South County.

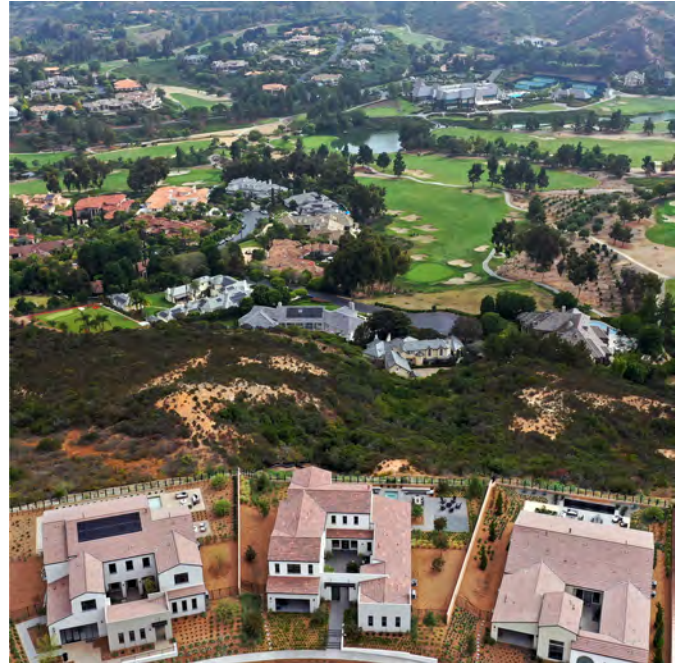
North County Coastal – North of Route 56 to Camp Pendleton and west of I-15:

This submarket is affluent, including coastal suburbs along the Interstate 5 corridor. New home developments in this area are primarily in the Pacific Highlands Ranch area near Del Mar, Carlsbad, and Oceanside. New attached for-sale homes in this market are generally priced in the \$500,000s and \$600,000s, with new detached for-sale homes priced from the \$700,000s to over \$1 million. There is limited land in this area for large-scale development and many projects are infill or developed on land formerly zoned for industrial or agricultural uses. The coastal portion of this market to attract some buyers who work in Orange County.

North County Inland – North of Route 56 to Camp Pendleton/east of I-15 and I-15:

This area consists of suburban communities along the 78 and 15 freeway corridors and semi-rural communities north of Escondido like Valley Center and Fallbrook/Bonsall. This is one of the most active areas of the County for new homebuilding and is somewhat more affordable than the North Coastal area. New townhomes in this area are generally in the \$500,000s and detached homes are in the \$600,000s to 1 million. Development in closer-in areas is primarily attached townhomes and small-lot single-family, with some small master planned communities located in the Bonsall area and on redevelopment sites in Escondido (Canopy Grove) and Carmel Mountain Ranch (Pacific Village). Several large-scale residential projects in this area have been approved

by the County Board of Supervisors and then challenged on environmental or traffic concerns. Portions of this market lose potential buyers to more affordable homes in southwest Riverside.



The Highlands at Pacific Highlands Ranch by Tri Pointe Homes.

Opportunities to Increase Housing Production

County General Plan and community plan updates in various cities are focused on increasing housing production of all types, but this is a slow process that requires political leadership and faces local NIMBY and environmental oppositions. Despite good intentions, there has been almost no market-rate “missing middle” attached or detached for-sale housing developed in the central regions of the county that are closest to jobs and services. This jobs/housing imbalance worsens the region’s traffic congestion. State and local policy now focused on housing – perhaps there will be more teeth in the Regional Housing Needs Analysis (RHNA) to increase production? The redevelopment of existing commercial/ residential projects and golf courses is bringing new development opportunities. A number of golf courses in all areas of the County are being redeveloped for housing of all types and there are large-mixed-use infill projects underway in the greater Mission Valley area (Sports Arena, Civita, Riverwalk, former Qualcomm stadium redevelopment by SDSU, etc.).

The silver lining may be that while larger home builders and apartment developers may find fewer opportunities, smaller builders, entrepreneurs, owner builders and even

Just homeowners may start to account for a much larger portion of new supply. This could potentially provide more new housing in neighborhoods typically passed over by production housing providers. It may also provide more middle income housing.



The Heights at Promontory by The New Home Company at Civita, Mission Valley

Housing Affordability

Housing affordability is worsening again in the San Diego County region. With home values having risen by 13% from one year ago, the current housing costs-to-income ratio has risen to 43% and the gap to purchase rather than rent is widening. In San Diego County, the chronic challenge is that limited buildable land supply and affordability patterns are exacerbated by the economic cost of delivering new homes (construction costs, entitlement costs, land costs, timing etc.).

According to John Burns Real Estate Consulting, just one-third of San Diego County households can afford to buy the median priced existing home with a 5% to 20% down payment. The market's FHA loan limit just increased from \$702k to \$753k, with an existing median home price of \$716,000, or \$37k below the FHA loan limit.

High and increasing home prices push builders to the outer reaches of the County to provide lower density and more affordable homes. Those areas are typically in the County land planning jurisdiction and governed by a current General Plan that directs housing density to distant areas away from jobs and services that would necessitate long commutes. Projects needing discretionary approvals in those areas are facing environmental/fire-safety challenges and referendums to overturn approvals.

How does San Diego compare to peer metros?

- Higher job resilience.
- Resilient home prices and rental rates from peak to trough during past and current downturns.
- Lack of buildable land limits market expansion for all types of housing.
- Entitlements are significantly harder to achieve compared to the overall U.S., which makes it more difficult to make significant progress in increasing overall housing supply.

Traffic congestion has eased in the San Diego region due to COVID-19 but will return and acceptable commutes dictate where housing is needed. Many San Diegans are forced to relocate to Riverside County and to Mexico for more affordable for-sale housing options and price conscious retirees often choose to relocate entirely outside the County in less expensive parts of California or to neighboring states to trade-down.

Mobile and talented young people choose to leave San Diego for more affordable housing and that creates a brain drain in the local community. According to Q4 2020 Redfin migration data, San Diego Redfin users are most often searching for home options in the Pacific Northwest, Denver, Arizona and various cities in Texas (Dallas, Austin).



Encanto by National CORE, a 2020 finalist for ULI's Jack Kemp Excellence in Affordable and Workforce Housing.

Lomas de Tlatelolco, Presa Este



Ojo de Agua, Presa Este quema constante



Casa habitación en presa Este





CAÑÓN DEL MATADERO

26 diciembre

Lluvias

20 de enero

Rehabilitan carril oriente del Libramiento Rosas Magallón

6 febrero

Se habilita la segunda etapa Playas- Libramiento

Aproximadamente

700 m3

Desechos



Arq. Patricia Peterson Villalobos



Recording

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View Options



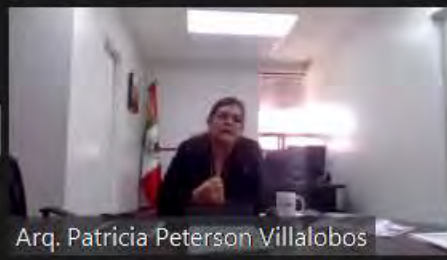
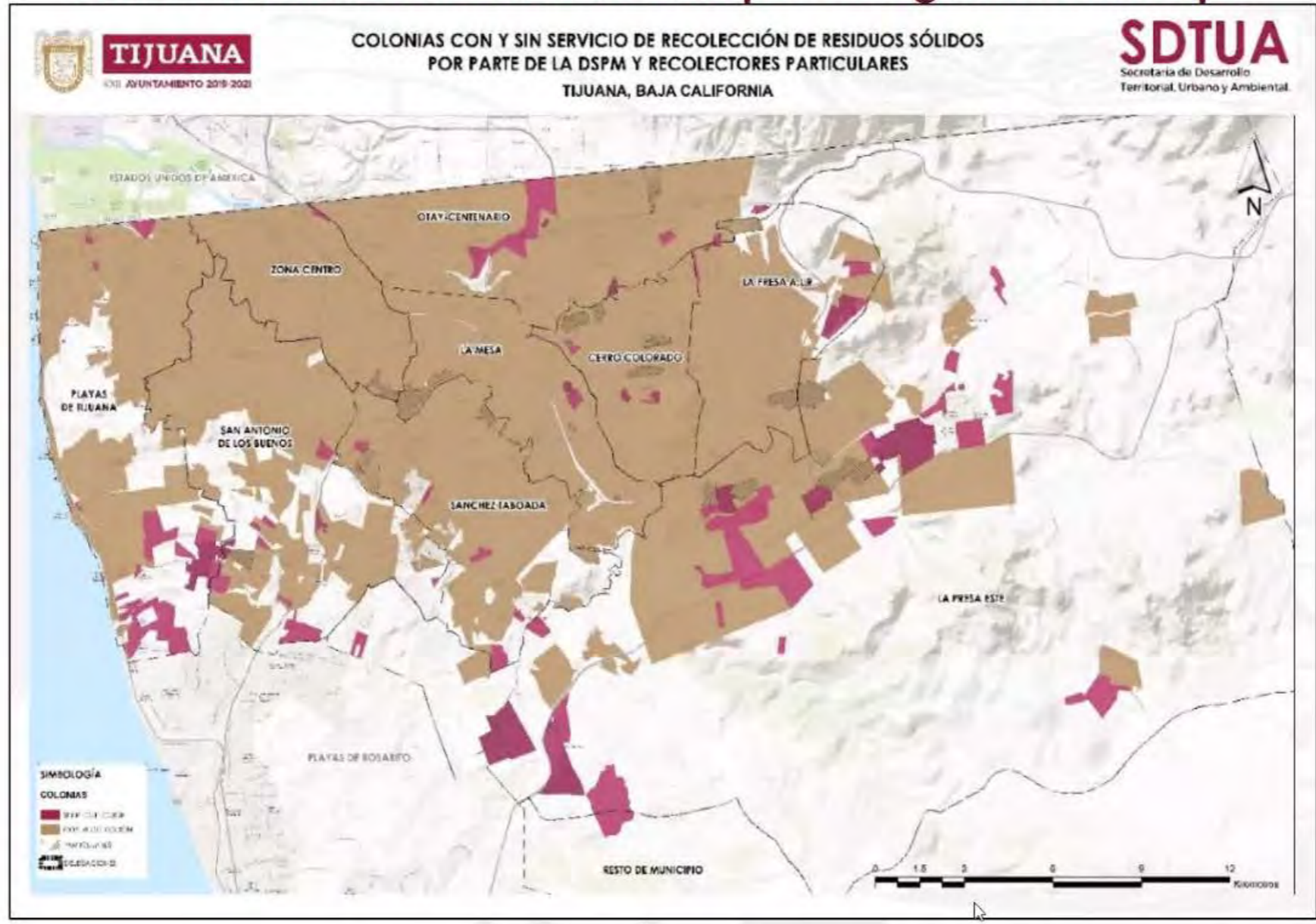
TIJUANA

SDTUA

XXIII AYUNTAMIENTO 2019-2021

Secretaría de Desarrollo Territorial, Urbano y Ambiental

Cobertura de recolección de RSU por Delegación Municipal



Arq. Patricia Peterson Villalobos



Audio Settings



Chat



Raise Hand



Q&A



English

Leave

The message of the Regional Strategy is clear but challenging: without immediate and courageous action, coastal wetlands as we know them in Southern California will be altered or lost completely due to sea-level rise. Our actions must be innovative and will involve removing or reconfiguring human-created impediments to natural water flows and dynamic wetland functions, reconnecting fragmented areas in order to regain larger wetland areas, and facilitating the landward expansion of wetlands into areas that are currently upland habitats. If these measures are not taken today, we stand to lose some of the last natural spaces that exist in the vast urban landscape of coastal Southern California.

— John Laird
CALIFORNIA SECRETARY
FOR NATURAL RESOURCES

**WETLANDS
ON THE
EDGE**

*The Future of
Southern
California's
Wetlands*

**REGIONAL
STRATEGY
2018**

Dr. Kristen Goodrich



Source: Ralph Lee Hopkins with aerial support by LightHawk







Recording

You are viewing Marco Antonio Sánchez Navarro's screen

View Options

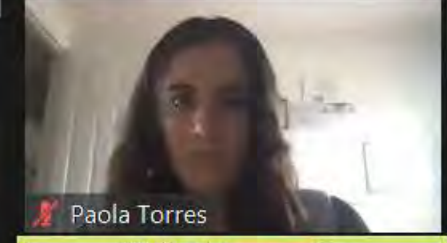


RESIDUOS SÓLIDOS

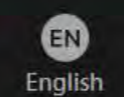
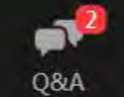
- Los residuos sólidos urbanos, residuo sólido urbano, residuo urbano o residuo doméstico, son aquellos residuos, basura, desperdicio o desechos que se generan en los núcleos urbanos o en sus zonas de afluencia.



Cañón del Matadero



Audio Settings



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PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

DESARENADOR MARIANO MATAMOROS



Delegación Presa A. L. R.

Video call interface showing four participants:

- Ana Eguiarte
- Dr. Kristen Goodrich
- Paola Torres
- Marco Antonio Sánchez Navarro



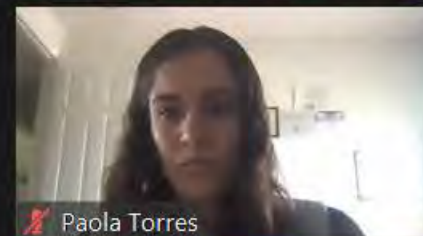


PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

DESARENADOR PIEDRERA 1, 2 Y 3



Delegación Sánchez Taboada





PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

DESARENADOR JHONSON Y JHONSITO



Delegación Centro

Ana Eguiarte

Dr. Kristen Goodrich

Paola Torres

Marco Antonio Sánchez Navarro





PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

COLONIA NUEVA ESPERANZA, OTAY CENTENARIO



Area total con potencial a sufrir inundación: **9.13 hectáreas.**

Ana Eguiarte

Dr. Kristen Goodrich

Paola Torres

Marco Antonio Sánchez Navarro

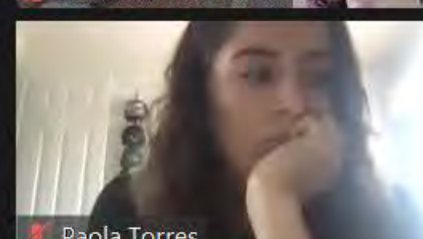




PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

COLONIA NUEVA ESPERANZA, OTAY CENTENARIO

Operativo de censo y etiquetado por riesgo hidrometeorológico





PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

CAÑÓN DEL MATADERO



Nivel de inundación al 26 de diciembre del 2019.





PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

CAÑÓN DEL MATADERO



Evolución de niveles de inundación.

Ana Eguiarte

Dr. Kristen Goodrich

Paola Torres

Marco Antonio Sánche...





PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

CAÑÓN DEL MATADERO



Operativo 26 de diciembre del 2019





PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

CAÑÓN DEL MATADERO



Asentamientos humanos en alto riesgo hidrometeorológico.

Ana Eguiarte

Dr. Kristen Goodrich

Paola Torres

Marco Antonio Sánchez...

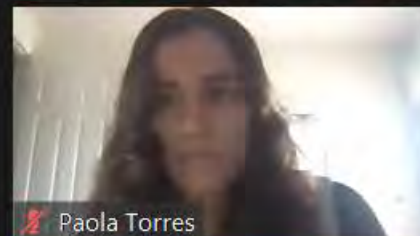




PUNTOS CRÍTICOS RESIDUOS SÓLIDOS EN LA CIUDAD DE TIJUANA

ZONA NORTE, CAÑÓN DEL MATADERO: 27 FEBRERO 2020
ÁREA APROXIMADA DE 66,500 METROS CUADRADOS

Operativo de censo y etiquetado por riesgo hidrometeorológico



4-Walls International create trash flow predictive tools for use in Tijuana River Watershed, 2021



Two video thumbnails are stacked vertically. The top one shows a woman with glasses, identified as Ana Eguiarte. The bottom one shows a woman with dark hair, identified as Emily Pimentel.

BASUREROS CLANDESTINOS

