



# San Ysidro

## COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN

DRAFT April 2015



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San Ysidro Historic Context - Under Separate Cover



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

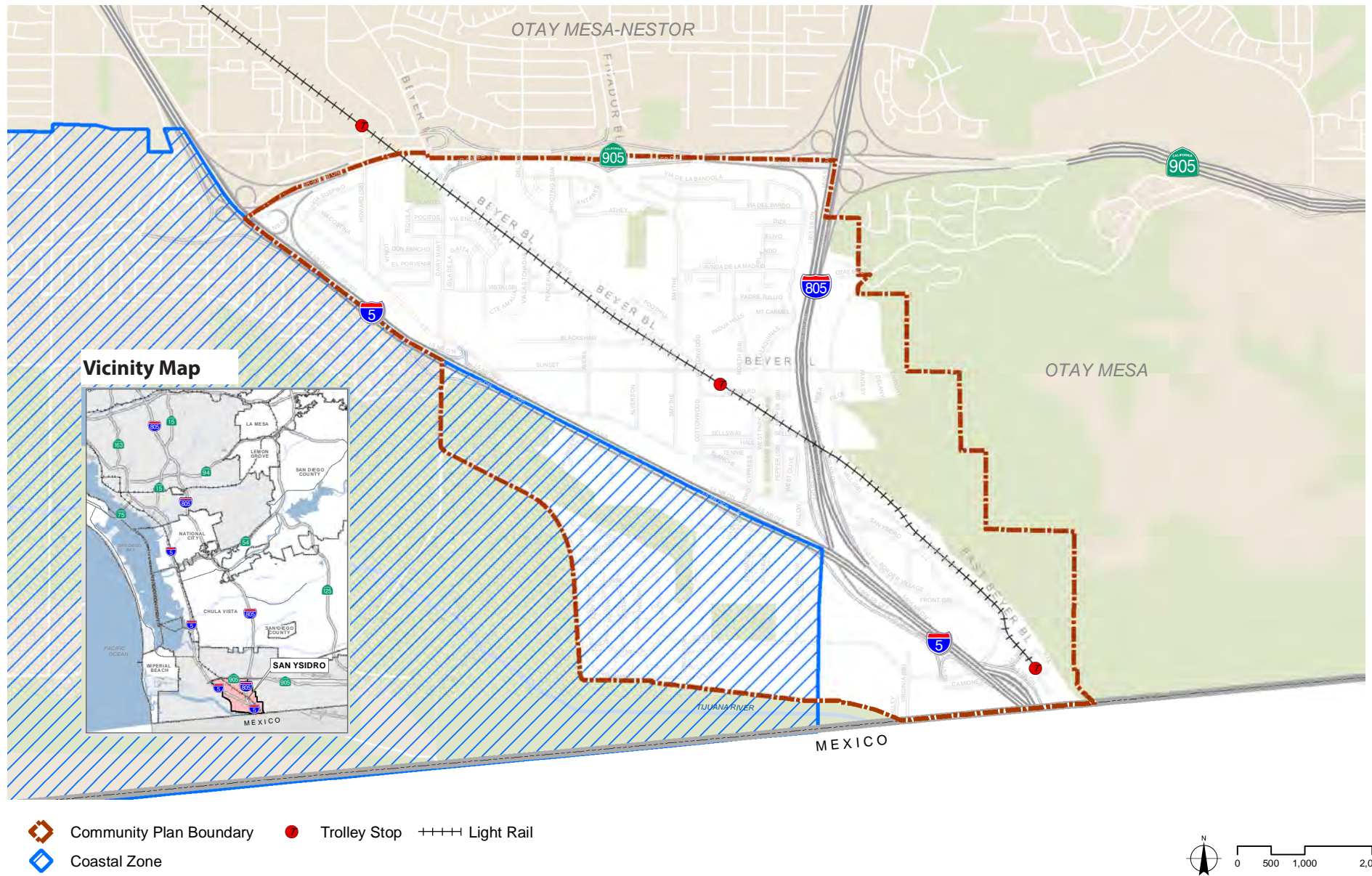
San Ysidro encompasses approximately 1,863 acres within the City's southern tip, adjacent to Otay Mesa-Nestor, Otay Mesa, the Tijuana River

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 over half the population under 25, and is characterized by a large component of 90 percent Hispanic residents compared to 28 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.



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





## 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
- 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 the Mi Pueblo Village
- Craft a clear and practical implementation strategy

### 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.**



## 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 Capital Improvement Plan (CIP). 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.

### LAND DEVELOPMENT CODE

The City of San Diego 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.

#### 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



## 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.

## HOW TO USE THE COMMUNITY PLAN

The Community Plan provides a long-range physical development guide for elected officials, 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 Public Facilities Financing Plan and the El Pueblito Viejo Village Specific Plan, should be reviewed to ensure implementation of this Plan.

**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, 3.3.3, 3.3.8, 3.5.3a Improve access/connectivity; 7.1.15, 7.4.1, 7.4.3 Connecting trails
Recreation	Recreation; Conservation	7.1.15 Joint Use Trails; 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	2.2.15 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





Key Objectives presented during plan update meetings.

## 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.

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.

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	3.2, 3.3, 3.4, 3.5, 3.6	Mobility-A,B,C,F, & I;
	Urban Design	4.5, 4.8, 4.9, 4.11	Urban Design-A & B
	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	3.2; 3.3; 3.4; 3.5; 3.8	Mobility-A, B, C, F & I;
	Urban Design	4.3; 4.4; 4.5; 4.6; 4.8; 4.9	Urban Design-A, B, C & E
	Economic Prosperity	5.5; 5.6	
<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;
	Urban Design	4.2; 4.3; 4.4; 4.6; 4.7; 4.8; 4.9	Conservation-A & B;
	Conservation	8.1	Historic Preservation-A
	Historic Preservation	9.1	
<b>A Strong Economy:</b> Commercial & Employment	Land Use	2.3; 2.5; 2.6	Land Use-A & H;
	Mobility	3.6; 3.8	Economic Prosperity B, D, F & G
	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;
	Mobility	3.3; 3.4; 3.8; 3.9	Economic Prosperity-J
	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;
	Urban Design	4.6	Recreation-B, C, E & F;
	Public Facilities	6.1; 6.2	Conservation-B, H & M;
	Recreation	7.1; 7.4	
	Conservation	8.2	
<b>Implementation Strategy</b>	Implementation	10	



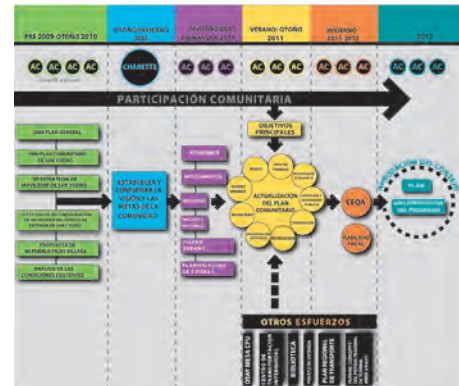
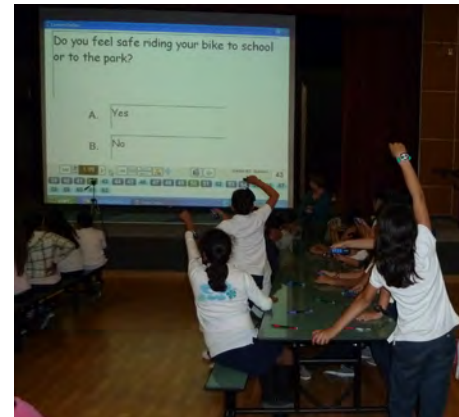
## 1.4 PLANNING PROCESS

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

## 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.



### San Ysidro COMMUNITY PLAN UPDATE

#### ACTUALIZACIÓN DEL PLAN COMUNITARIO

**Join Us! Community Workshops**  
October 4th, 5th, and 13th  
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.

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

**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 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 actualizacion del plan comunitario, para asegurar que la vision y las metas de la comunidad sean representadas.

Use Us!  
Recreational Activities For Kids  
Playable

Get Involved!

Use Us!  
Recreational Activities For Kids  
Playable

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)

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

**Temas a Tratar:**

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

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



# Land Use Element | 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 2-1 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 and policies to encourage development. 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.
- El Pueblito Viejo Village, a community 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.

**Table 2-1: Land Uses**



LAND USE	ACREAGE	PERCENTAGE
Low-Density Residential (5-10 dwelling units/net acre)	303	23%
Low-Medium Density Residential (10-15 dwelling units/net acre)	219	16%
Low-Moderate Density Residential (10-22 dwelling units/net acre)	32	2%
Medium-Density Residential (15-30 dwelling units/net acre)	84	6%
Community Commercial/Residential permitted	60	5%
Community Commercial/Residential prohibited	78	6%
Regional Commercial	91	7%
Heavy Commercial	26	2%
Industrial	38	3%
Open Space	177	13%
Park	68	5%
Institutional	144	11%
Note: Including freeway and trolley rights-of-way, the total planning area acreage is approximately 1,861 acres.		



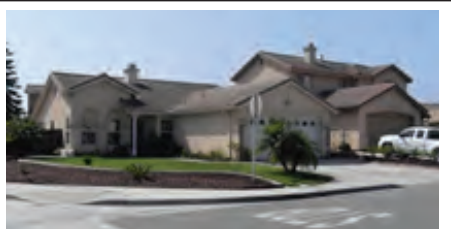


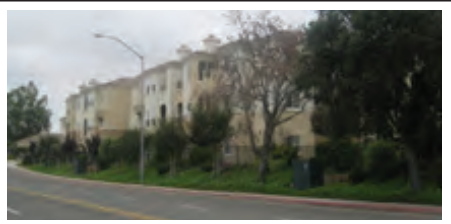
## LAND USE INTENSITY

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 1	None	Provides for both single-family and multifamily housing within a low- medium-density range.	10 - 15 du/ac	
Residential - Low Medium 2	None	Provides for both single-family and multifamily housing within a low- moderate-density range in the El Pueblito Viejo 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 38,559 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 2-1 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, El Pueblito Viejo Village, and the Border Village District; two additional commercial districts; and the Port of Entry District, see **Figure 2-2 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 Gates 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.

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



Figure 2-1: Land Use Map

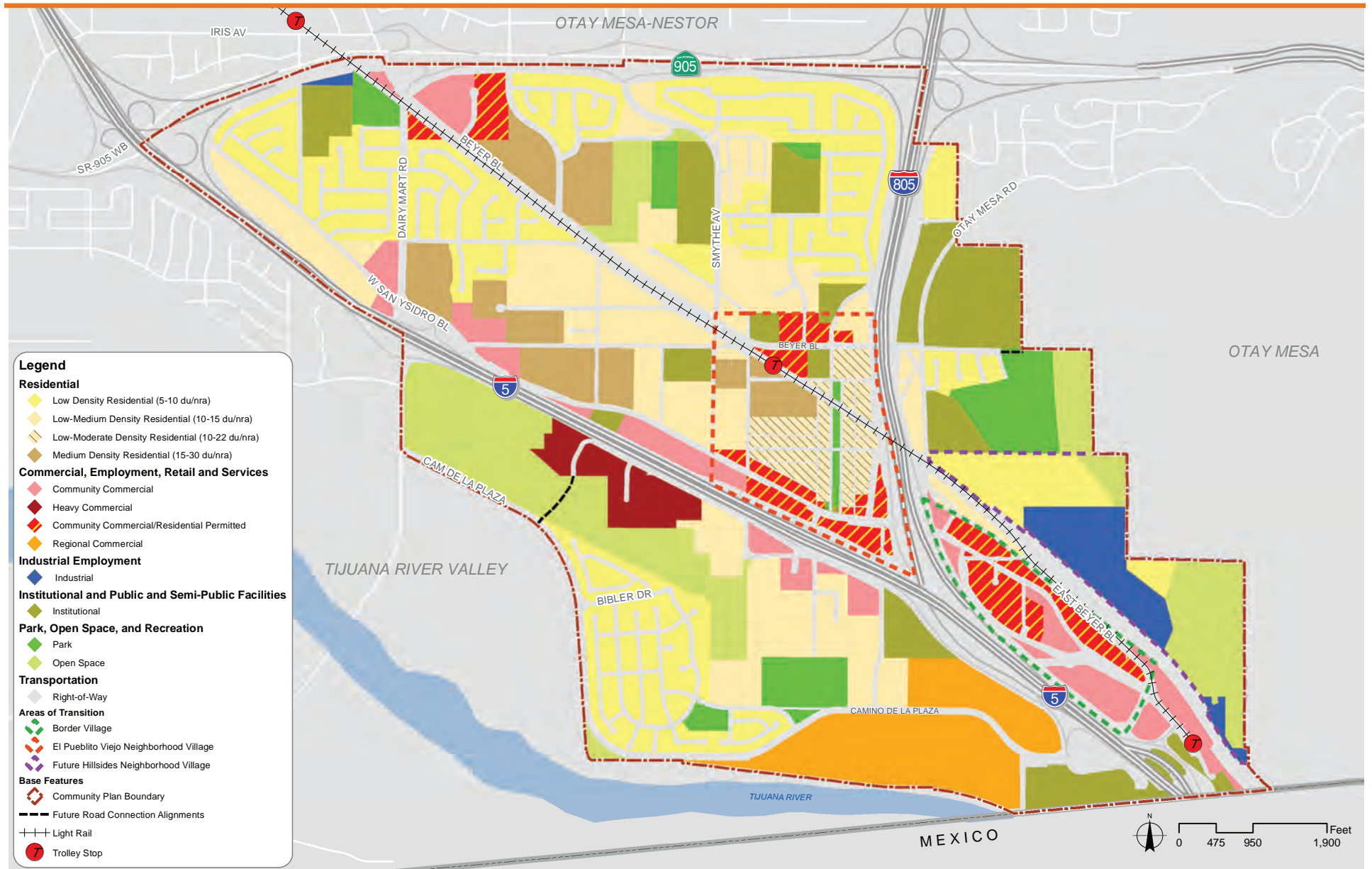
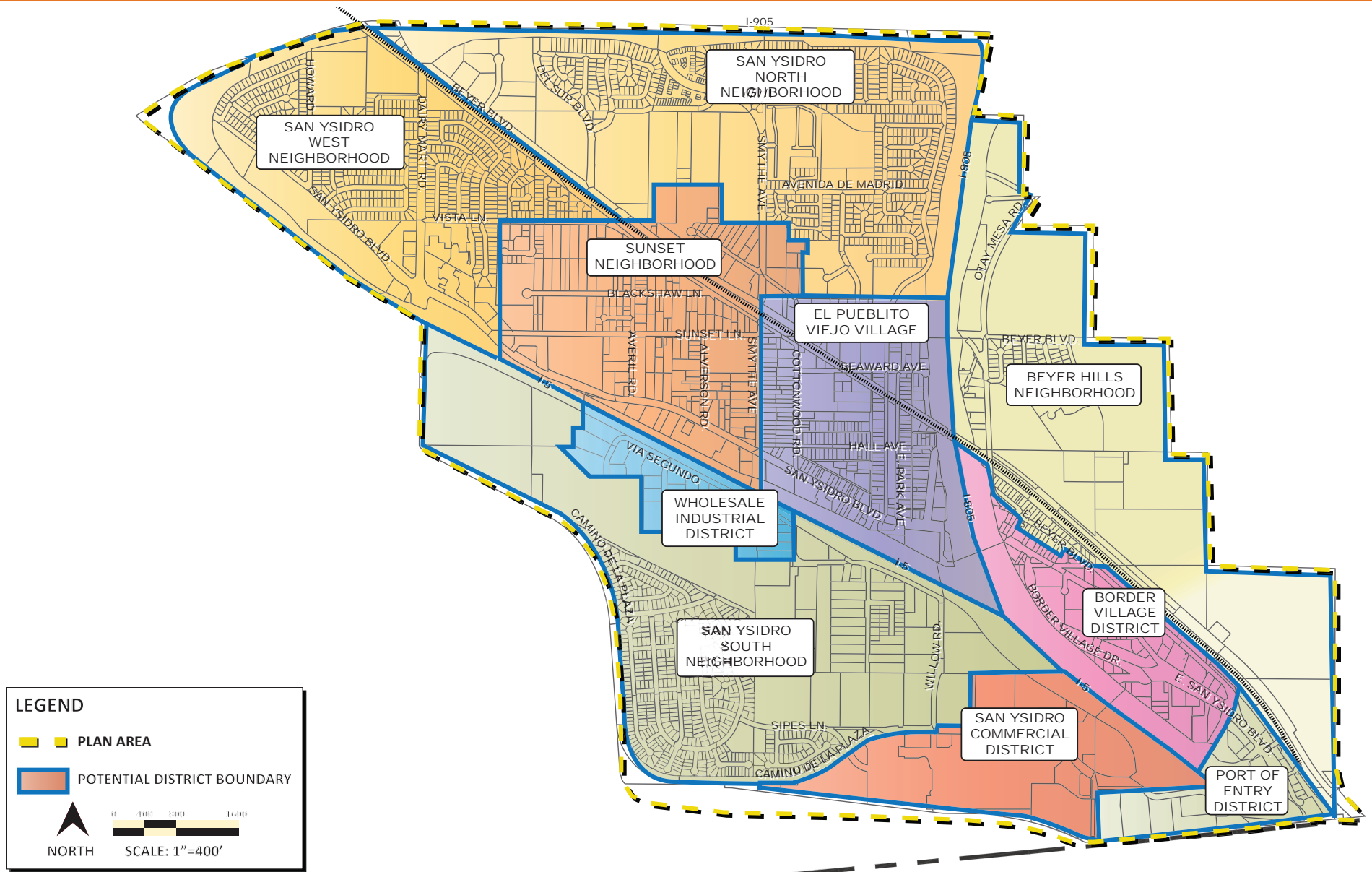


Figure 2-2: District Map





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.

## 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 Gates subdivision located in the San Ysidro South Neighborhood. 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.

### HOUSING AND COMMUNITY

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 facilities 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 El Pueblito Viejo 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 GP Element Sections LU-H, UD-B; UD-C.

- 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 El Pueblito Viejo 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.

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 Protect the single-family character of the existing adjacent neighborhoods by requiring sensitive project planning and design to accommodate sufficient setbacks, landscaping, and buffering.

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 reduce impacts to natural habitat within the Dairy Mart Ponds natural habitat (also see 8.2).

2.2.11 Provide housing options that explore and model innovative approaches to 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.

2.2.12 Provide housing in a mixed-use commercial setting to create lively commercial centers in village areas (also see 2.5).



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



- 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 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 Pueblito Viejo, 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.

## 2.3 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, Mexican insurance, money exchange (i.e. Casa de Cambios), 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 visible from I-5. San Ysidro Boulevard, Border Village Drive, Camino de la Plaza, Beyer Boulevard, and Dairy Mart Road are the main commercial corridors within San Ysidro, and store frontages should be placed facing the 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.

The properties along Precision Way in the San Ysidro North Neighborhood have been designated for Community Commercial with a portion 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 Wholesale Industrial 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. 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 3.4, 4.3, 5.8, 5.9 and GP Element Sections LU-H, UD-B, UD-C.

- 2.3.1 Improve the appearance of dilapidated commercial structures and upgrade the landscaping.
  - Site store frontages should face the main commercial corridors in order to maintain character and improve the pedestrian nature of the commercial areas. Refer to the Urban Design Element for more detail.
- 2.3.2 Promote community-serving commercial uses with the San Ysidro South, West, and Sunset Neighborhoods to serve resident needs.
- 2.3.3 Support the outlet centers as tourist-oriented commercial uses and encourage rehabilitation of older structures and maintenance of existing centers (also see 4.4).
- 2.3.4 Provide for the reuse of the industrial buildings for commercial uses.
- 2.3.5 Attract and market new light industrial businesses that minimize environmental impacts and diversify San Ysidro’s economy (also see 5.9.2).



*Various commercial centers in San Ysidro.*

- 2.3.6 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 3.4.20).
- 2.3.7 Support the extension of Calle Primera to Dairy Mart Road to provide better access to the Wholesale Industrial District (also see 3.4 and 5.9).
- 2.3.8 Redevelop the Precision Park Lane properties to include community commercial 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.

## 2.4 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 the GP Public Facilities Element Sections D-O.

- 2.4.1 Promote Institutional uses, including vocational schools, to provide local opportunities for continuing education.

## 2.5 VILLAGE AREAS

San Ysidro has two neighborhood villages El Pueblito Viejo Village, and the Border Village District (also see **Figure 2-2 District Map**).

### EL PUEBLITO VIEJO VILLAGE

Originally a small neighborhood of circa 1920 homes, El Pueblito Viejo 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 of San Ysidro “the heart”, and has provided the community’s small-scale, single and multifamily, 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 and multifamily character of the residential area. The Beyer Trolley Station parking lot presents a potential joint development opportunity for redevelopment. North of Beyer Boulevard, includes the well-maintained San Ysidro Health Center and aging commercial uses with mixed-use redevelopment potential. There are a number of vacant lots near the Beyer Trolley Station that could accommodate future housing and mixed-use projects. The small commercial district along West Olive Drive where excess right-of-way could accommodate additional Village parking and could include space for a weekly farmer’s market. The commercial area along West San Ysidro Boulevard contains a diverse mix of retail, but little has been redeveloped in recent years. The vision is for this section of the boulevard to become a vibrant, mixed-use main street. Between East and West Park Avenue is the San Ysidro linear community park along with the existing library. One of the defining elements of this village is the potential 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.

The commercial strip along Beyer Boulevard includes the San Ysidro Health Center and neighborhood serving commercial uses. The plan envisions this commercial area to transform into a mixed-use component of the Beyer Trolley Station transit area.



## EL PUEBLITO VIEJO SPECIFIC PLAN

A Specific Plan for the El Pueblito Viejo Village area would 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 El Pueblito Viejo Village area to encourage catalyst projects to stimulate village development.

Businesses within the historic section of San Ysidro Boulevard within the El Pueblito Viejo Village were first established in the 1920s and 1930s to serve the growing rural community of San Ysidro. This area has deteriorated over time due to the growth of the border commercial area and the construction of newer commercial centers; however, recent rehabilitation of structures and new investment in this area are helping to reestablish it as the "Main Street." This corridor is essential to the El Pueblito Viejo Village character, which includes minor or no front setbacks and primarily structures that are one- or two-story buildings. Despite the absence of sidewalks, curbs, and gutters, this area is a major pedestrian thoroughfare and a landmark in the community. For additional housing, village and mixed-use related policies cross reference SYCP Element Sections 2.2, 3.2-3.6, 4.4-4.9, 5.7 and GP Element Section, LU-A, UD-B, ME-A, UD-C, UD-E.

- 2.5.1 Pursue a specific plan for the El Pueblito Viejo Village area to help implement the mixed-use village concepts and creatively address circulation and public space needs.
- 2.5.2 Provide housing in a mixed-use commercial setting to create a lively commercial center around the Beyer Trolley Station.



Images in El Pueblito Viejo Village.

- 2.5.3 Coordinate with MTS to develop the Beyer Trolley Station’s parking lot into a mixed-use housing project that includes public trolley parking, affordable housing, and commercial uses.
- 2.5.4 Encourage commercial development along Beyer Boulevard, between North Lane and Alaquinas Drive, to form a more cohesive neighborhood-serving center.
- 2.5.5 Encourage mixed-uses along Beyer Boulevard, and utilize the slope on the north side of Beyer Boulevard to terrace housing behind commercial uses (also see 4.4.16).
- 2.5.6 Locate housing above or behind commercial storefronts along portions of San Ysidro Boulevard in the El Pueblito Viejo Village.
- 2.5.7 Protect the tangible remains of the Little Landers Colony and document the evolution of housing styles in San Ysidro. Review the Urban Design Element Section 4.4 and the Historic Preservation Element for special character design policies within the historic El Pueblito Viejo Village.
- 2.5.8 Attract community-oriented commercial redevelopment and infill projects in the historic town center that serve the neighborhood and residents.
- 2.5.9 Preserve small-scale buildings and provide pedestrian amenities, such as benches and drought tolerant landscaping, in the community commercial core area of San Ysidro Boulevard.

- 2.5.10 Provide a strong, well-landscaped link to the library, the linear park, and to the pedestrian bridges when redeveloping property within the El Pueblito Viejo Village.
  - a. Utilize pedestrian-oriented design elements, such as plazas, fountains or sculptural elements, paths, and landscaping. Community-serving retail uses, pedestrian in scale and oriented to the street, should further strengthen the link.
  - b. Place buildings along San Ysidro Boulevard at the property line to maintain the uniform building setbacks of the historic commercial area. See Street Frontages identified on **Figure 4-1 Urban Design Map** and Limited Residential Policies in Section 4.4 and 4.8.

### BORDER VILLAGE DISTRICT

The Border Village District centers on the commercial business along East San Ysidro Boulevard. See **Figure 2-2 Border Village 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, 4.4-4.9, 5.5, 5.6 and GP Element Section, LU-A, UD-B, ME-A, UD-C, UD-E.

- 2.5.10 Establish a destination shopping/visitor center at the border to attract both the United States tourist and Mexican visitors.
- 2.5.11 Improve the appearance of older commercial structures and upgrade the landscaping.
- 2.5.12 Provide commercial uses to meet the needs of both residents and visitors.
- 2.5.13 Promote tourist-serving commercial uses within the Border Village and encourage restaurants, entertainment uses, and small-scale shops to promote local incubator businesses.
- 2.5.14 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 4.4.17).
- 2.5.15 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 4.6.18).



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

- 2.5.16 Require 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 4.4.16).
- 2.5.17 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.
- 2.5.18 Enhance the pedestrian scale and orientation of the existing development by utilizing pedestrian-oriented design elements, such as plazas, fountains, and landscaping.
- 2.5.19 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.

## 2.6 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) continue to study the area

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.

### 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 multimodal 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.

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, 3.4, 3.6, 3.9, 4.4, 4.5 and GP Element Section, LU-A, UD-B, ME-A, ME-B.

- 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.



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

## 2.7 HILLSIDES

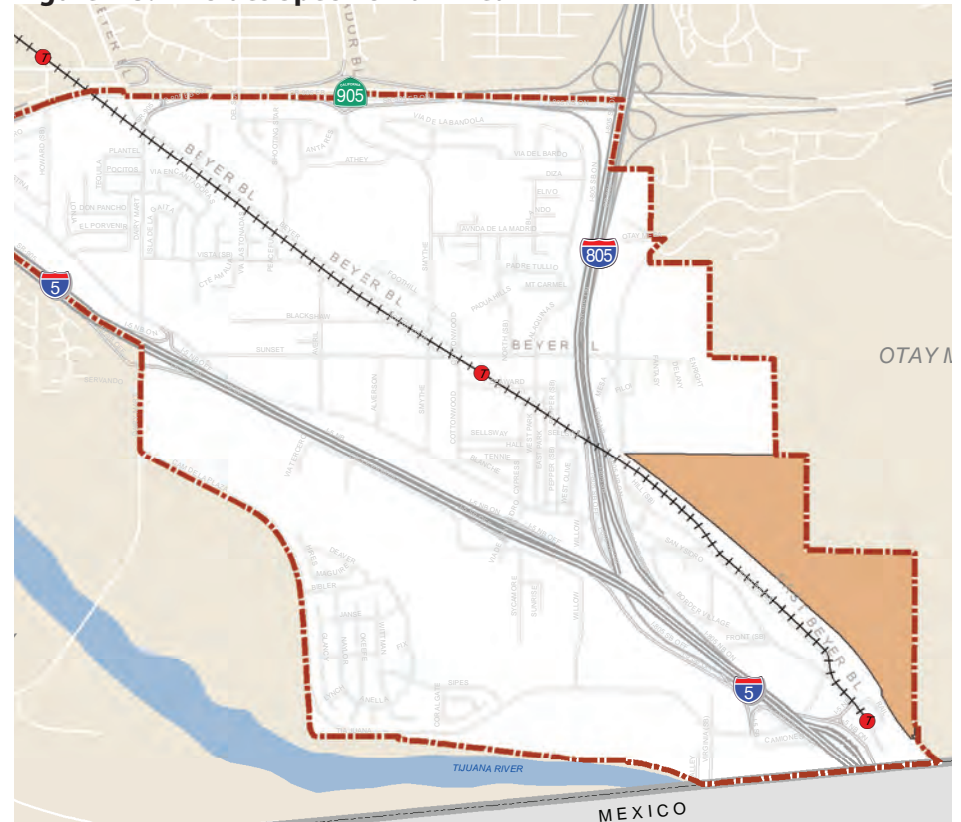
The hillsides form San Ysidro’s eastern boundary and are located within the Beyer Hills Neighborhood. Beyer Elementary School, a small subdivision next to the school, the future Beyer Park site, and a rail yard make up the existing development in this area. Property owners will need to prepare a specific plan of the entire area in order to holistically determine the desired character and development potential of the area. Technical studies property owners need to prepare 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.

### 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. A 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.

- 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.

Figure 2-3: Hillsides Specific Plan Area





- b. Illustrate the 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. Illustrate 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. Consider timing issues with future development adjacent to the site that may preclude development from occurring.
- h. Provide required park space on-site and distribute parks comprehensively throughout the Hillsides 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.
- m. Consider a trolley stop and additional pedestrian connections to Beyer Boulevard to connect to the Border Village.
- 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 San Ysidro Street Tree Plan.
- 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 2-4 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.

### MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. The three freeways that surround 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.

The Port of Entry poses to be 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

The Trolley Blue Line and cargo train 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 uses within the community.

### COMMERCIAL ACTIVITY

Where residential and other sensitive receptor uses are present or proposed, the potential for 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.

- 2.8.1 Site structures so as to minimize noise and visual impacts from the adjacent freeways and rail while reflecting the lot configuration and building orientation of the adjacent neighborhood.
- 2.8.2 Reducing the effect from commercial activity noise involves 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.

**Figure 2-4: Noise Contours Map**

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**NOISE CONTOUR MAP TO BE INSERTED**

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# Mobility Element | 3



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## GOALS

- Pedestrian-friendly facilities throughout the community with emphasis on the El Pueblito Viejo Village and Border Village areas in order to minimize or reduce pedestrian/vehicles conflicts.
- An Intermodal Transportation Facility (ITC) at the border.
- A circulation system that provides for the smooth flow of traffic with enhanced transit and bicycle access throughout the border region and within the village areas.
- Efficient use of parking resources through parking management strategies that support more intensive land uses around the El Pueblito Viejo 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.

## 3.1 INTRODUCTION

Improving mobility, through development of a balanced multimodal transportation network, is the purpose of the Mobility Element of the General Plan. To this end, the element contains goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, good movement/freight, and regional coordination and financing. Taken together, the policies advance a strategy for congestion relief and increased transportation choices in a manner strengthening the City of Villages vision. The policies and recommendations included in the Mobility Element are designed to support the implementation of the General Plan at the community level and maximize the economic engine for the region, while improving mobility through the development of a balanced multimodal transportation system.

San Ysidro is a community bounded and divided by highways and a rail line, creating an often challenging relationship between achieving neighborhood connectivity and regional access to Mexico. As one of the world’s busiest Port of Entries, San Ysidro’s transportation network has a significant physical and cultural impact on the community of San Ysidro, as well as the economy of the region.



“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

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. However, the Mobility Element's holistic approach to circulation, transit, and pedestrian and bicycle access will help shape a better and more balanced future mobility system within San Ysidro and the border area. The policies in this section aim to: achieve the desired streetscape character, increase opportunities for pedestrians, provide better access to bicycle and transit facilities, and address the necessary roadway improvements.



Existing San Ysidro Transit Station



Example of scramble pedestrian crossing intersection

## 3.2 WALKABILITY

Walking is a popular mode of travel in the San Ysidro community. The City's Pedestrian Master Plan ranks San Ysidro as the ninth most walkable community within San Diego. San Ysidro has several important features of a walkable community, including its fine-grained mix of residential and neighborhood-serving commercial uses in the village areas and basic grid network of streets throughout.

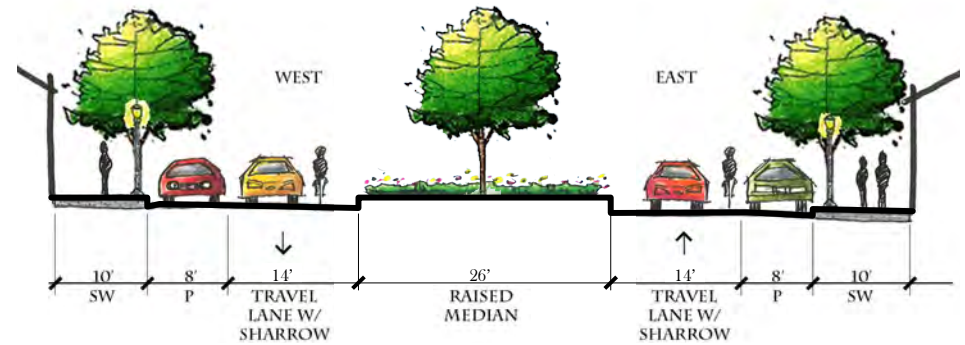
Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure and inadequate sidewalks and pedestrian facilities on higher pedestrian and vehicular volume streets. The pedestrian connectivity within San Ysidro is negatively impacted by I-5, I-805, and 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. Furthermore, SR-905 provides a barrier that limits pedestrian connections to Otay Mesa Nestor. Many of these crossings are in need of improvements to enhance their safety, accessibility, and attractiveness to pedestrians. The existing pedestrian bridges over I-805 and I-5 are inconvenient, as they are not well-integrated with nearby land uses.

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, or crossing islands in appropriate mid-block locations
- Transit priority measures

- Accessible pedestrian traffic signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other ‘traffic calming’ techniques, which tend to lower speeds and define an edge to travel ways
- Center medians with trees and ground cover
- Reduction in numbers of driveways
- Pedestrian scale lighting

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME- 2, should be consulted for additional policies. For additional pedestrian related policies, cross reference SYCP Element Sections 4.5 and 4.6.



Example of enhanced Streetscape with improved pedestrian connectivity.

**Figure 3-1: Olive Drive Concept**



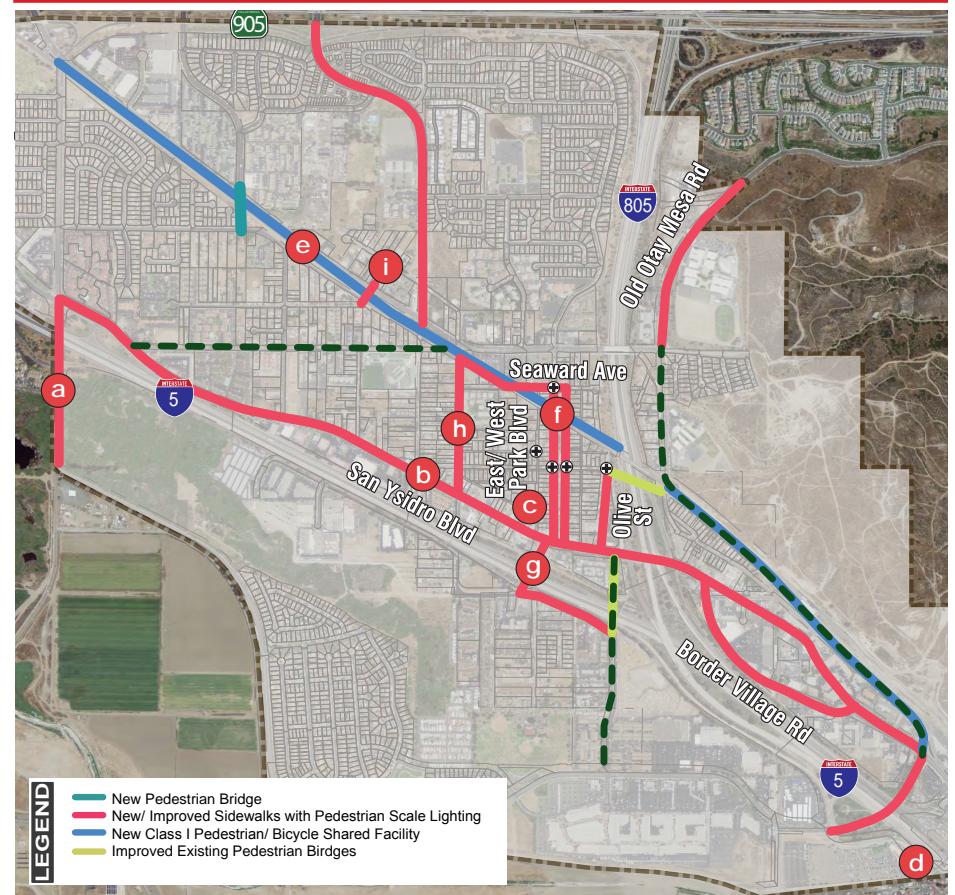
Example Streetscape in plan view, featuring traffic calming and pedestrian improvements.



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
- b. Smythe Crossing
- c. San Ysidro Boulevard
- d. El Pueblito Viejo Village
- e. Border region
- f. Along the north side of Otay Mesa Road from Beyer Boulevard
- g. Along Seward Avenue and West Park Avenue
- h. At intersections along East Calle Primera, between Willow Road and Via de San Ysidro
- i. Along Cottonwood, between Beyer Boulevard and Foothill Road
- j. Along both sides of Smythe Avenue and Alverson Road
- k. Along Olive Dr. (Refer to Figure 3-1)
- l. Camino de la Plaza
- m. Calle Primera
- n. Howard Street
- o. Alverson Street

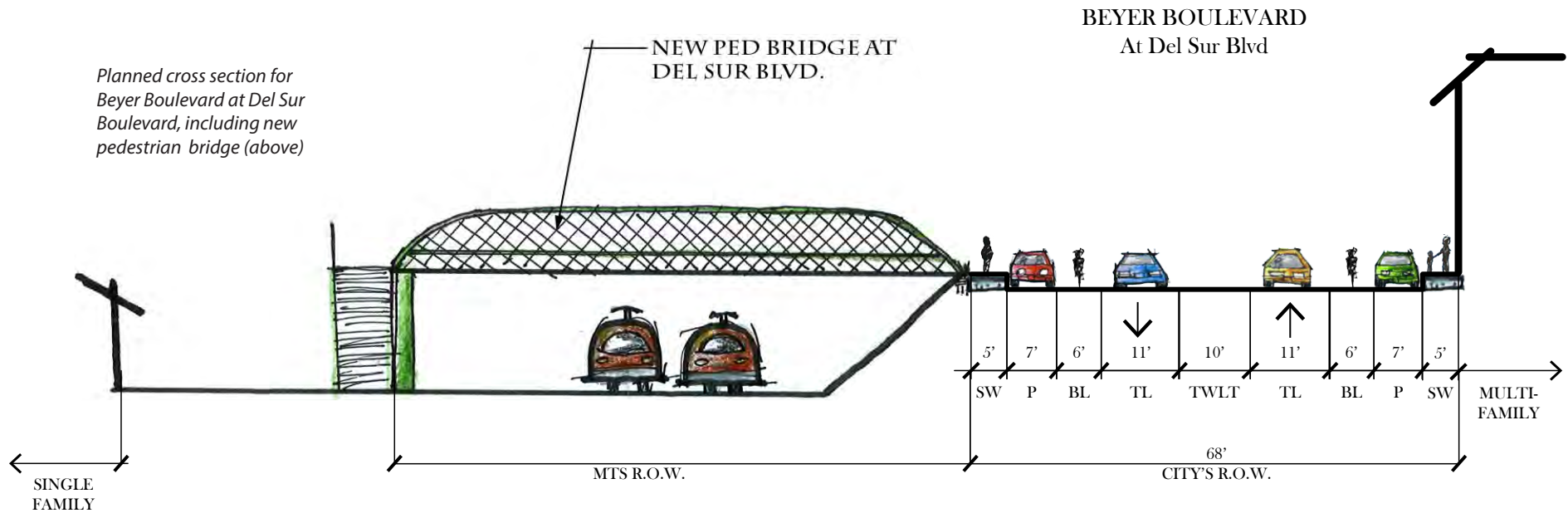
**Figure 3-2: Improved Street Locations**



*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)*



**Figure 3-3: Del Sur Boulevard Concept**



- 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 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 3.3.1).

- 3.2.5 Provide shade-producing street trees and street furnishings concentrating within the village areas (also see 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 4.5.27-29).
- 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.

- 3.2.8 Pursue a specific plan for the El Pueblito Viejo Village area to help implement walkability concepts and creatively address circulation. Improve existing alleys within the El Pueblito Viejo 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 4.9-Alleys).
- 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.
- 3.2.10 Maintain routes leading to schools by regularly removing debris.
- 3.2.11 Install adequate street lighting along pedestrian corridors throughout the community with priority on key pedestrian/vehicle conflict areas.
- 3.2.12 Install accessible traffic signals at key intersections along major pedestrian corridors to facilitate pedestrian crossings.
- 3.2.13 In village areas include pedestrian paths or paseos between and/or through developments to provide better connectivity to adjacent streets, commercial amenities, parks and schools.



*Proposed bridge gateway*

### 3.3 PUBLIC TRANSIT

The San Ysidro community is well-served by transit. A variety of public and private mass transit options are available, including the Metropolitan Transit System (MTS) with trolley and bus services, privately-operated jitneys, and privately-operated intercity buses.

The figure to the right illustrates the transit routes and stops within the community. Approximately 51.6 percent of the community is 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%. Improving the connection from residential households to transit areas is a priority in San Diego.

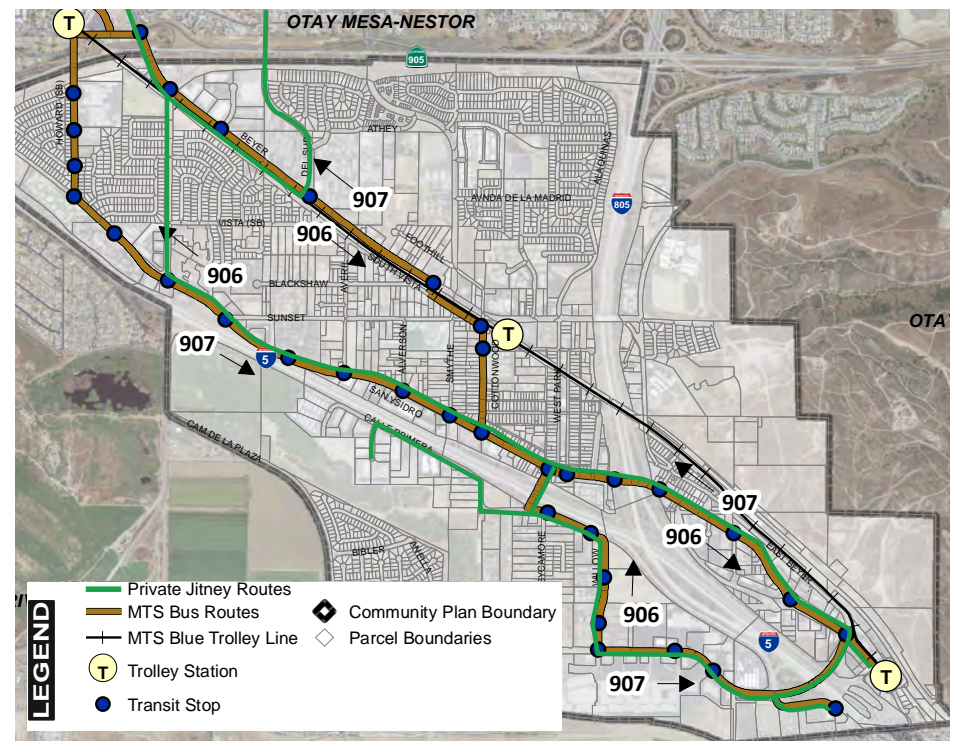
The MTS Trolley Blue Line terminates at the San Ysidro Transit Center Trolley Station near the international border. The Trolley Blue Line travels northward to the Santa Fe Depot in downtown San Diego, and offers transfer locations to the Trolley Orange Line and Trolley Green Line, which serve a majority of the City of San Diego and areas adjacent to cities such as Lemon Grove, La Mesa, El Cajon, and Santee. In addition to the stop at the San Ysidro Transit Center Trolley Station, the 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. The San Ysidro Transit Center Trolley Station is the busiest station on the 53-mile trolley light rail system, with over 17,000 passenger loadings (boarding and alighting) per day in 2014. The trolley operates with three- and four-car trains serving San Ysidro 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. For additional transit related policies, cross reference SYCP Element Sections 2.5, 2.6, 3.9, 4.5, and 4.6.

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. General Plan policies ME-B.1 through ME-B.5 should be consulted for further policies and guidance.

- 3.3.1 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 3.2.4).
- 3.3.2 Highlight the presence of the San Ysidro Transit Center Trolley Station and the Beyer Trolley Station through street treatments, wayfinding signage, interpretive kiosk and/or downloadable applications that illustrate pedestrian/bicycle routes to and from each of the transit stations.
- 3.3.3 Improve access to transit by addressing improvement to bicycle and walking accessibility within one mile of the transit stations/centers.
- 3.3.4 Work 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) at the border including the Virginia Avenue Intermodal Center.
- 3.3.5 Encourage higher intensity infill development within walking distance to transit, along with specific transit-oriented development, around the Beyer Trolley Station.
- 3.3.6 Evaluate the implementation of a street car or people mover system along East San Ysidro Boulevard to connect the ITC at the

**Figure 3-4: Existing Transit Routes and Stops**



- border and the Virginia Avenue Intermodal Center with the El Pueblito Viejo Village.
- 3.3.7 Implement bike share and car share programs to reduce the necessity for auto ownership in the community.
- 3.3.8 Support the construction of a gateway entrance for the Beyer Trolley Station at Cypress Drive that enhance the pedestrian connectivity of the Beyer Trolley Station to the El Pueblito Viejo Village (also see 4.11).



- 3.3.9 Provide adequate areas for passenger pick-up and drop-off around the future ITC at the Border and at the Virginia Avenue Intermodal Center.
- 3.3.10 Coordinate with MTS/SANDAG to improve pedestrian safety and access, circulation, and trolley/vehicle/pedestrian conflicts. Strategies may include elevated tracks/platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.

### 3.4 STREET AND FREEWAY SYSTEMS

New residential, commercial, and industrial development in San Ysidro will generate additional travel in and through the area, see **Figure 3-5 Planned Build-out Street Classifications**, and **Figure 3-6 Year 2035 Proposed Land Use Alternative Roadway Segment ADT Volumes**

This plan envisions shifting a great amount 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.

General Plan policies ME-C.1 through ME-C.12 and Table ME-2 Traffic Calming Toolbox should be consulted for further policies and guidance. For additional streets related policies, cross reference SYCP Element Sections 4.8 and 4.9.

- 3.4.1 Maintain the grid network of streets and alleys.
- 3.4.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings (also see 4.10).



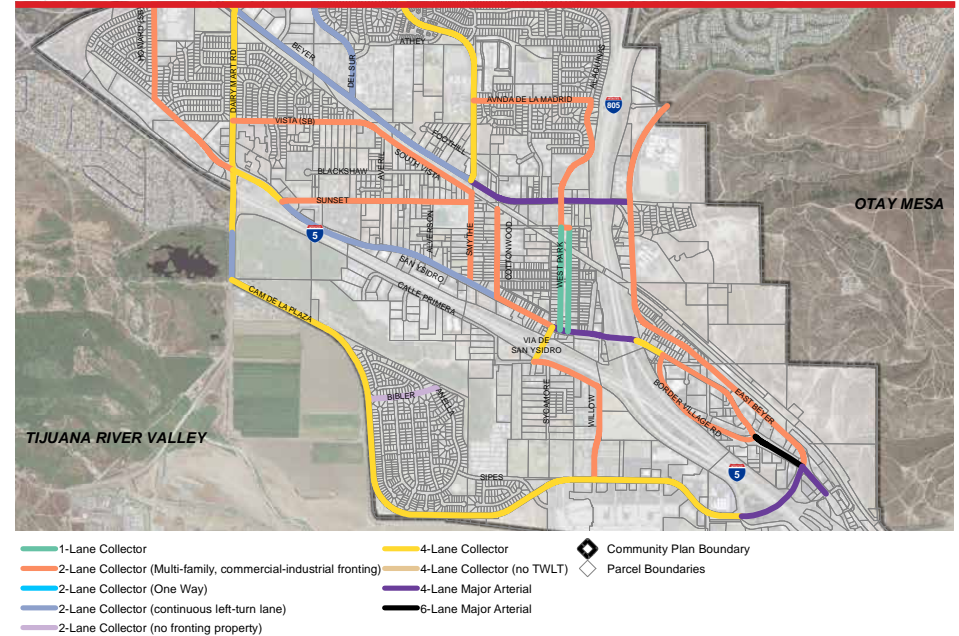
Examples of well planned and designed transit stations

- 3.4.3 Introduce traffic calming measures, where appropriate, to improve pedestrian safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.
- 3.4.4 Support the construction of a direct freeway connection from the Camino de la Plaza bridge to the I-805 (also see **Figure 3-9**).
- 3.4.5 Support the reconfiguration of the I-5 southbound off-ramp at Via de San Ysidro to connect directly to Calle Primera (also see **Figure 3-10**).
- 3.4.6 Support the construction of a roadway connection from Calle Primera to Camino de la Plaza (also see **Figure 3-10**).

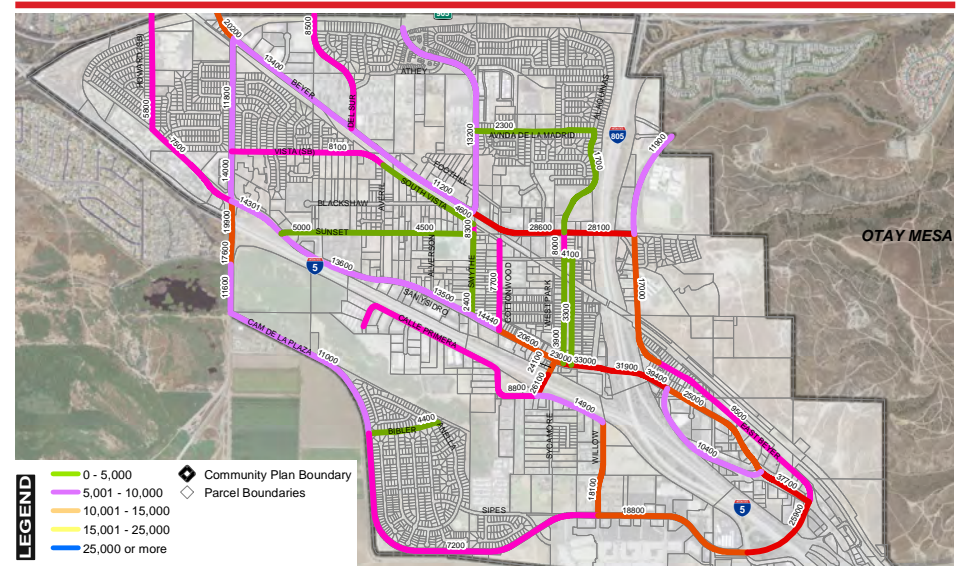


- 3.4.7 Support the implementation of a complete street improvements along Beyer Boulevard, between Dairy Mart Road and East Beyer Boulevard, to increase parking supply and improve bicycle and pedestrian facilities (**also see Figure 3-11**)
- 3.4.8 Support the implementation of road improvements along East and West Park to increase parking supply and improve bicycle and pedestrian facilities (**also see Figure 3-12**).
- 3.4.9 Support improvements along Hall Avenue, between East and West Park, to reduce the excess travel way width, by providing a large pedestrian refugee area and adding on-street parking (**also see Figure 3-12**).
- 3.4.10 Support intersection improvements at Smythe Crossing and Beyer Boulevard to reduce the conflicts between the trolley, bicyclist, pedestrians, and vehicular traffic (**also see Figure 3-14**).
- 3.4.11 Support intersection improvements (i.e., traffic signal or roundabout) at West San Ysidro Boulevard and Averil Road to reduce the conflicts amongst bicyclist, pedestrians, and vehicular traffic.
- 3.4.12 Support traffic signal improvements at West San Ysidro Boulevard and Alverson Street to reduce the conflicts between bicyclists, pedestrians, and vehicular traffic.
- 3.4.13 Support roadway improvements along Dairy Mart Road to improve vehicular capacity and pedestrian/bicycle connectivity (**also see Figure 3-13**).
- 3.4.14 Support the implementation of traffic calming measures along Willow Road to reduce vehicular speeds and improve pedestrian/bicycle connectivity.

**Figure 3-5: Planned Build-out Street Classifications**



**Figure 3-6: Year 2035 Proposed Land Use Alternative Roadway Segment ADT Volumes**



- 3.4.15 Support the implementation roadway improvements along Olive Street to increase parking and improve pedestrian/bicycle connectivity (**also see Figure 3-1**).
- 3.4.16 Support the reconfiguration of the intersection at Sunset Lane and Smythe Avenue to increase parking and improve pedestrian/bicycle connectivity (**also see Figure 3-14**).
- 3.4.17 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.
- 3.4.18 Support the reconfiguration of the I-805 northbound off-ramp at East San Ysidro Boulevard to be aligned with Center Street.
- 3.4.19 Support the regular maintenance of street surfaces for roadways within the community.
- 3.4.20 Support a road connection to Otay Mesa by extending Beyer Boulevard to Caliente Avenue.
- 3.4.21 Encourage shared commercial and residential parking strategies in Village areas.
- 3.4.22 Support intersection improvements (i.e. traffic signal at West San Ysidro Boulevard and Alverson Road to reduce the conflicts amongst bicyclists, pedestrians, and vehicular traffic).

## 3.5 BICYCLING

Development of a well-connected, effective bicycle network, including protected facilities where feasible, will facilitate cycling and help meet community travel needs. In addition, health studies along the border have helped understand the public health benefits of mobility concepts 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 and promote increased cycling rates among the general population. Along with deficiencies in the San Ysidro bicycle network, including barriers presented by the rail and freeway infrastructure, the existing bicycle system lacks the connectivity and accessibility required to connect the major attractors within the community. **Figure 3-7 Existing Bicycle Facilities** illustrates the different types of bicycle facilities used in the City of San Diego. **Figure 3-8 Existing and Recommended Bicycle Facilities** shows recommended improvements.

SANDAG's regional bike plan, *Riding to 2050*, identifies three bike routes of regional importance within or near San Ysidro. One such route, the Border Access Corridor, is primarily within San Ysidro. This 6.4-mile route connects the international border crossing in San Ysidro with the Bayshore Bike-way route in Otay Mesa Nestor. Within San Ysidro, the route uses Beyer 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 connect to the third border crossing in eastern Otay Mesa. Within San Ysidro, this portion of the corridor is operating as a Class III bike route.

The Bayshore Bike-way is a 23.8-mile route around the southern portions of San Diego Bay. The 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.



General Plan policies MD-F.1 and ME-D.2 should be consulted for additional policies and guidance. For additional bicycling related policies, cross reference SYCP Element Section 7.3.

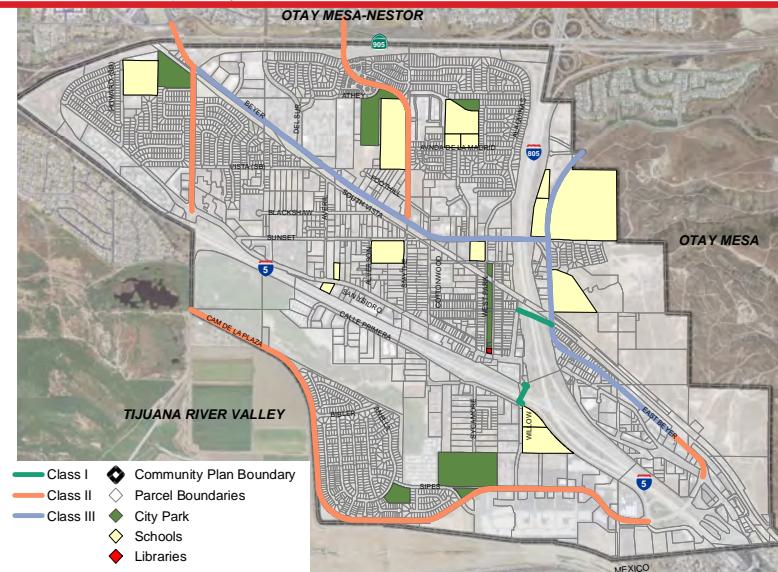
3.5.1 Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect San Ysidro to the citywide bicycle network and implement the San Diego Bicycle Master Plan and the Regional Bike Plan.

3.5.2 Pursue a specific plan for the El Pueblito Viejo Village area to help implement bicycle connectivity through the village and 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 3.2.8).

3.5.3 Support and promote increased bike share and connectivity through the construction of bicycle facilities, in conjunction with other improvements discussed in Section 3.4 and as standalone improvements. Improvements include, but are not limited to:

- a. Dairy Mart Road, from West San Ysidro Boulevard to Camino De La Plaza (**also see Figure 3-13**).
- b. Camino de la Plaza bridge, from Camiones Way to East San Ysidro Boulevard (**also see Figure 3-9**).
- 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 (**also see Figure 3-11**).
- e. East and West Park Avenue, from East San Ysidro Boulevard to MTS right-of-way at trolley tracks (**also see Figure 3-12**).
- f. Intersection of Smythe Crossing and Beyer Boulevard (**also see Figure 3-11**).

**Figure 3-7: Existing Bicycle Facilities**



**Figure 3-8: Existing and Recommended Bicycle Facilities**

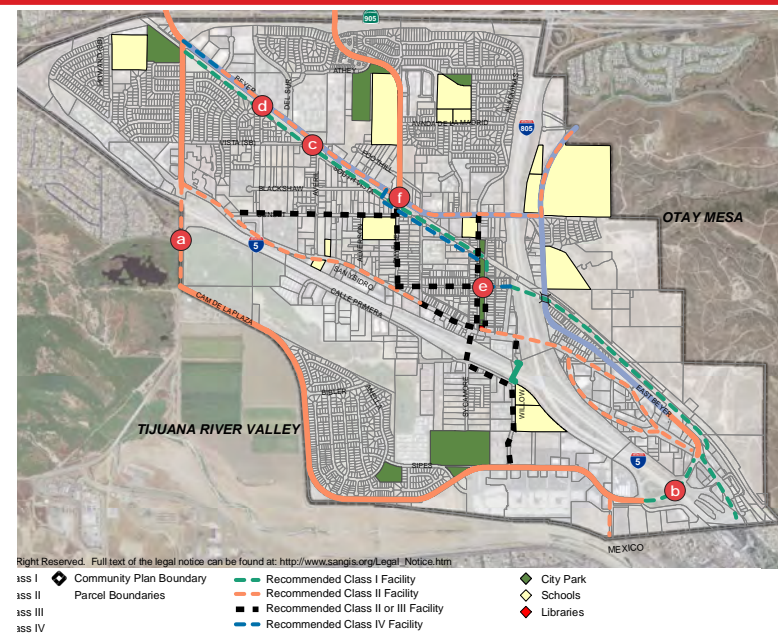
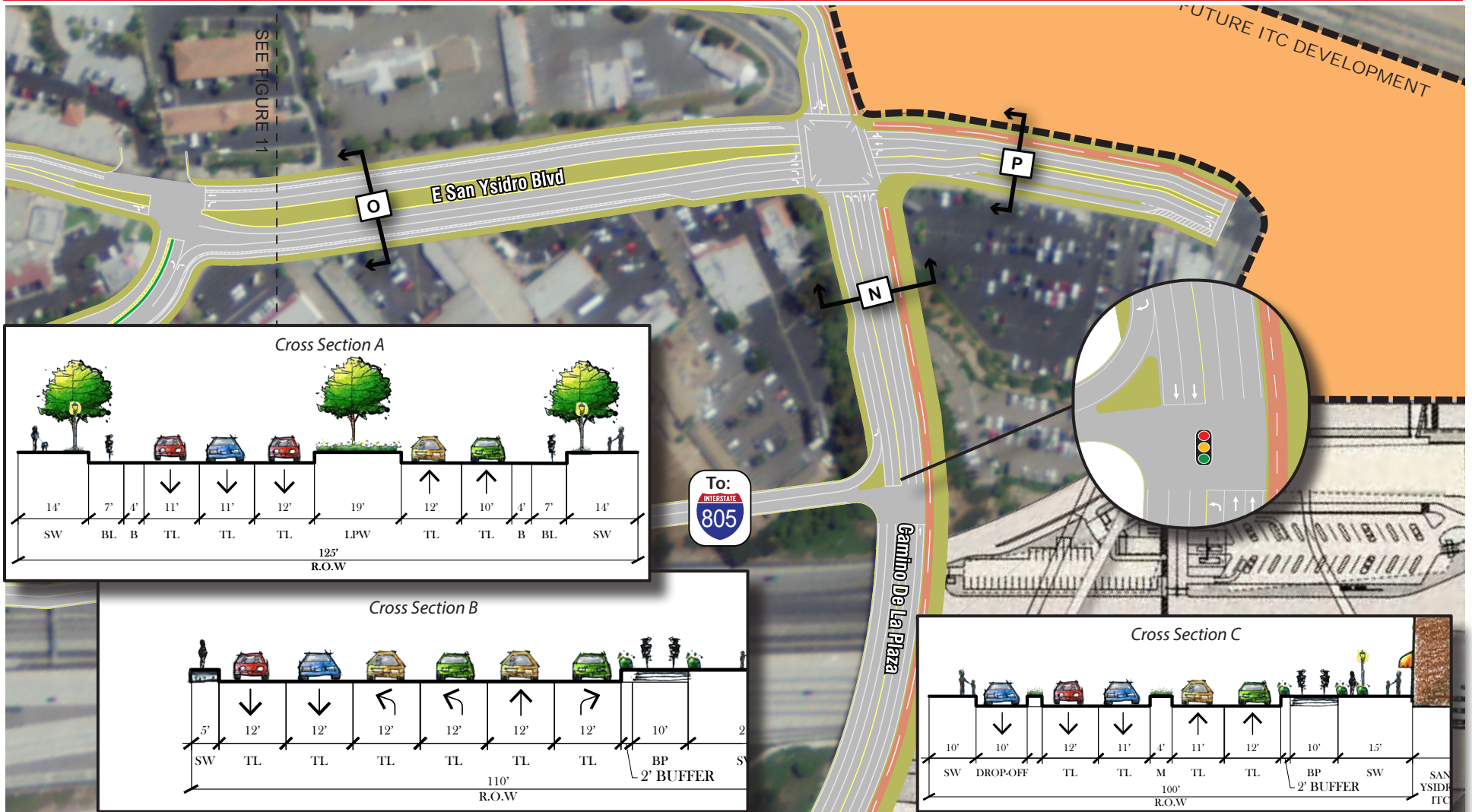



Figure 3-9: Camino de la Plaza and E. San Ysidro Boulevard



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

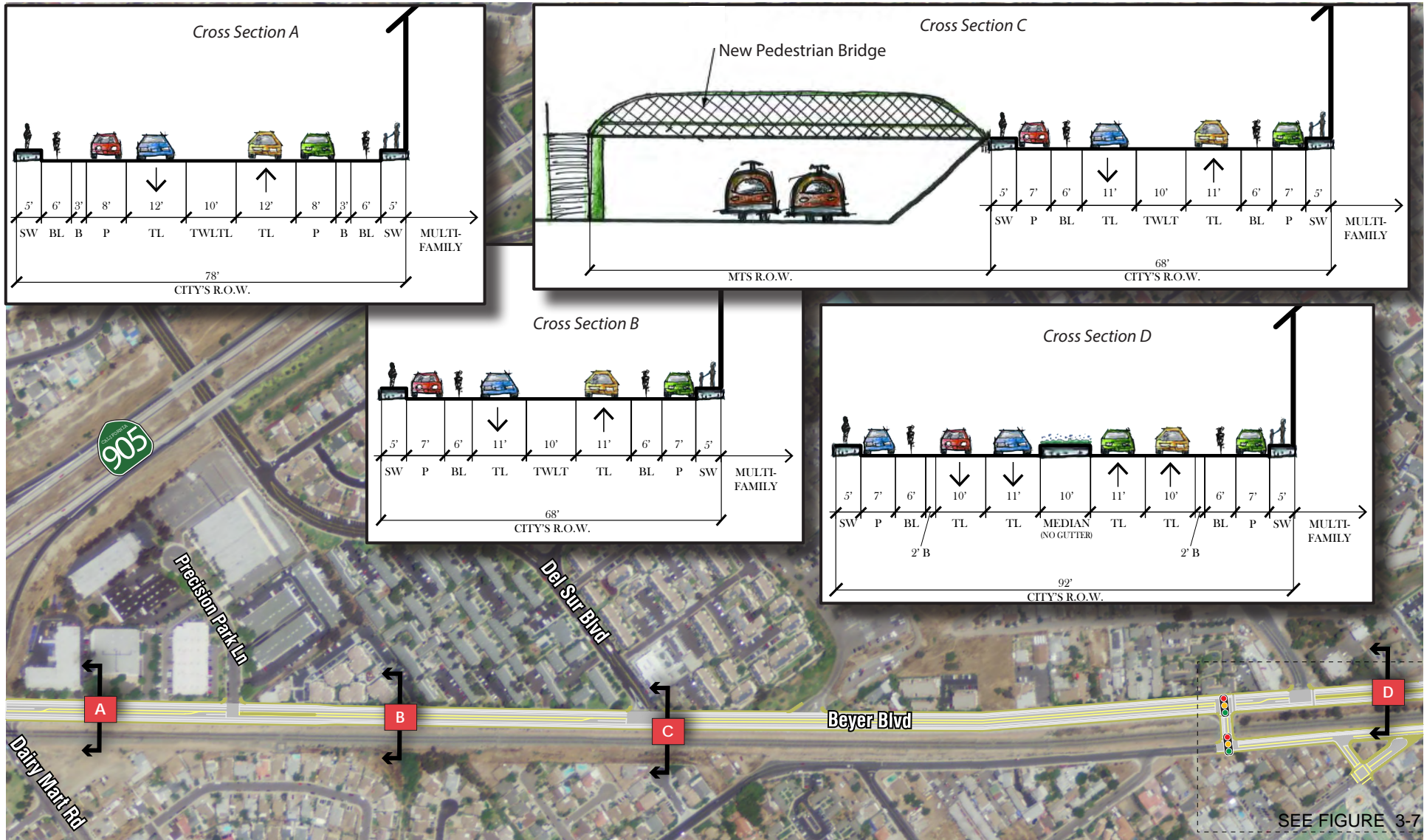


**Figure 3-10: Calle Primera**






Figure 3-11: Beyer Boulevard



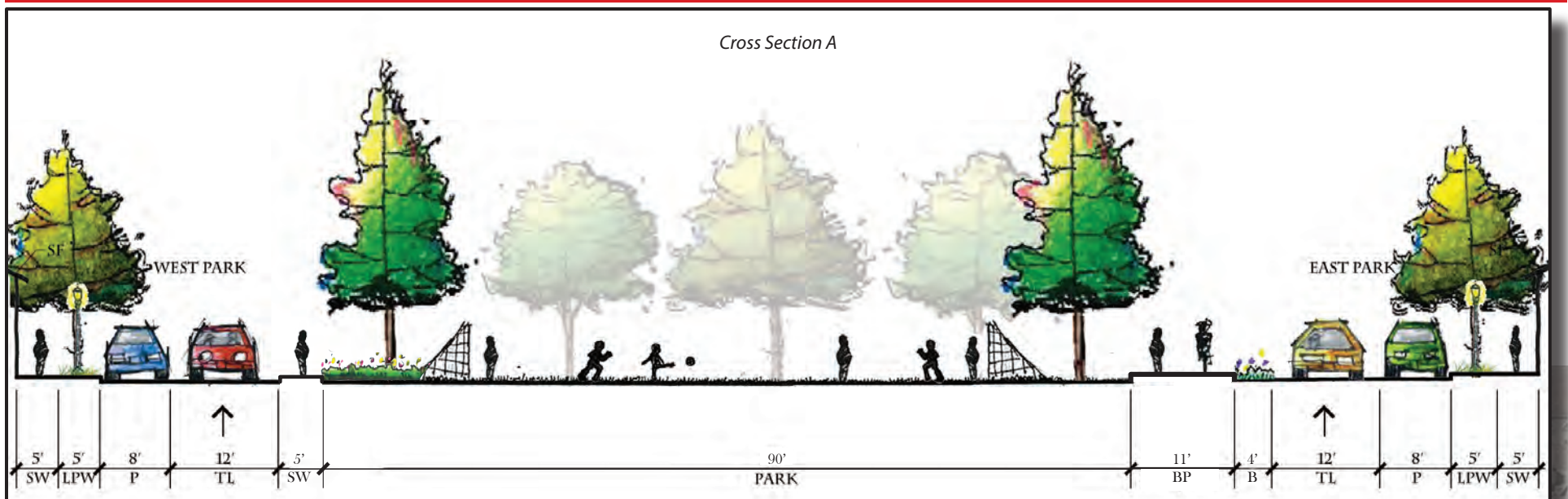
BL Bike Lane  
P Parking

SW Sidewalk  
TL Travel Lane

TWLT Two-way Left Turn  
BP Bike Path

B Buffer  
 New Traffic Signal

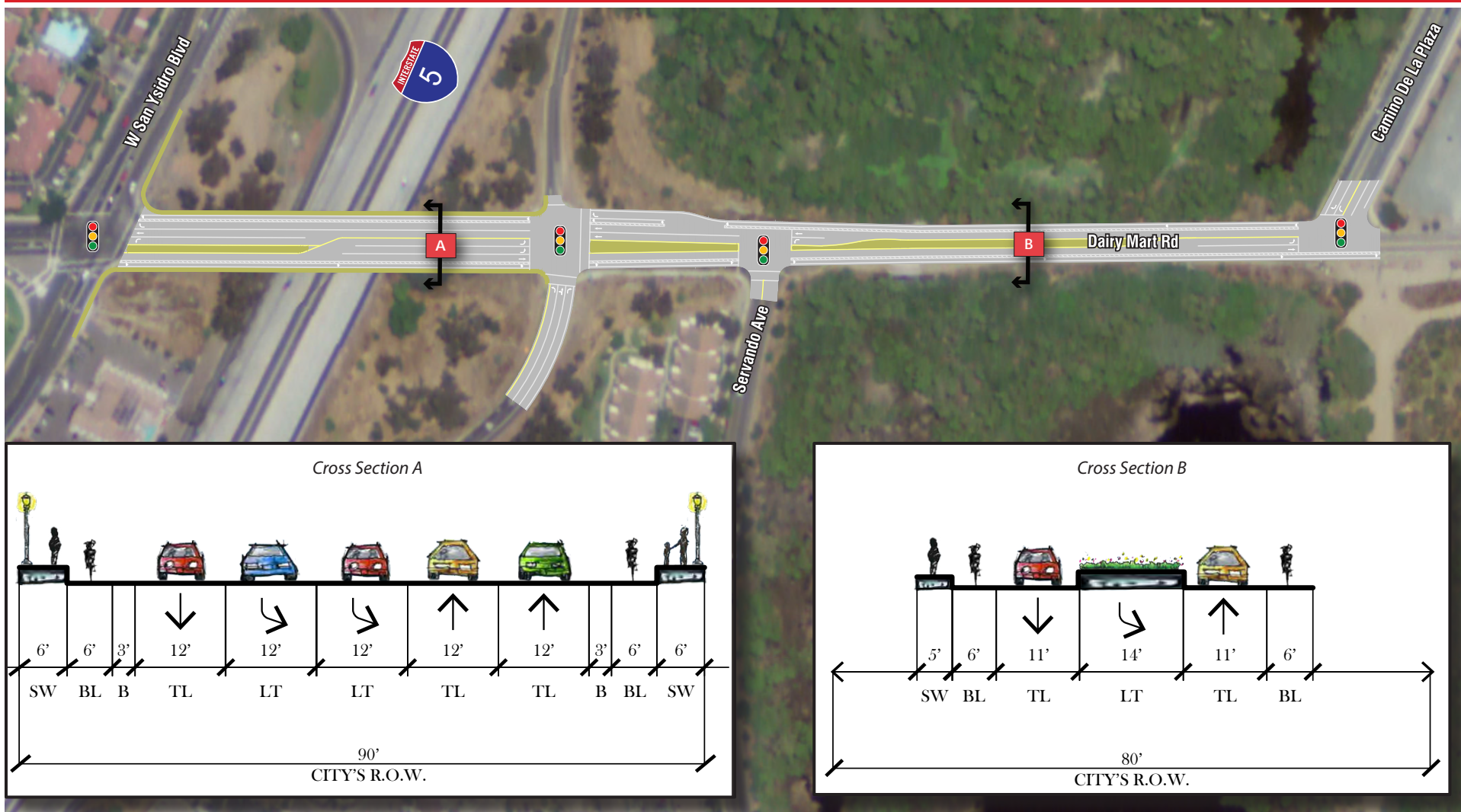
**Figure 3-12: Park Avenues**



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



Figure 3-13: Dairy Mart Road



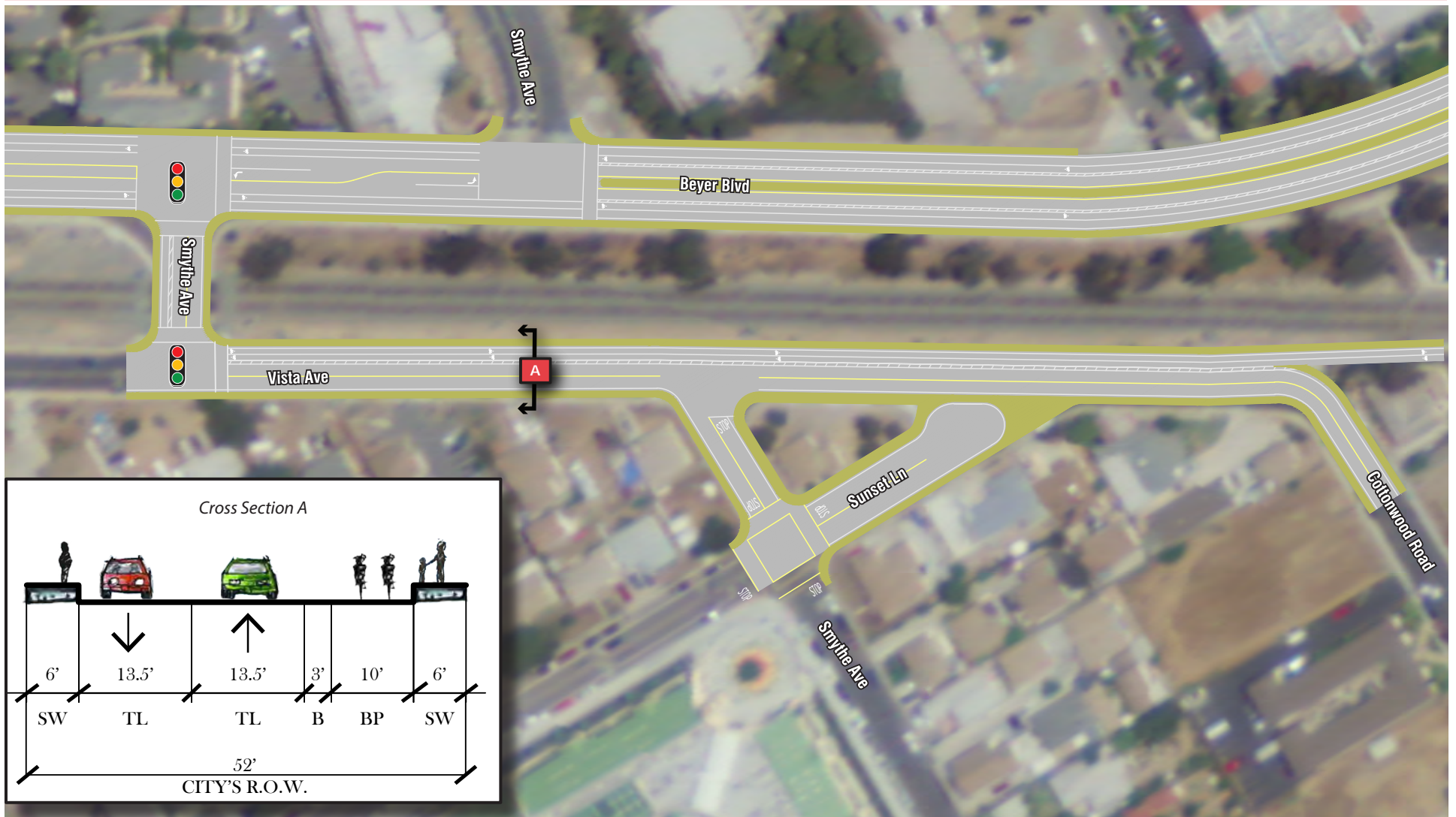
- BL Bike Lane
- P Parking
- SW Sidewalk
- TL Travel Lane

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





**Figure 3-14: 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  
 BP Bike Path


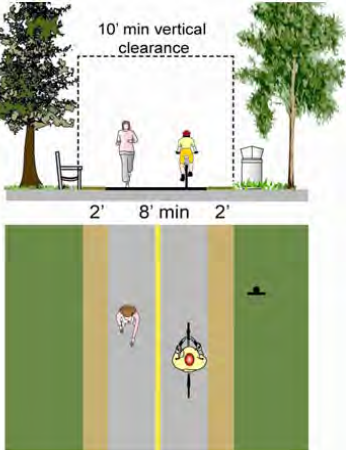

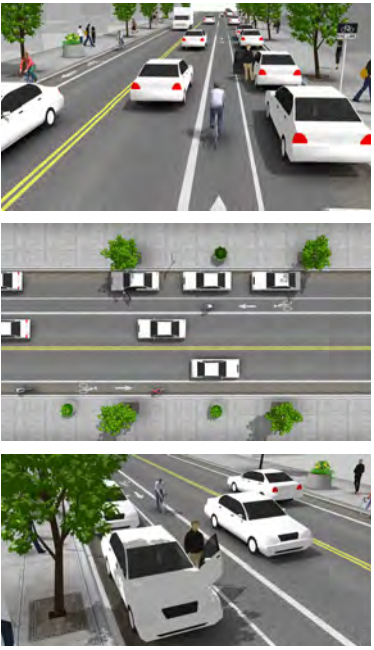
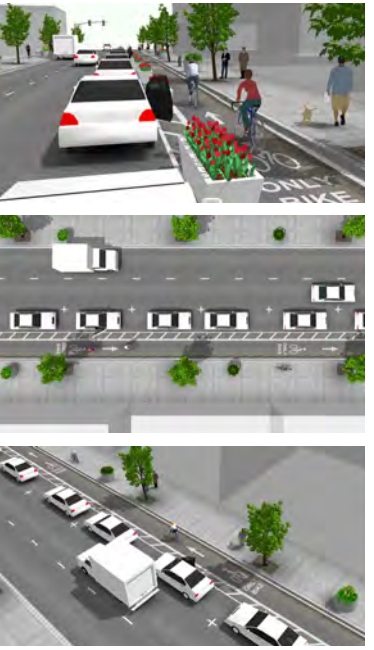
B Buffer  
 New Traffic Signal

Figure 3-15: 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 IV – Cycle Track</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>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 II – Bike Lane</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 barrier 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



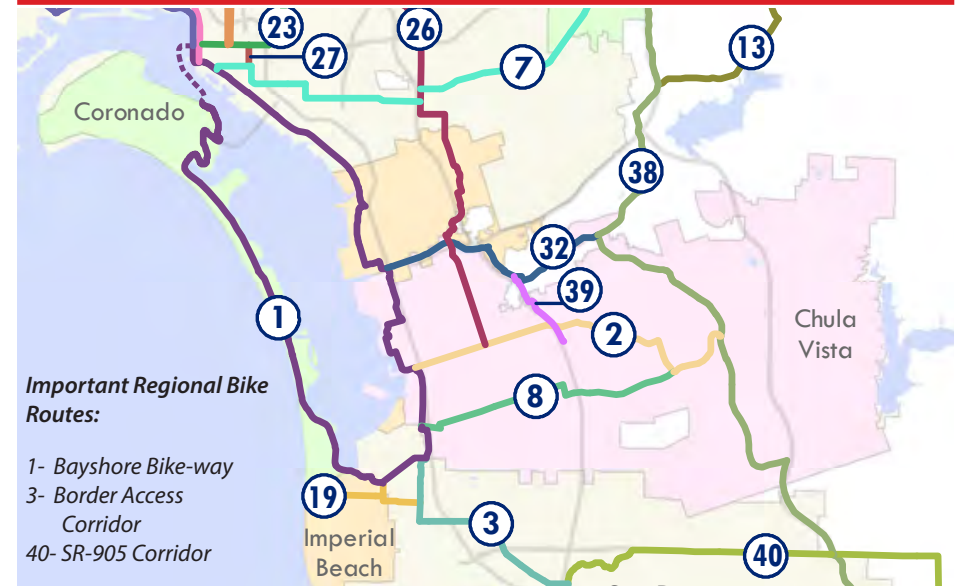
- 3.5.4 Implement traffic calming measures along Willow Road to reduce vehicular speeds and improve connectivity.
- 3.5.5 Implement bike share and car share programs to reduce the necessity for auto ownership in the community for everyone.
- 3.5.6 Implement bicycle storage facilities throughout the community with focus on retail, education, and employment centers.

### 3.6 GOODS MOVEMENT AND FREIGHT CIRCULATION

Within the community of San Ysidro, there are no designated truck routes facilities; freeways provide this function. Trucks are allowed to use major circulation element roads to access the industrial and commercial sites within the community. Along the recommended truck routes, the needs of industry should be provided while still accommodating pedestrians, bicyclists, and cars. General Plan policies ME-F-.1 through ME-F.3 should be consulted for additional policies.

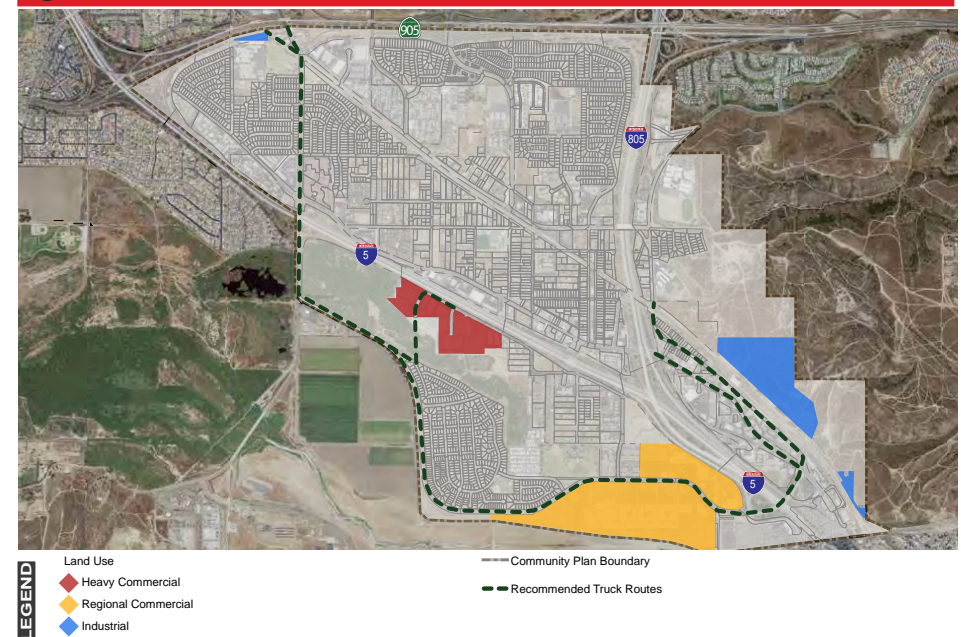
- 3.6.1 Implement a recommended truck route to facilitate access to existing and future industrial/commercial areas.
- 3.6.2 Require adequate loading spaces, internal to new non-residential development, to minimize vehicles loading and minimize storage spillover onto adjacent streets.
- 3.6.3 Provide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

**Figure 3-16: Regional Bicycle Network**



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

**Figure 3-17: Recommended Truck Routes**



### 3.7 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

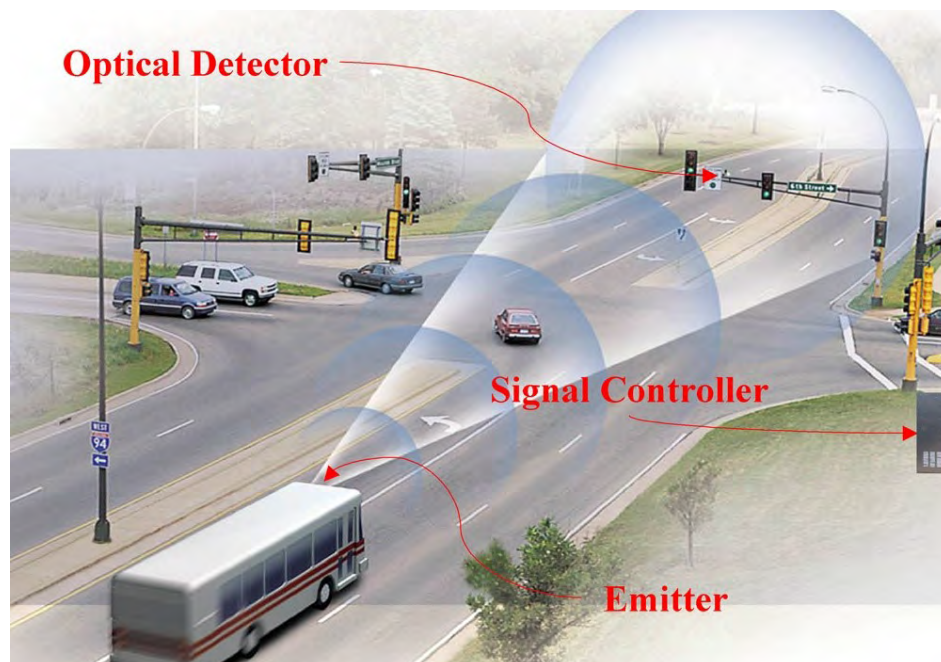
Intelligent transportation systems or ITS is the application of technology to transportation systems including vehicles, roadways, intersections, transit, traveler information and payment systems with the goal to maximize efficiency to those services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public. The application of ITS technologies can influence transportation choices across all modes of travel. Given the relatively built-out nature of San Ysidro and the lack of opportunity to enlarge many of the roadway facilities, ITS will play a large role in the future mobility needs of the community.

General Plan policies ME-D.1 through ME-D.6 should be consulted for additional policies and guidance.

- 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 are important tools to reduce congestion and parking demand and in San Ysidro. General Plan policies ME-G.1 through ME-G.5 should be consulted for additional policies and guidance.

- 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.
- 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 Pursue a specific plan for the El Pueblito Viejo Village area to help implement multi modal goals, increase walkability, bicycle uses and shared parking. Encourage transit-oriented development around the Beyer Trolley Station (also see 3.2.8).

- 3.8.7 Evaluate the implementation of a street car or people mover system along East San Ysidro Boulevard to connect the ITC at the border, including the Virginia Avenue Intermodal Center with the El Pueblito Viejo Village (also see 3.3.6).
- 3.8.8 Implement bike share and car share programs to reduce the necessity for auto ownership in the community.



MTS trolley in downtown San Diego (above)  
Bike share program in downtown San Diego (right)



Source: SANDAG

### 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 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.

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.

Community support and participation is crucial, in order to assure that the economic development opportunities generated by the Port of Entry improvement can serve as a catalyst for desired development activity in the community. The interaction between the San Ysidro community and the neighborhood community of Tijuana, at the south side of the border, will shape the development of San Ysidro as a whole and significantly impact the future of the San Diego region. For additional related policies cross reference SYCP Element Sections 2.6, 3.3, 4.4, and 5.5.

3.9.1 Work with the General Service Administration (GSA) to 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 Highlight the presence of each of the two trolley stations through street treatments, wayfinding signage, interpretive kiosk and/or downloadable applications that illustrate pedestrian/ bicycle routes to and from each of the transit stations.
- 3.9.4 Work with SANDAG to incorporate 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.
- 3.9.5 Evaluate 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 El Pueblito Viejo Village.
- 3.9.6 Implement bike share and car share programs to reduce the necessity for auto ownership in the community.
- 3.9.7 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 street (also see 3.4.4).

- 3.9.8 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.
- 3.9.9 Provide secure, accessible, and adequate bicycle parking at the future ITC.
- 3.9.10 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 3.5.3).
- 3.9.11 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.



Source: The Miller Hull Partnership, LLP

Images from the San Ysidro Port of Entry redevelopment project



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# Urban Design Element | 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 El Pueblito Viejo 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

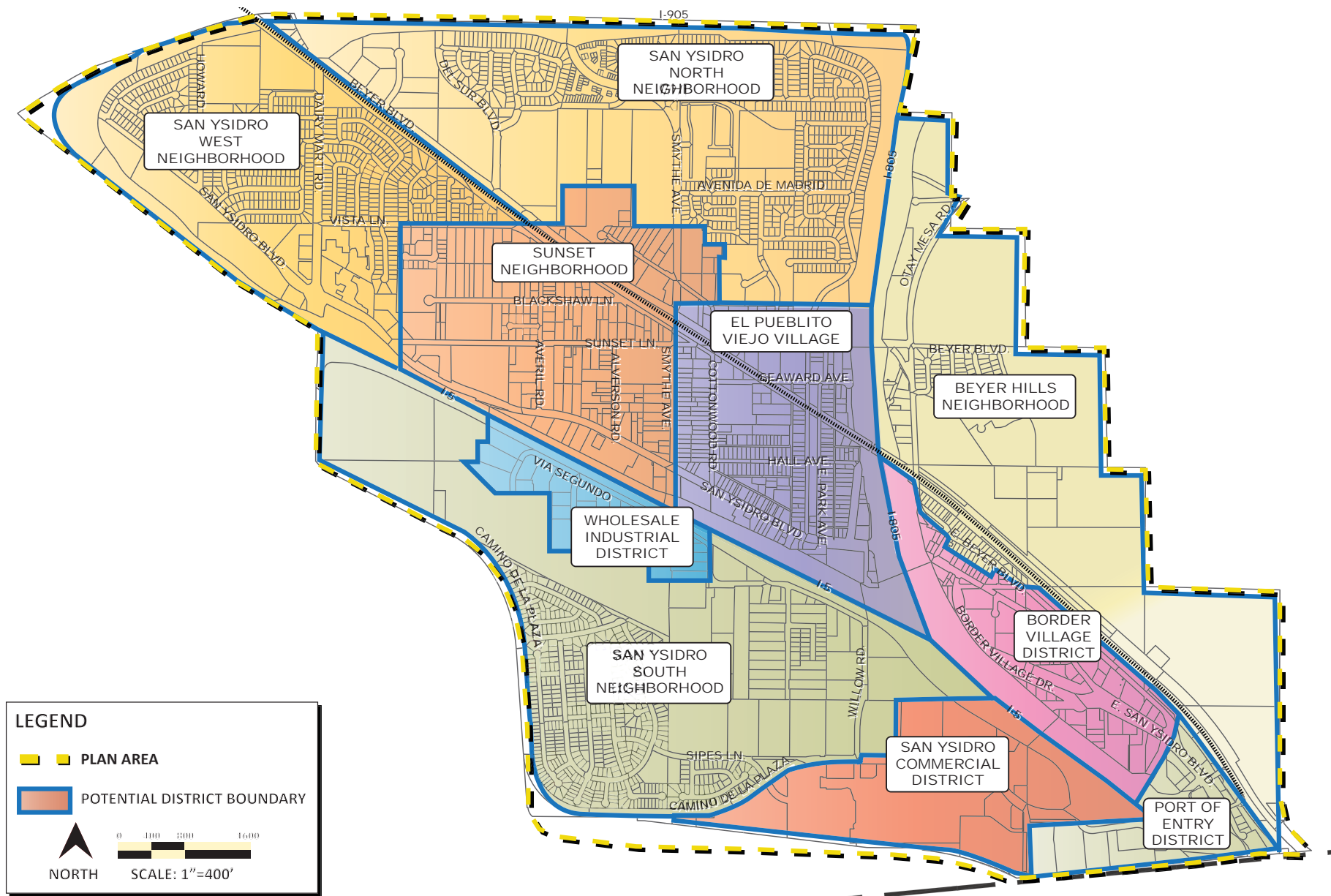
The San Ysidro community is challenged by several major social and economic conditions that affect its physical urban form. Many of these have been discussed in other elements of this Community Plan and include:

- 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*

Figure 4-2: District Map





## 4.2 DISTINCTIVE NEIGHBORHOODS

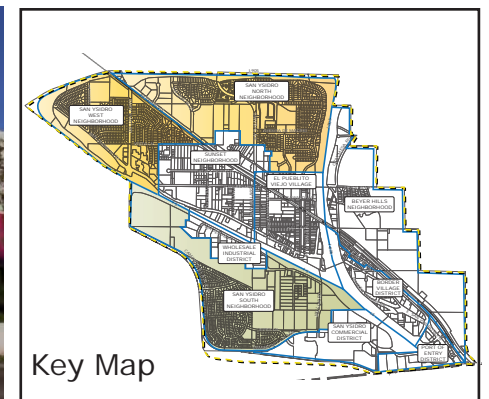
The San Ysidro community is composed of a variety of well-established neighborhoods and villages. Each neighborhood and village reflects unique attributes and characteristics, described below, that should be celebrated and enhanced. Overarching themes that tie these areas together are San Ysidro's historical 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.

### 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.



Key Map



## SUNSET NEIGHBORHOOD

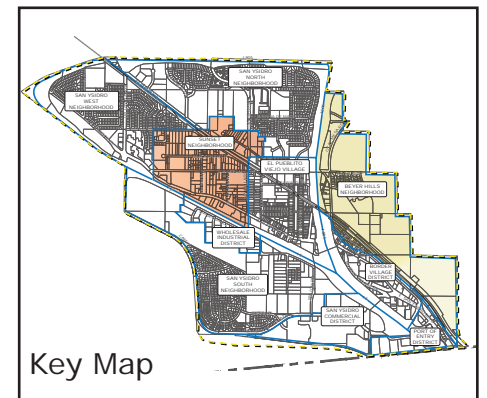
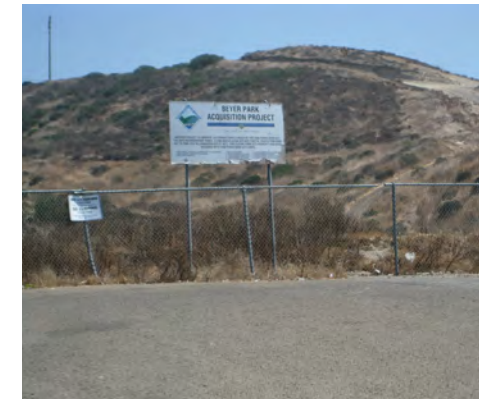
The area west of the historic village neighborhood is generally small in scale with both single and multifamily character. A neighborhood in transition, it contains single-family homes on one-acre lots and has seen many new medium to large-scale multifamily developments. Newer developments have focused 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. These community-serving strip commercial centers are generally located along San Ysidro Boulevard and Beyer Boulevard (between Cottonwood Road and Alaquinas Drive). 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.



Key Map

### 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.



### WHOLESALE INDUSTRIAL DISTRICT

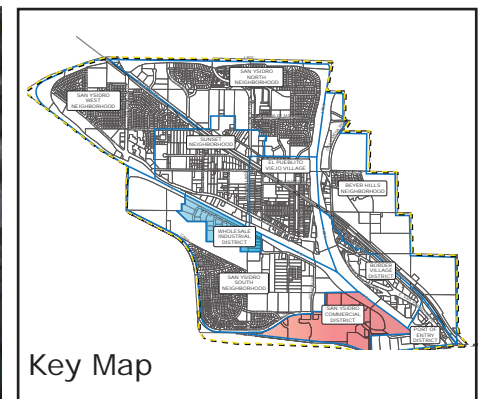
Although the area has historically been designated for industrial uses, the area has transitioned to emphasize commercial uses. Most of the buildings in this district are warehouse style, either tilt-up or metal construction, with simple box massing and flat roofs. As uses continue to transition into 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 policies 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.

- 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 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 3.2, 4.5, 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.

- 4.3.1 Provide for a range of housing typologies, building forms, and building frontages to support an eclectic neighborhood character (also see 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 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 4.3.44).
- 4.3.6 Focus changes within the urban fabric on enhanced connectivity, increase the amount and quality of public spaces, and improve architectural quality.
- 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 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 8.4).

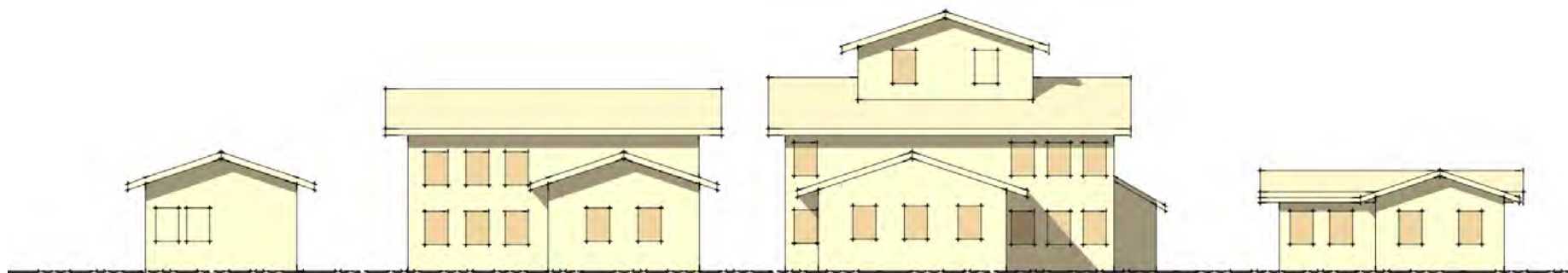
## RESIDENTIAL DESIGN

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 Element Section 2.2.

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



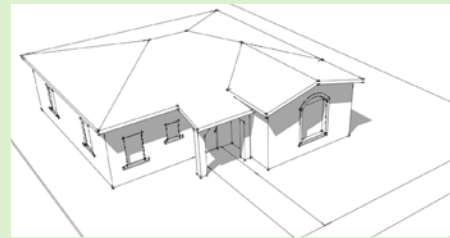
*Example of Latino Urbanism and local housing and residential design*



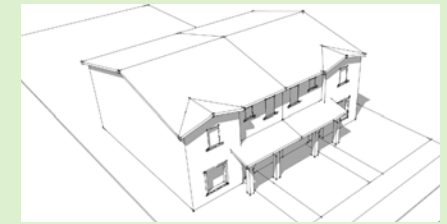
*Example of transitional heights and architectural elements*

- 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 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 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 11 for methods to enhance existing residential development.



*Single Dwelling Units are appropriate in El Pueblito Viejo Village, Sunset Neighborhood, Beyer Hills Neighborhood, and both San Ysidro North and South Neighborhoods*



*Duplexes are appropriate in El Pueblito Viejo Village, Sunset Neighborhood, Beyer Hills Neighborhood, and both San Ysidro North and South Neighborhoods*



*Apartments are appropriate in El Pueblito Viejo Village, Sunset Neighborhood, and both San Ysidro North and South Neighborhoods*



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



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.



## 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. These policies supplement the policies and requirements of Section UD-C of the General Plan Urban Design Element and SYCP Element Section 2.3.

- 4.3.21 Enhance landscaping, promote pedestrian activities and amenities, and provide safe and adequate lighting for commercial developments.
- 4.3.22 Encourage façade improvements, including painting, awning replacement, updated materials and additional building articulation.
- 4.3.23 Provide guidelines to promote consistent architectural theming for commercial centers, utilizing complementary materials, colors, lighting, and massing.
- 4.3.24 Encourage articulation and variation in massing to minimize building scale and provide an enhanced pedestrian orientation on buildings with large frontages and expansive façades.
- 4.3.25 Provide pedestrian amenities, such as window displays in shops on the ground level, fountains, canopies and arcades, outdoor cafes, sitting areas, and plazas. These elements of interest contribute to the pedestrian's positive and exciting experience of the community, and when a series of these amenities is within walking distance of each other, they encourage pedestrian movement and a healthier community.
- 4.3.26 Direct lighting away from adjacent residential areas.

- 4.3.27 Locate buildings at the property lines, maintaining historic setbacks along San Ysidro Boulevard from Cottonwood Road to the border crossing.
- 4.3.28 Explore additional heights and densities and mix of uses within the Border Village area and around the Beyer Boulevard Trolley Station.
- 4.3.29 Provide bicycle storage racks for public use at retail establishments and restaurants.
- 4.3.30 For development on corner lots, extend street landscaping treatments onto the side street.
- 4.3.31 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.



Commercial proposed improvements



Existing condition



Image Date: September 2011

Proposed improvements



## 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 Element Section 2.3.

- 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.
- 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.



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



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 Element Sections 4.7, 4.11 and 9.1.

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

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 El Pueblito Viejo 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 Element Sections 2.5, 2.6, 3.9, 5.5, and 5.6.

- 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.
- 4.4.2 Consider open air markets in pedestrian-focused areas that provide paseos/arcades for commercial activities and displays.
- 4.4.3 Promote a 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.

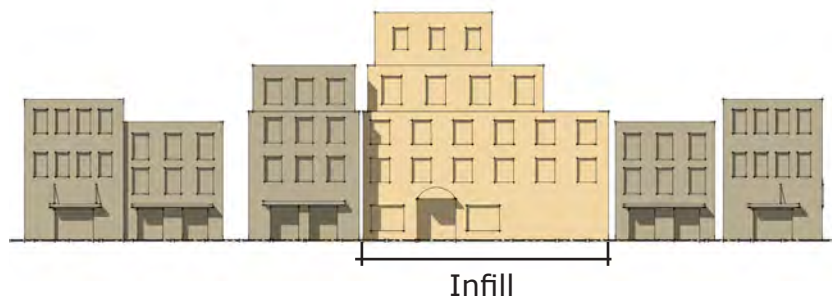


*Inspirational photos enhancing wayfinding, pedestrian amenities and environments, and encouraging architecture that expresses San Ysidro culture and character.*



- 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 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. Refer to **Figure 2-1: 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.



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



*Low Density Mixed-Use (1-2 stories) are appropriate in El Pueblito Viejo 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 El Pueblito Viejo 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.*



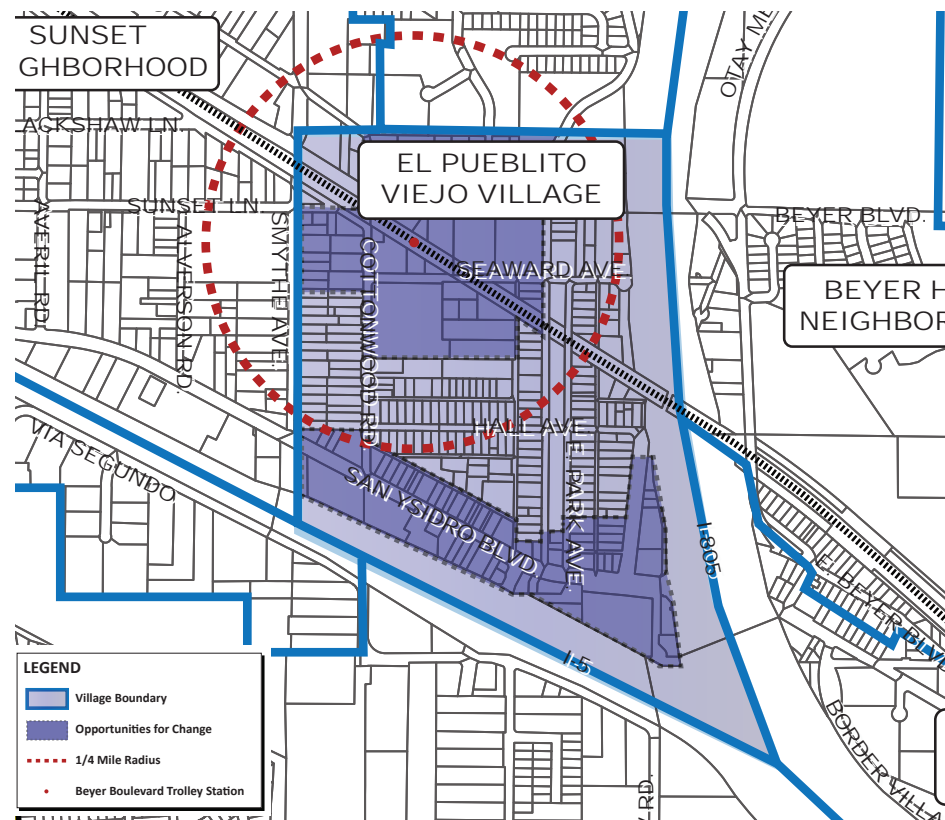
## EL PUEBLITO VIEJO VILLAGE

Located in the heart of San Ysidro, El Pueblito Viejo 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 El Pueblito Viejo Village area will utilize the policies in this plan and will further develop design opportunities to improve the attractiveness and livability within the Village area. The Specific Plan will tailor design standards to respond to the unique opportunities associated to this area. Greatest opportunities for change 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.

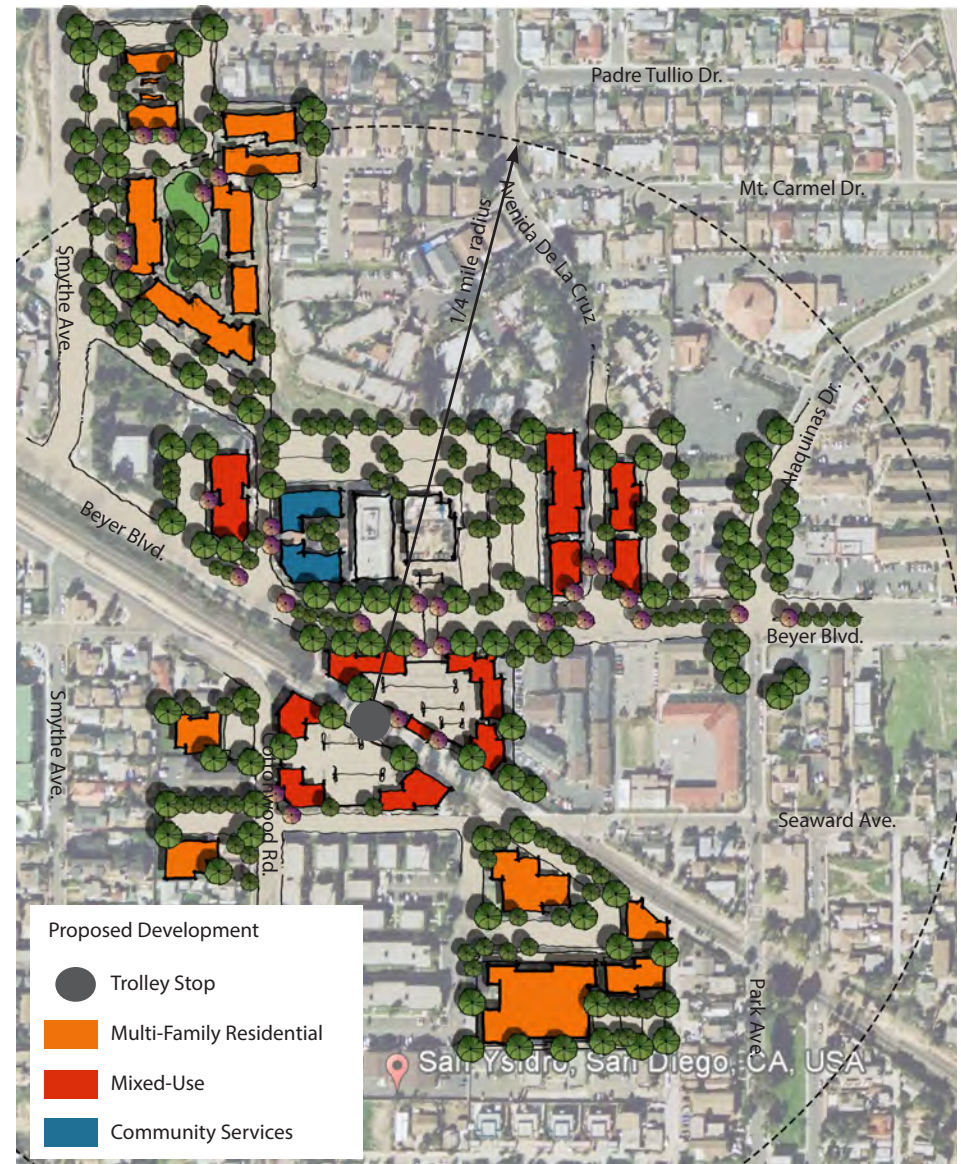
The Beyer Boulevard trolley station provides the greatest opportunity for intensification and change in the El Pueblito Viejo Village. This transit opportunity will catalyze future mixed-use and higher density residential development. Access to transit from surrounding residential neighborhoods is a key design priority to the trolley station and to the bus stops located on primary streets. Planned pedestrian network elements expand existing facilities and include alleys, paseos, and pathways of knowledge.

In addition, residential uses in El Pueblito Viejo Village include a small neighborhood of circa 1920 homes and the remaining portion of the historic Little Landers Colony from the turn-of-the-century. The area consists primarily of single-family homes, several units on one lot, bungalow courts, and small-scale attached units. Several large-scale multifamily developments on two or more consolidated lots have been introduced over the years and add to the housing availability and diversity; however, façade improvements and additional resident amenities are needed.



The following policies support the vision to maintain and enhance 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 Element Sections 2.5, 4.5, 4.6, and 4.8.

- 4.4.12 Promote the use of low fences in front yards as a vehicle to create a place where people can come together, while joining the private space of the home with the public space of the street.
- 4.4.13 Retain San Ysidro Community Park as the heart of the El Pueblito Viejo Village and provide easy, enhanced multi-modal access and community gathering opportunities within the park.
- 4.4.14 Pursue a specific plan for the El Pueblito Viejo Village area to help implement the mixed-use village concepts, creatively address 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.
- 4.4.15 Add pedestrian-scale lighting or wall-mounted light sconces to light alley and building entries and increase visibility and safety, especially along identified paseos, public spaces, and key connectivity points.



Potential infill opportunities around the Beyer Boulevard trolley station.



## BORDER VILLAGE

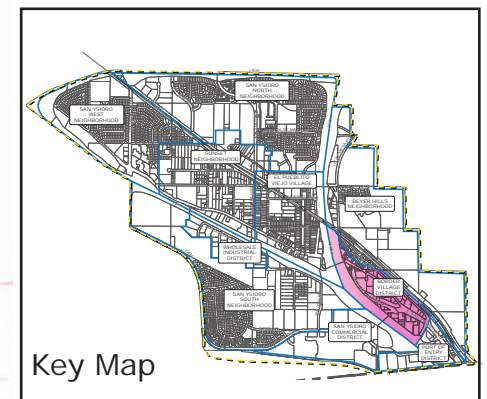
Situated between the Port of Entry District, trolley tracks, and the I-5 and I-805 freeways, Border Village serves primarily as a visitor-serving destination and is envisioned to appeal to the Mexican consumer and tourist. Border Village theming is characterized by a blending of cultures.

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 Element Sections 2.5, 4.5, 4.6, and 4.8.

- 4.4.16 Utilize existing topography to create opportunities to establish ground floor commercial fronting San Ysidro Boulevard with upper residential stories accessed from Beyer Boulevard.
- 4.4.17 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 4.6.18).





## 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 Element Sections 2.6 and 4.4.

- 4.4.18 Develop public spaces and an urban design framework to support tourism at the International Gateway.
- 4.4.19 Create a sense of entry into the community through gateways, plazas, signage, unique street furnishings, landscaping, and cultural art at major entry points.
- 4.4.20 Design international gateway development to be visible and accessible from the freeway.



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

- 4.4.21 Incentivize distinctive and innovative project designs that incorporate Latino Urbanism and promote high quality, creative design solutions.
- 4.4.22 Promote outdoor activity with sidewalk cafes, public outdoor spaces and open areas, and pedestrian-oriented shopping plazas.
- 4.4.23 Establish wayfinding and streetscape design solutions that direct tourist traffic to the tourist-serving commercial areas.
- 4.4.24 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.

## 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 Element Sections 3.2.

- 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 can 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 commercial streets, such as San Ysidro Boulevard, Border Village Road, and Beyer Boulevard 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.
  - 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 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 Commercial and mixed-use buildings shall be placed along primary street frontages (with parking to the rear of buildings) with windows and storefront treatments to engage pedestrians.
- 4.5.11 Promote reciprocal access agreements and limit driveway access along San Ysidro Boulevard.
- 4.5.12 Locate buildings a minimum of ten (10) feet from curb along San Ysidro Boulevard to provide additional pedestrian access, where feasible.
- 4.5.13 Provide bicycle storage racks for public use at retail and restaurant establishments.
- 4.5.14 Seek opportunities to enhance the pedestrian environment, including outdoor dining, expanded sidewalks, reciprocal access agreements, enhanced alleys, and paseos.
- 4.5.15 Provide pedestrian enhancements and safety features at trolley crossings.
- 4.5.16 Explore the opportunity to connect West Calle Primera with Camino del la Plaza, and provide linkages to Dairy Mart Ponds and open space.



*Inspirational photos for San Ysidro improvements*



## PASEOS

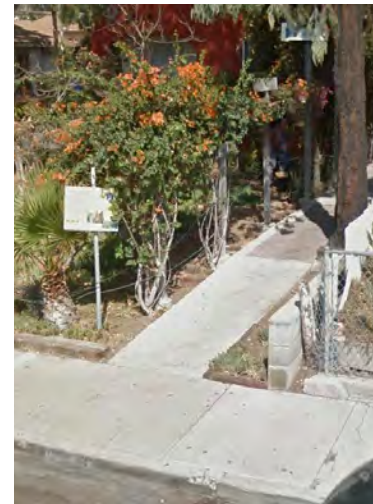
Paseos provide an opportunity not only for improved pedestrian circulation, but also for enhancing community character and distinctive urban spaces. A Specific Plan for the El Pueblito Viejo Village area will further examine the use of paseos to provide the Village with better and safer pedestrian connectivity.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

- 4.5.17 Provide a network of pedestrian paseos.
- a. Improve side yards with accessible paseo access, where feasible, to link alleys and primary streets.
  - b. Encourage adjacent properties to combine side yards to create opportunities for larger paseos.
  - c. Incorporate a paseo to enhance neighborhood connectivity where lots are consolidated.

4.5.18 Provide ground paintings or other artistic treatment at paseo entries to slow down vehicles and increase pedestrian safety.

4.5.19 Provide enlarged access points, public art, seating areas, artistic wayfinding, and other welcoming features at paseo entries.

4.5.20 Provide pedestrian lighting for safety and security.

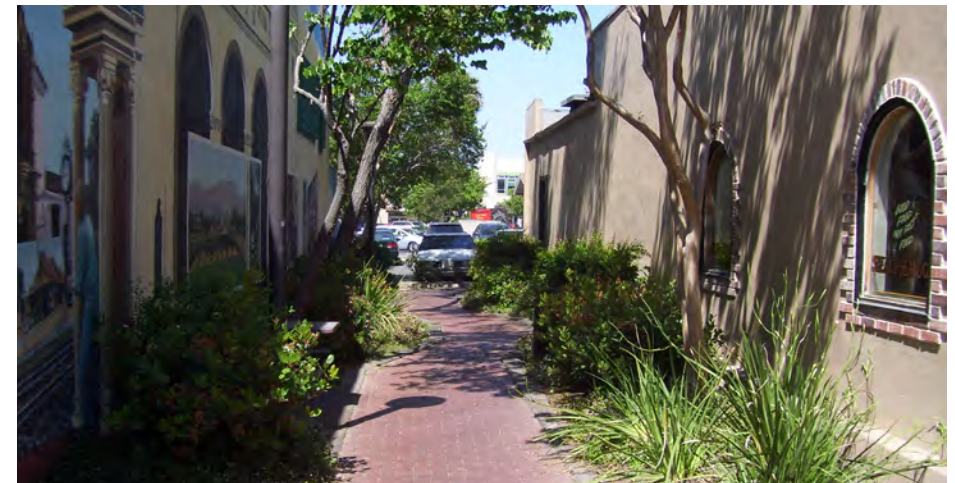


Existing paseo conditions



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. For additional policies cross reference SYCP Element Sections 2.5, 3.2, 4.4, 4.7, and 8.4.

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



Gran Paseo de San Ysidro - view at Beyer Boulevard

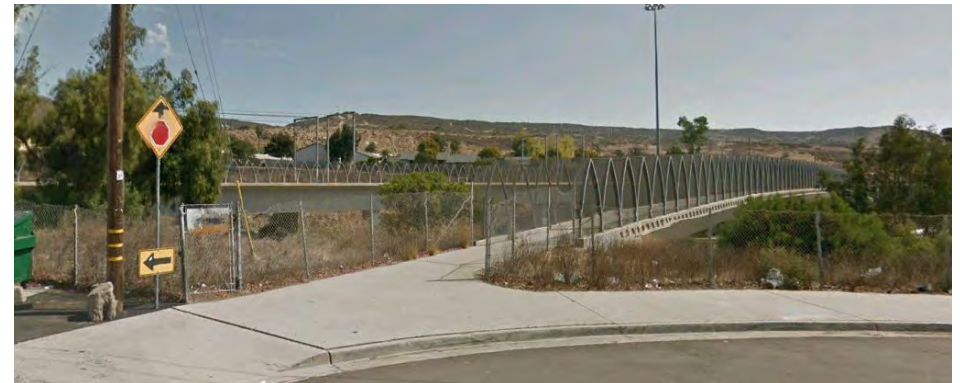
- 1 Gateway signage
- 2 Special paving
- 3 Wider sidewalk with trees, benches, and lighting



## PEDESTRIAN BRIDGE CONNECTIONS

Existing pedestrian bridges, crossing I-5 and I-805, link village and commercial areas, neighborhoods, schools, parks, and plazas. For additional policies cross reference SYCP Element Sections 3.2, 3.5, 4.4, 4.7, and 8.4.

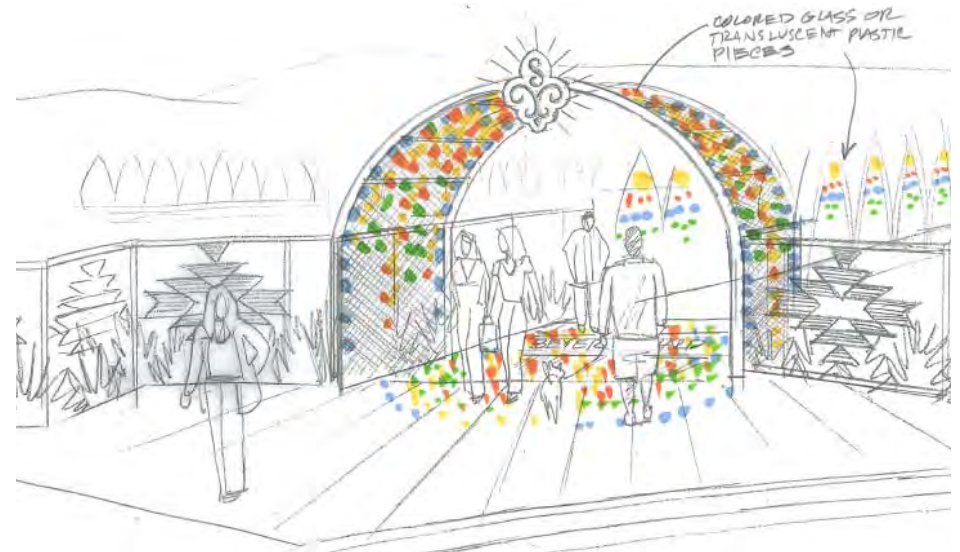
- 4.5.27 Provide opportunities for public art, gateway treatments, mini plazas, and other improvements to create more inviting connections at bridge entries.
- 4.5.28 Integrate public art and design themes into bridge entries, fencing, and guard rails, to express the bi-cultural context and add visual interest from all viewpoints.
- 4.5.29 Incorporate seating areas, specialty paving, shade and accent trees, landscaping, wayfinding, public art, and lighting into access plazas at bridge entries.



Existing condition at Olive Drive



Pedestrian bridge, Concept A



Pedestrian bridge, Concept B



## 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 Element Sections 2.5, 3.2, 3.4, 4.4, 4.7, 7.3 and 8.4.

- 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.



*Inspiration photos for public spaces*

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.

### PUEBLITO VIEJO VILLAGE PUBLIC SPACES

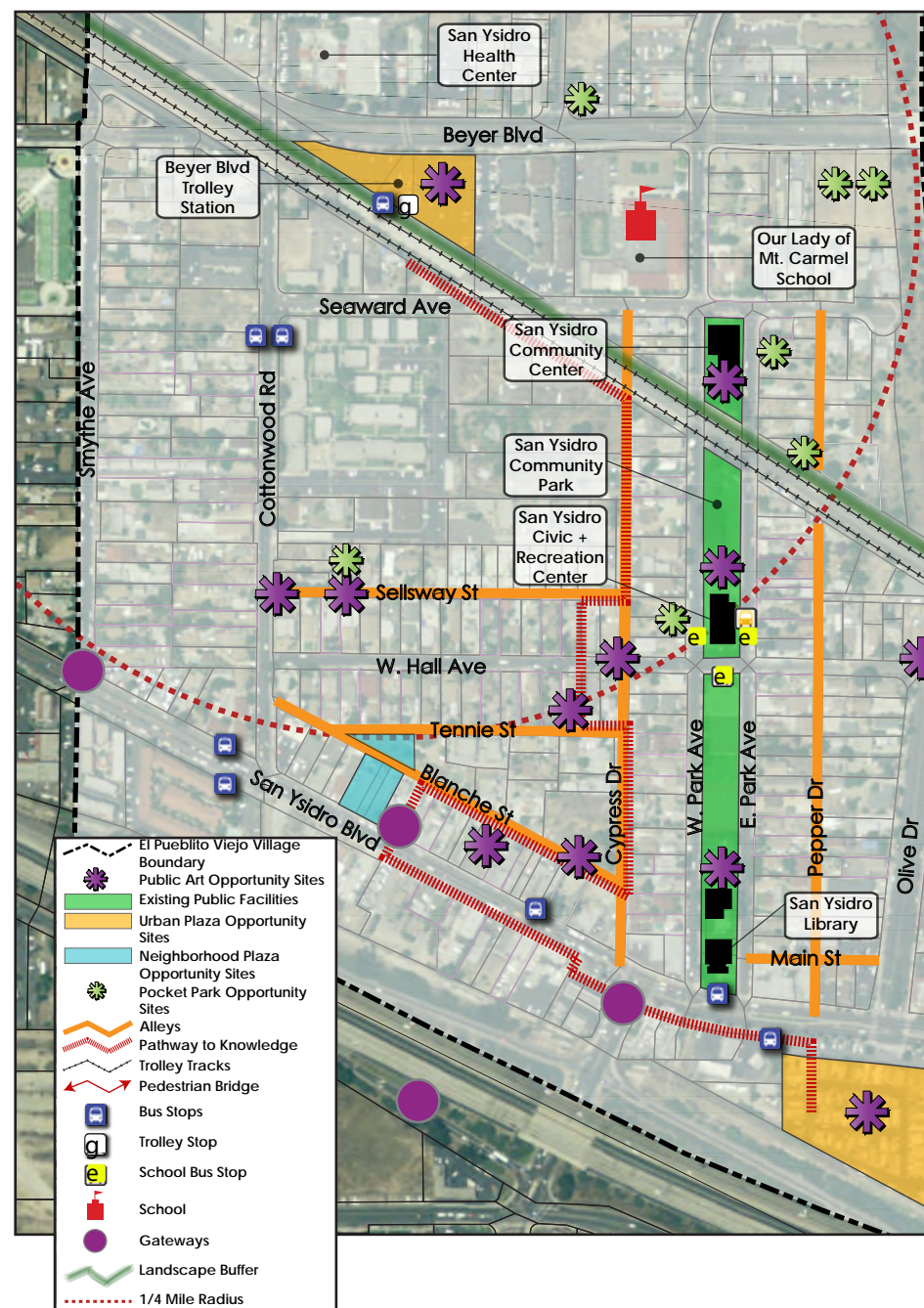
Public spaces within the El Pueblito Viejo Village include civic parks and recreation facilities, public plazas, neighborhood plazas, pocket parks, and a network of paseos and alleys. Envisioned improvements to this area include upgrades to pedestrian walkways and bicycle access to create safer and healthier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

4.6.8 Integrate additional drought tolerant landscaping, trees, picnic areas, group gathering spaces, and community gardens into existing and future village public spaces.

4.6.9 Enhance community center, library, and civic open space along Park Avenue, with additional pedestrian and bicycle amenities and public art.

4.6.10 Convert underutilized parcels into neighborhood plazas and pocket parks to provide neighborhood access to additional green space, outdoor activity space, and playgrounds.

4.6.11 Build upon the existing “Pathways of Knowledge” (a network of alleys currently utilized as informal pedestrian connections that are designed to promote mobility for all ages and abilities, highlighting curiosity, knowledge, and creativity) with pedestrian amenities, linkages, public art, and cultural elements. Building upon this will provide strengthened access and pedestrian circulation to connect the community.





- 4.6.12 Provide a transit plaza with pedestrian and bicycle amenities, wayfinding, and public art at the Beyer Boulevard Trolley Station.
- 4.6.13 Enhance pedestrian access, sidewalks, alleys, and paseos within a minimum of a ¼ mile radius of the Beyer Boulevard Trolley Station.
- 4.6.14 Develop a neighborhood plaza located at the former fire station site located along East San Ysidro Boulevard in the El Pueblito Viejo Village, as described in options A and B on the following pages.
- 4.6.15 Develop a neighborhood plaza located at the terminus of Olive Drive at San Ysidro Boulevard in the El Pueblito Viejo Village, as described in the Olive Drive Terminus section, below.

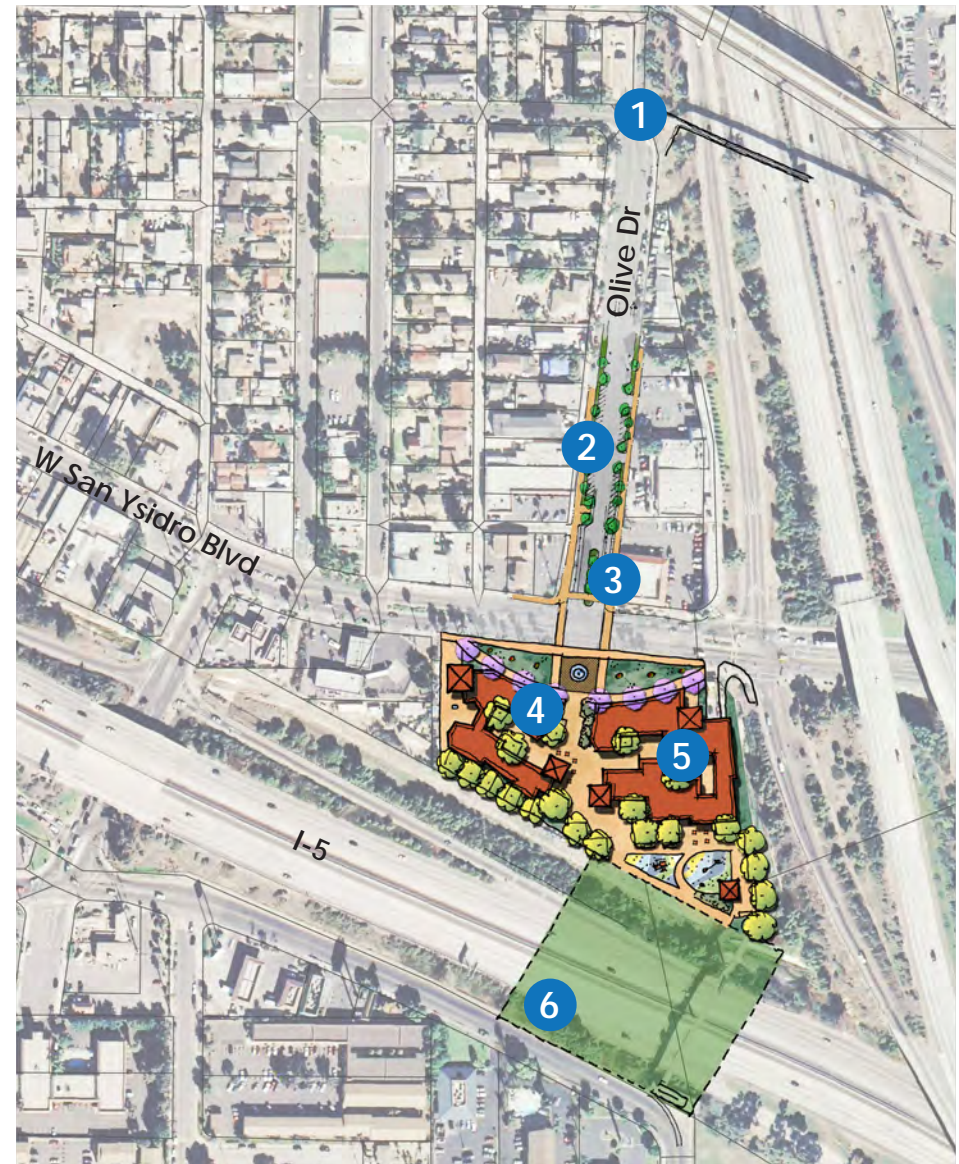
**OLIVE DRIVE TERMINUS**

An example of a potential neighborhood plaza site is a potential redevelopment opportunity at the terminus of Olive Drive and the pedestrian bridge above I-5. This is a highly utilized pedestrian connection, and an opportunity to integrate affordable housing, public parking, open space, and improved bridge access. Alternatively, the neighborhood plaza and existing pedestrian bridge could be incorporated into a freeway cap. The following elements should be explored and incorporated into this area:



*Inspiration photo for freeway cap*

- 1 Plaza at pedestrian/bike bridge enhancements
- 2 Olive Street pedestrian improvements
- 3 Planter island/median and reduced right-of-way
- 4 Mixed-Use with covered arcade and underground parking
- 5 Residential over ground floor retail
- 6 Freeway cap opportunity



*Olive Drive terminus*



## EL PUEBLITO VIEJO NEIGHBORHOOD PLAZA – FORMER FIRE STATION SITE

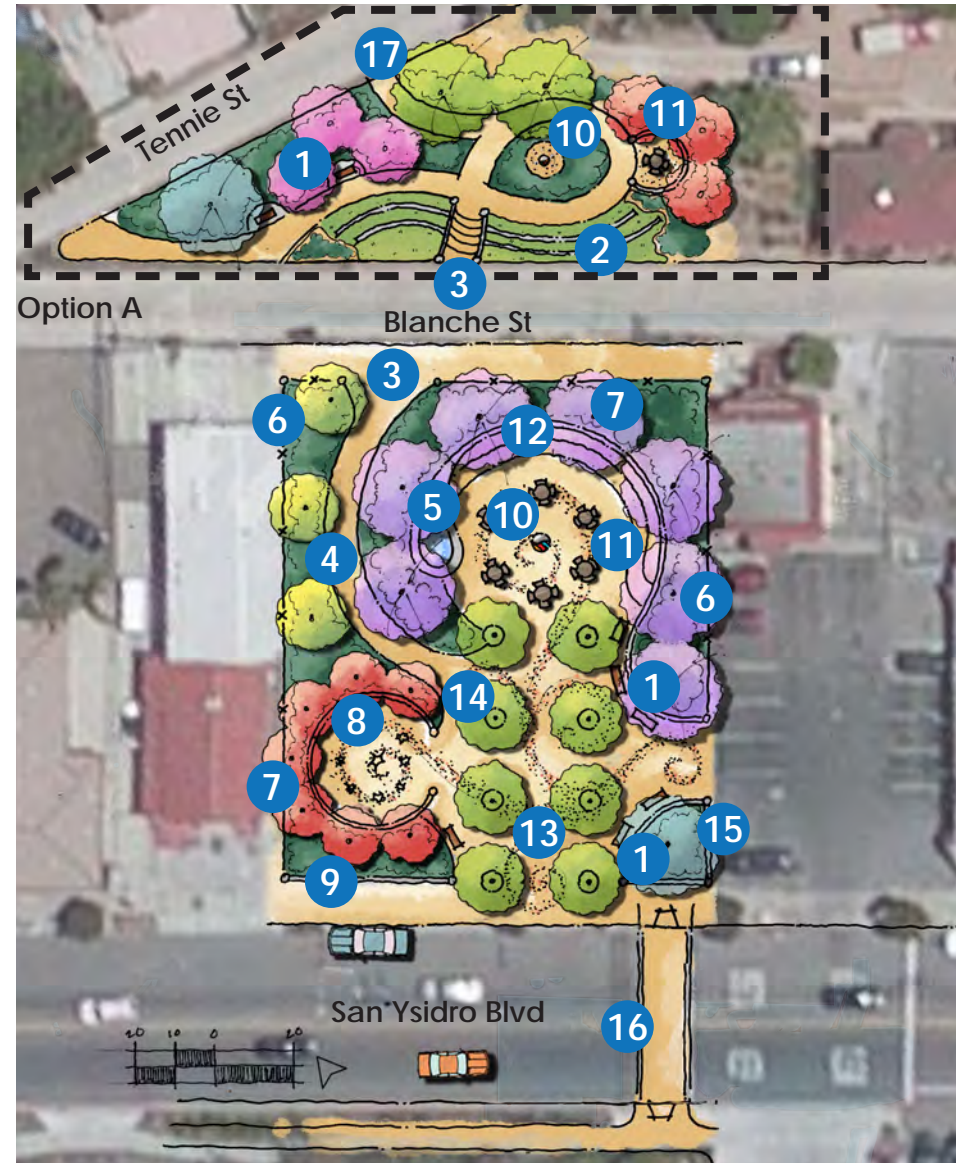
The former fire station site at San Ysidro Boulevard and Blanche Street is envisioned to be redeveloped into a public space that includes a variety of features and amenities to create an inviting environment. Potential amenities could include outdoor seating, picnic tables, landscaping, public art, shade trees, and decorative hardscape. The following exhibits illustrate a couple of options that incorporate some of the featured public space elements that are recommended for the neighborhood plaza.

### Option A:

Option A provides an extended plaza and passive park between Tennie Street and Blanche Street. The lot could include trees and landscaped areas for public art, walking paths, benches, and picnic tables.



*Inspiration photos for neighborhood plaza and park design*



*Example neighborhood plaza*

**Option B:**

This option shows the proposed public space between Tennie Street and Blanche Street as a community garden with raised garden plots, access pathways, grape arbors, and an equipment shed for storage. The community gardens create great places for neighbors to socialize and provide healthy choices of outdoor gardening and growing wholesome foods.

- 1 Benches
- 2 Terraced seating
- 3 Connection to alley (Blanche Street)
- 4 ADA accessible ramp to plaza
- 5 Water feature
- 6 Fence
- 7 Colorful shade trees
- 8 Splash pad with seat walls
- 9 Seat wall
- 10 Public art opportunity
- 11 Picnic table
- 12 Steps for seating
- 13 Decorative paving
- 14 Tree wells for shade
- 15 Planter with seat wall
- 16 Potential pedestrian crossing
- 17 Connection to alley (Tennie Street)
- 18 Garden beds
- 19 Gravel walkway
- 20 Trellis with grape vines
- 21 Maintenance and equipment shelter
- 22 Raised wooden garden beds



Example community garden, Option B



Inspiration photos for neighborhood plaza and park design

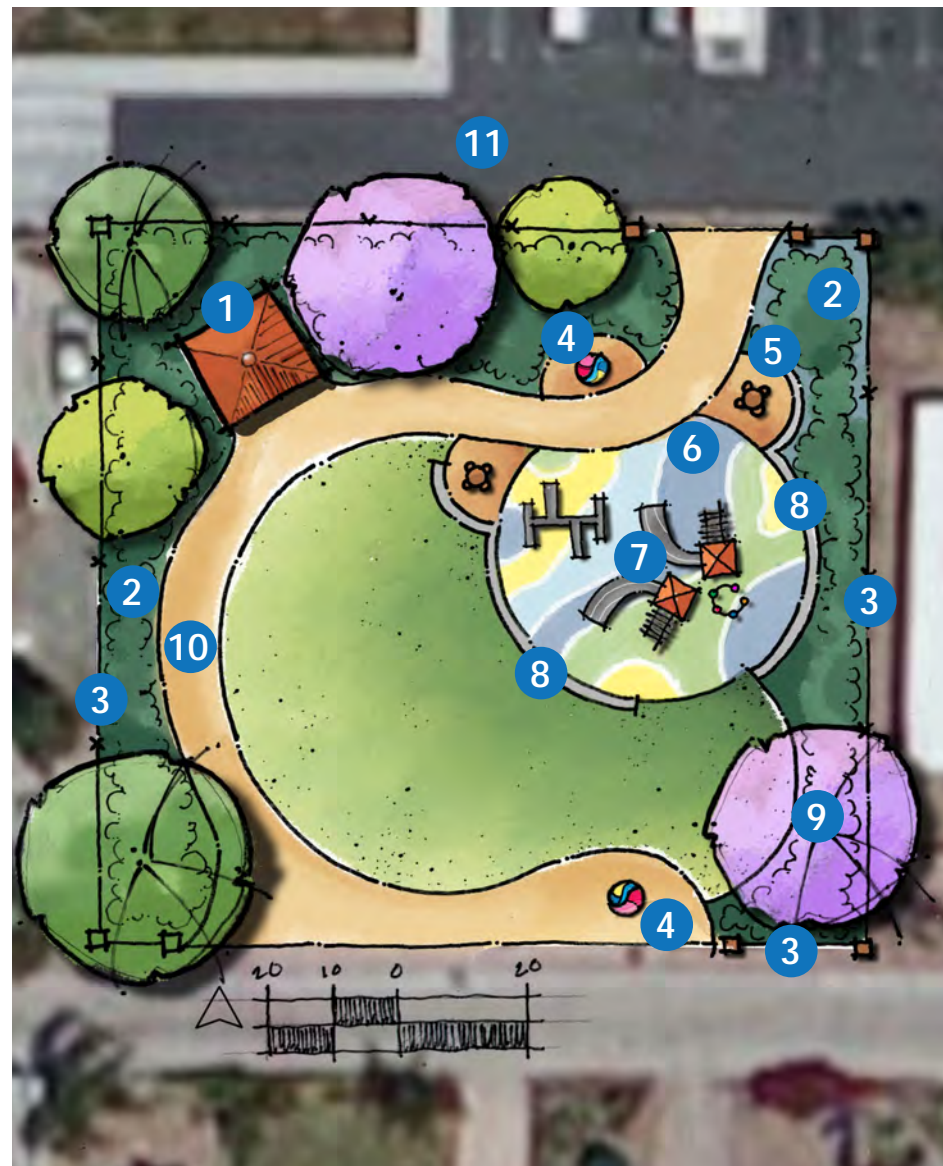
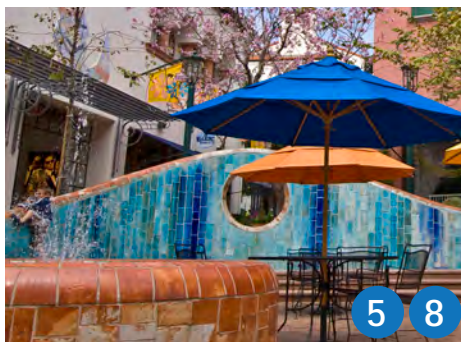




## POCKET PARKS

Underutilized properties provide opportunities for pocket parks that create improved open spaces on a smaller scale throughout the community. Pocket parks provide much-needed neighborhood gathering areas that can be used for both passive uses and active play. Typically surrounded by residences, these areas integrate into the neighborhood fabric and support “eyes on the park” for improved safety. The pocket park exhibit represents an example layout and potential features for these smaller public open spaces.

- 1 Picnic shade structure
- 2 Planting
- 3 Fence
- 4 Public art or signage opportunity
- 5 Picnic table
- 6 Colorful safety surfacing
- 7 Playground
- 8 Seat wall
- 9 Shade trees
- 10 Pathway
- 11 Typical alley



Example pocket park



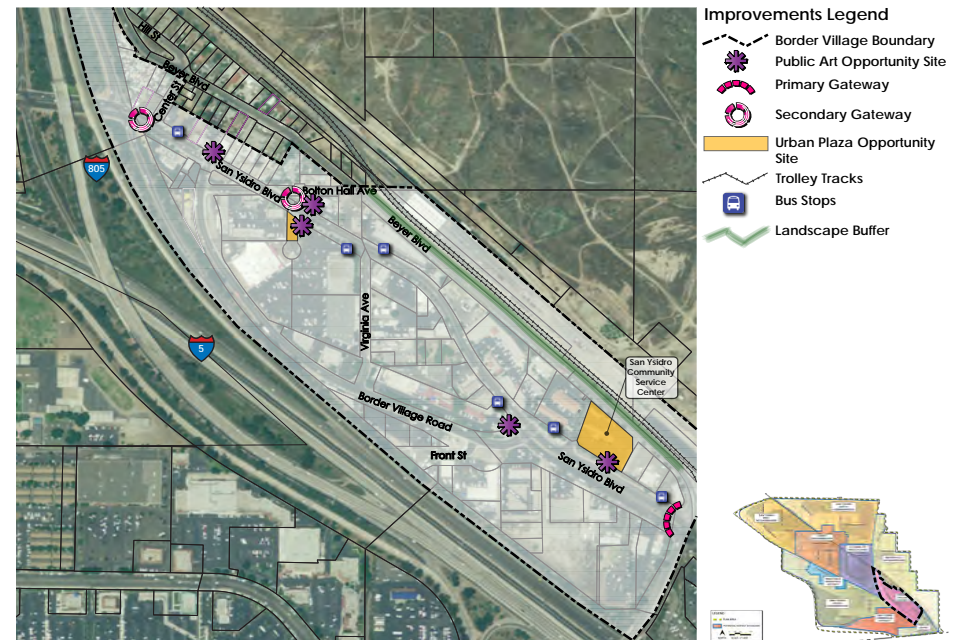
## BORDER VILLAGE PUBLIC SPACES

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.

- 4.6.17 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.
- 4.6.18 Develop an urban plaza located at the existing San Ysidro Service Center located along East San Ysidro Boulevard in the Border Village, as described below.



Inspiration photos for Border Village public spaces

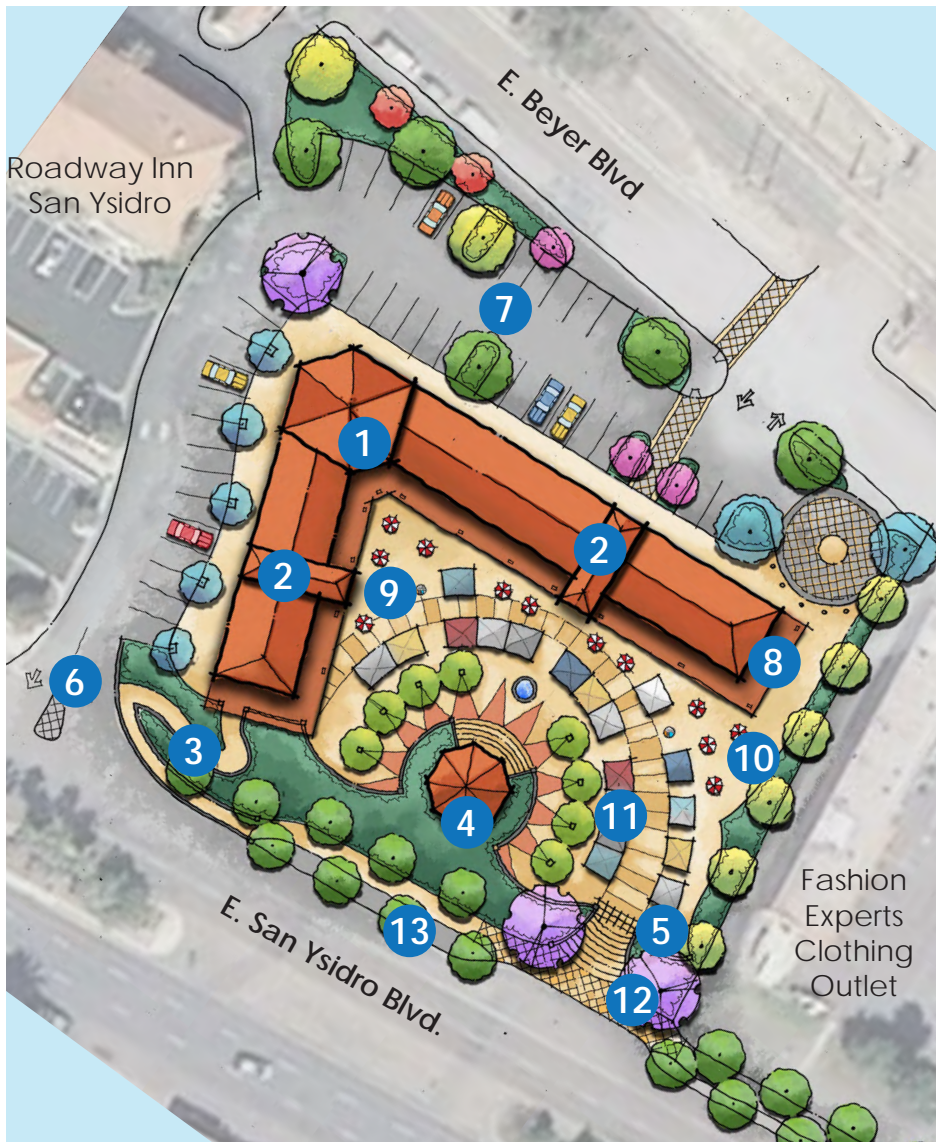


## BORDER VILLAGE URBAN PLAZA - LOCATED AT THE SAN YSIDRO SERVICE CENTER

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.





Border Village urban plaza concept



Inspiration photos for urban plaza design

- |  |   |
|--|---|
| 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 |



## 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 El Pueblito Viejo 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.

- 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*

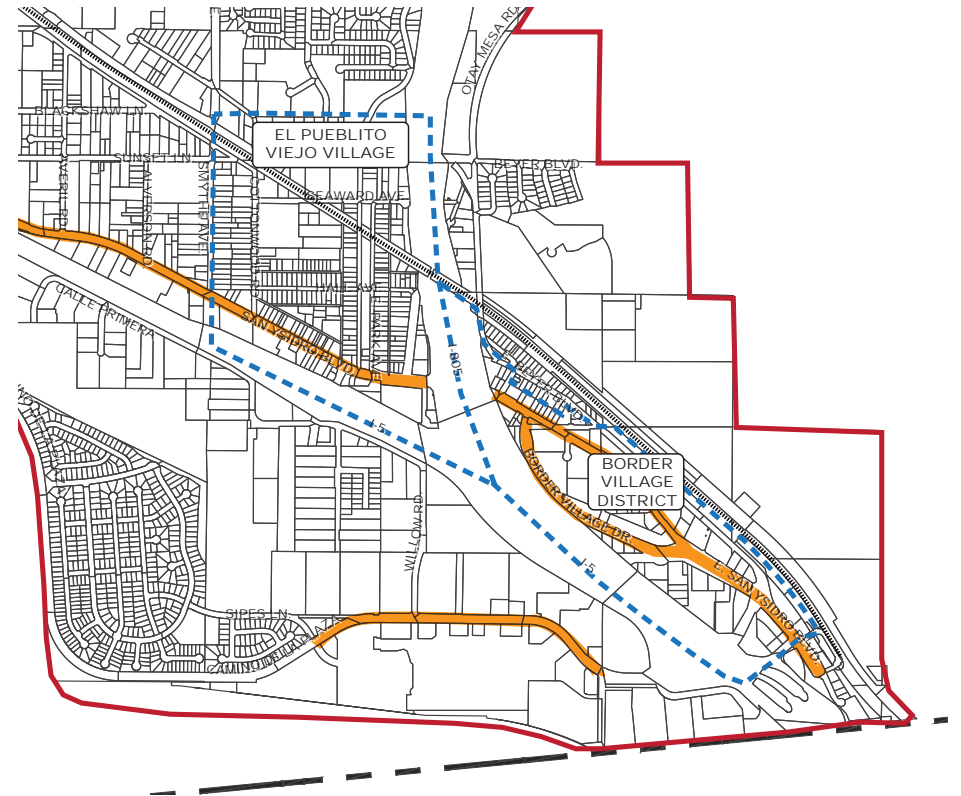




## 4.8 VILLAGE STREET LAYOUT AND DESIGN

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 Element Sections 2.5, 3.4, and 4.4.

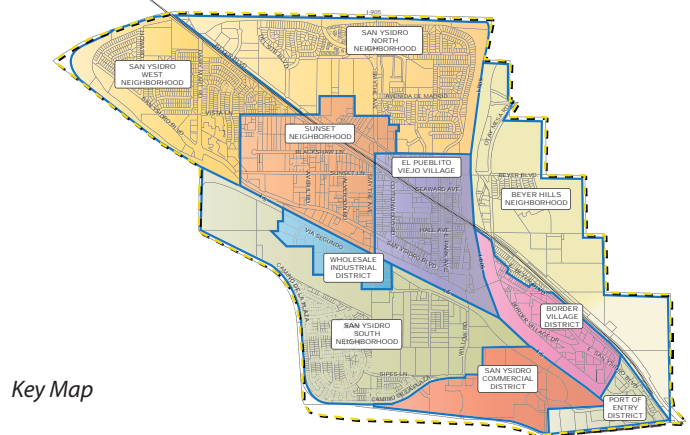
- 4.8.1 Encourage opportunities for paseos through private property in El Pueblito Viejo Village and Border Village areas. Coordinate linkages and routes with transit stops and parking facilities to encourage walking between destinations.
- 4.8.2 Enhance pedestrian safety with design features, such as 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 primary streets to engage the pedestrian environment and foster an active street edge.



## 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. Streetscape policies include:

- 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:
  - Entrances that include recessed doors, archways, or cased openings, a change in wall plane, and/or projecting elements above the entrance



Key Map

- 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 4-3 through 4-9**.

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.



**Figure 4-3:** Building Frontage Type - front yards/porches are appropriate in Sunset Neighborhood, Beyer Hills Neighborhood, and both the San Ysidro North and South Neighborhoods



**Figure 4-4:** Building Frontage Type - Stoops are appropriate in El Pueblito Viejo Village, Sunset Neighborhood, Beyer Hills Neighborhood, and San Ysidro North Neighborhood



**Figure 4-5:** Building Frontage Type - Courtyards are appropriate in El Pueblito Viejo Village, Sunset Neighborhood, Beyer Hills Neighborhood, and both San Ysidro North and South Neighborhoods



**Figure 4-6:** Building Frontage Type - Terraces are appropriate in El Pueblito Viejo Village, Sunset Neighborhood, Beyer Hills Neighborhood, and San Ysidro North Neighborhood



**Figure 4-7:** Building Frontage Type - Parking at storefronts is appropriate in the San Ysidro Commercial District, Wholesale Industrial District, Sunset Neighborhood, and San Ysidro South Neighborhood



**Figure 4-8:** Building Frontage Type - Courtyards in commercial areas are appropriate in Border Village, El Pueblito Viejo Village, San Ysidro Commercial District, Port of Entry District, Beyer Hills Neighborhood, and San Ysidro North Neighborhood



**Figure 4-9:** Building Frontage Type - Storefronts are appropriate in Border Village District, El Pueblito Viejo Village, San Ysidro Commercial District, Beyer Hills Neighborhood, San Ysidro North Neighborhood, and Port of Entry District

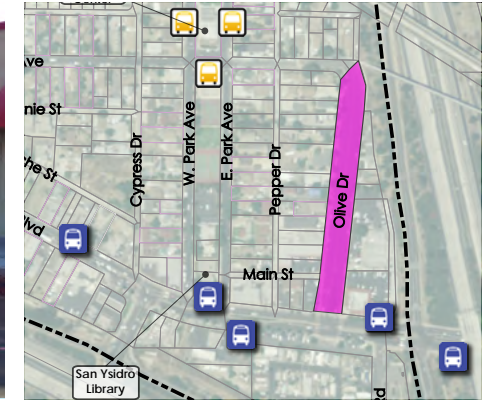


## EL PUEBLITO VIEJO VILLAGE

The following policies apply to the streetscapes in El Pueblito Viejo Village:

- 4.9.5 Develop a streetscape concept to enhance Olive Drive as a pedestrian friendly environment and explore opportunities for special events such as a farmers market.
- 4.9.6 Provide “parklets” with bicycle parking, seating, and dining area opportunities and expand pedestrian areas on sidewalks along San Ysidro Boulevard.
- 4.9.7 Incorporate new pedestrian sidewalk and parkways to add safe, accessible pedestrian connection along Park Avenue.
- 4.9.8 Improve pedestrian connections to the Beyer Boulevard Trolley Station, San Ysidro Health Center, and the Maternal and Child Health Center, including lighting, special paving at crosswalks, and signage.

- 4.9.9 Enhance the parkway between the trolley tracks and Beyer Boulevard with a buffer that includes decorative fencing, drought tolerant landscaping, and street trees.



Key Map



Proposed Olive Drive Improvements

## BORDER VILLAGE

The following policies apply to the streetscapes within Border Village.

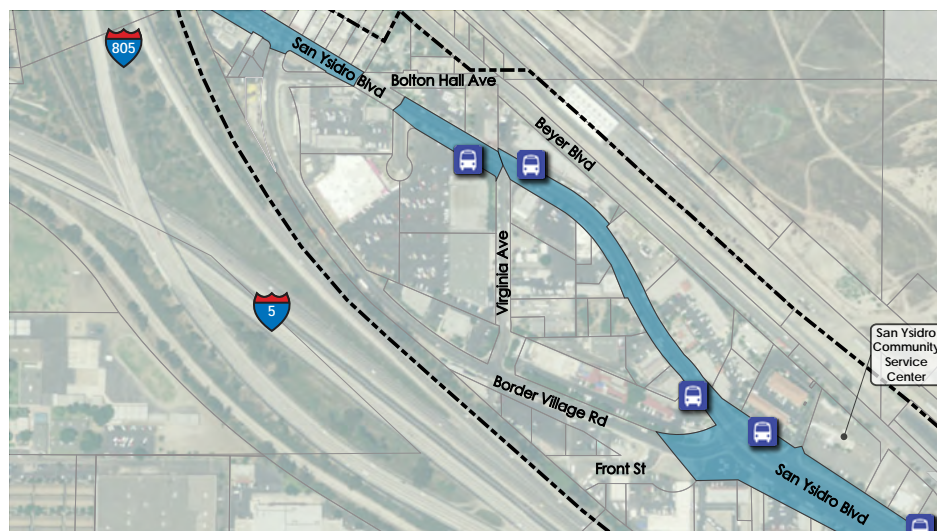
- 4.9.10 Provide a vegetated buffer and decorative fencing between the trolley tracks and Beyer Boulevard.
- 4.9.11 Improve private property along Beyer Boulevard with street trees, vegetated buffer, and enhanced architecture and building character.
- 4.9.13 Provide bank and slope stabilization techniques along Beyer Boulevard, utilizing plants or retaining walls where appropriate.
- 4.9.14 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.
- 4.9.15 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.
- 4.9.16 Minimize curb cuts and reduce driveway widths to commercial center parking to increase pedestrian safety.
- 4.9.17 Enhance San Ysidro Boulevard with decorative lighting, banners, and new street furnishings.
- 4.9.18 Consider removing vehicular access on Louisiana Avenue for a pedestrian paseo connecting San Ysidro Boulevard and Border Village Drive, and to provide for future infill development opportunities.

- 4.9.20 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.

- 4.9.21 Enhance the intersection of San Ysidro Boulevard and Beyer Boulevard using pedestrian walkways and connections with landscaped parkways and opportunities for a unique gateway treatment and public art.



Walkability and bicycle Improvements



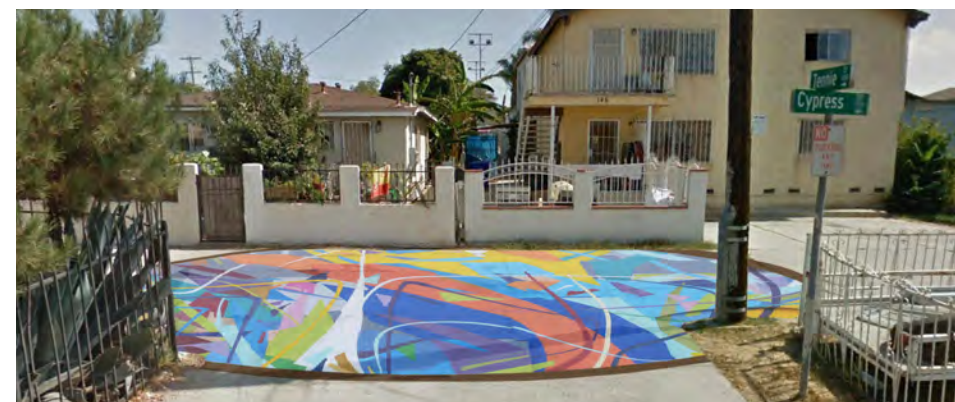
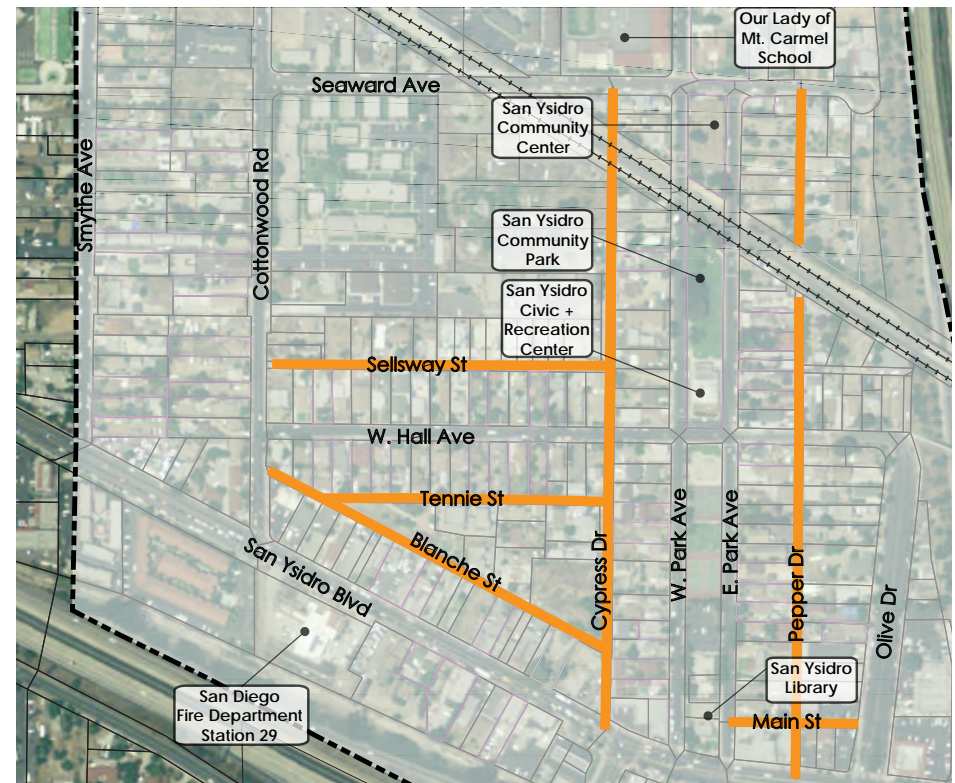
Key Map



## ALLEYS

The following policies apply to alley improvements:

- 4.9.22 Implement specialty paving or artistic ground treatment, such as painted concrete where alleys intersect.
- 4.9.23 Provide wayfinding signs, pedestrian lighting for safety and security, and public art along alleys to enhance the neighborhood character (also see 4.10 and 4.11).
- 4.9.24 Integrate common trash enclosures for multiple businesses to create a more attractive and walkable environment.
- 4.9.25 Provide landscaping, where feasible, underground utilities, and incorporate murals or vines on expanses of blank wall surfaces.
- 4.9.26 Repair and maintain alley surfaces and paving.
- 4.9.27 Foster a safe pedestrian environment within alleys and minimize pedestrian and vehicular conflicts.
- 4.9.28 Improve pedestrian connectivity along designated alleys within El Pueblito Viejo Village. Provide pedestrian lighting, textured paving at intersections and crosswalks, wayfinding signage, bulbouts at arterial intersections, traffic calming elements, site furnishings, and public art along the following alleys:
  - Sellsway Street
  - Tennie Street
  - Blanche Street
  - Cypress Drive
  - Pepper Street
  - Main Street
- 4.9.29 Refer to the Mobility Element, Section 3.2 of the Community Plan for additional alley policies.



*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 multimodal access. See also General Plan Urban Design Element Policy UD-C.6 and UD-C.8.

- 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 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 3.4).



*Example of superblock development*



## 4.11 GATEWAYS AND SIGNAGE

Gateways and signage are important elements that contribute to San Ysidro’s community identity. Under this section, signage policy direction is provided for both public realm and individual developments. The following conceptual signage and identification graphics were developed by Graphic Solutions.

### PUBLIC SIGNS

- 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).

### PRIMARY GATEWAYS

- 4.11.5 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 El Pueblito Viejo Village and San Ysidro.
- 4.11.6 Create a primary gateway sign at the intersection of San Ysidro Boulevard and Beyer Boulevard/Camino De La Plaza to welcome visitors into San Ysidro from Mexico.

### SECONDARY GATEWAYS

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

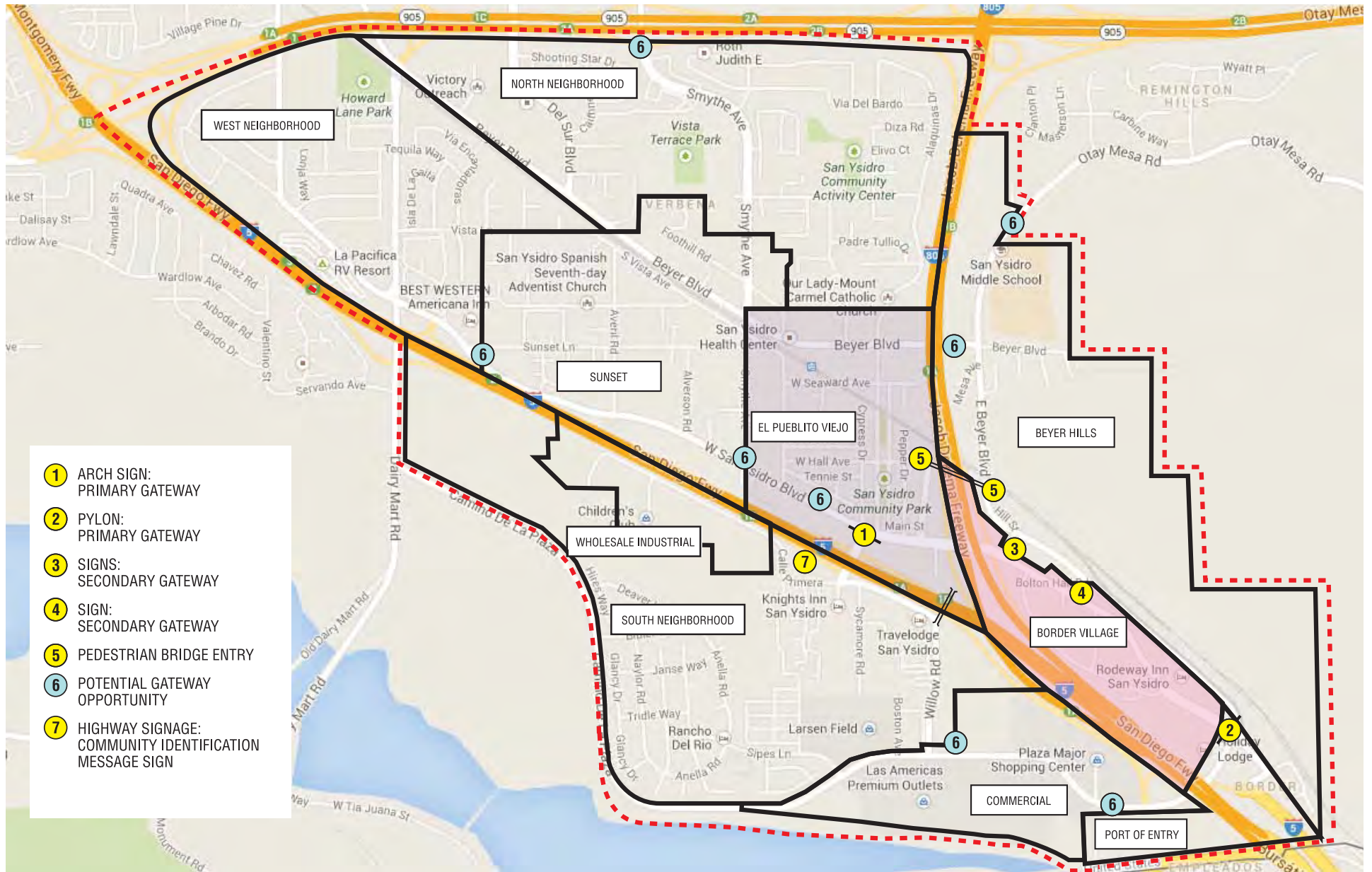


West San Ysidro and East Beyer Boulevard (northbound)



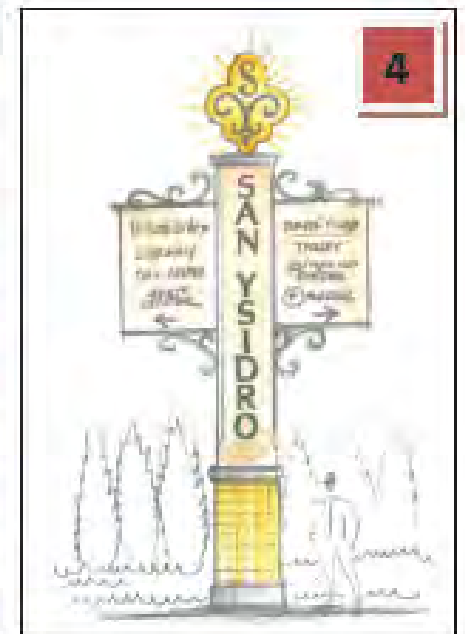
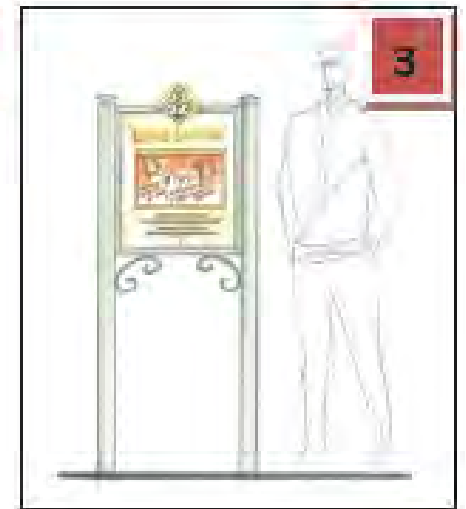
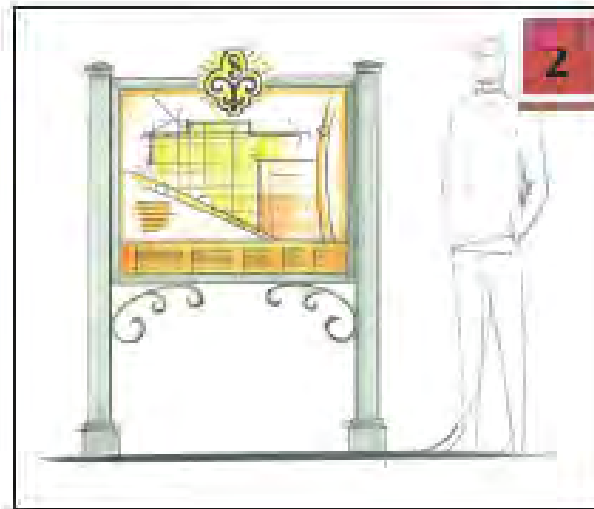
Column concept





- 1 ARCH SIGN: PRIMARY GATEWAY
- 2 PYLON: PRIMARY GATEWAY
- 3 SIGNS: SECONDARY GATEWAY
- 4 SIGN: SECONDARY GATEWAY
- 5 PEDESTRIAN BRIDGE ENTRY
- 6 POTENTIAL GATEWAY OPPORTUNITY
- 7 HIGHWAY SIGNAGE: COMMUNITY IDENTIFICATION MESSAGE SIGN

Key map      Example of superblock development

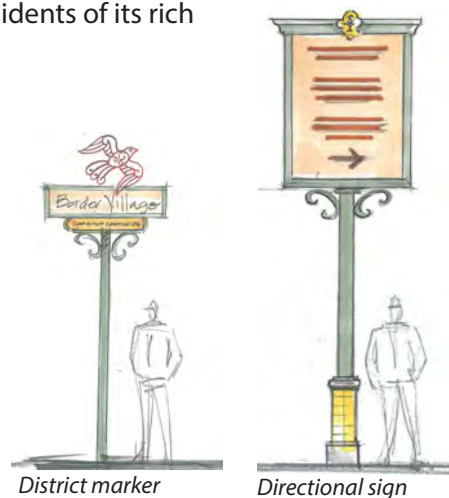


*These graphics depict preliminary design of wayfinding signs and community identification markers.*

1. Primary Gateway
2. Directory Sign
3. Interpretive Sign
4. Directional Sign

## DIRECTIONAL SIGNS

- 4.11.10 Provide directional signage to help direct pedestrians, bicyclists, and vehicles to specific attractions.
- 4.11.11 Include direction arrows, distances or walking time, and labeling to denote attractions.
- 4.11.12 Incorporate district theme elements into directional signs.
- 4.11.13 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.
- 4.11.14 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.
- 4.11.15 San Ysidro presents unique opportunities for interpretive signs to inform visitors as well as residents of its rich history.



## FREEWAY SIGNS

- 4.11.16 Coordinate with Caltrans to incorporate wayfinding signage to key destination areas at highway off-ramps to entice visitors to commercial attractions.
- 4.11.17 Provide a digital community identification sign in advance of the I-5 off-ramp to Via de San Ysidro.
- 4.11.18 Identify locations for future freeway-oriented community identification signs along I-805 and SR-905 freeways.







- COMMUNITY IDENTIFICATION/MESSAGE SIGN
- ● CALTRANS FREEWAY SIGNS

Key map

**PRIVATE SIGNS**

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



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

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# Economic Prosperity Element | 5



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## GOALS

- San Ysidro as a recognized destination that invites and encourages visitors, businesses, and residents to stop, explore, enjoy, and create new ventures
- An expanded mix of uses that foster a vital and convenient environment for San Ysidro residents, and a regional and cross-border destination for San Diego and Tijuana region residents and businesses
- The appropriate improvement, renovation, and redevelopment of existing older and obsolete properties, along with new infill development, to better attract new uses and enhance community character
- A variety of new job opportunities for residents of all skill levels with an emphasis on middle-income jobs
- Access for locally-owned and operated businesses to a range of public and private financial and technical assistance resources, through engagement of a range of private and non-profit organizations involved in economic development.
- Opportunities provided by the world's busiest land border crossing and San Ysidro's central location in the San Diego – Tijuana region

## DISCUSSION

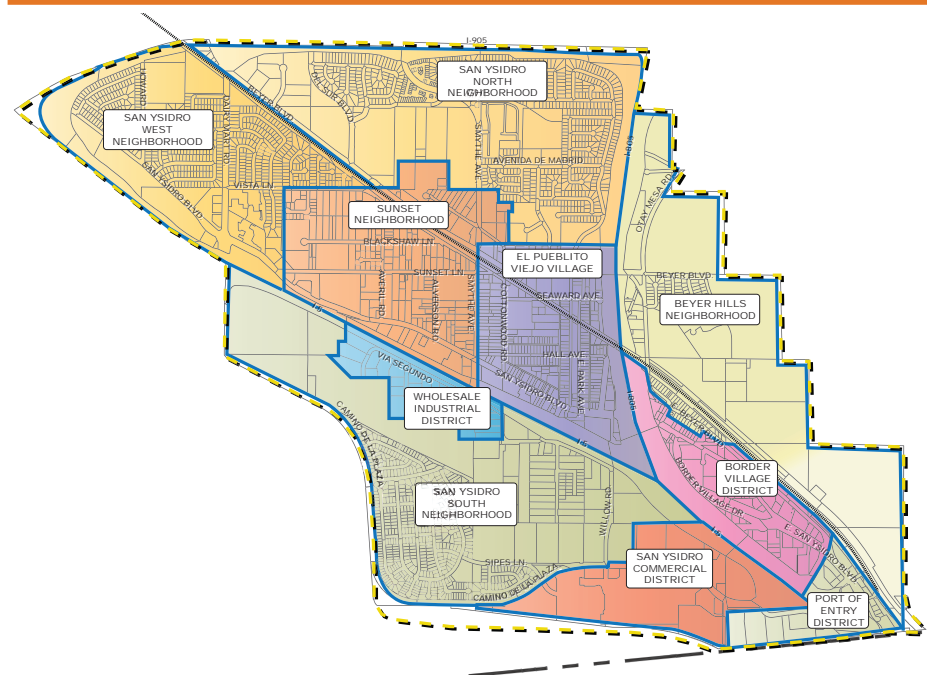
Economic development is an essential City activity that includes a focus on community-level activities to spur the creation of job opportunities and strengthening of the local economy. Increasing community job opportunities at all levels and enhancing local economic performance, including the creation of new locally-based businesses, in turn promotes equitable development and greater prosperity for the City and the region.

## 5.1 ECONOMIC CONTEXT

The San Ysidro Community Plan envisions a strategic approach that is focused on increasing opportunities for densification of residential and commercial development in selected parts of the largely built-out San Ysidro community, while protecting San Ysidro's existing strong neighborhoods through enhancement of neighborhood villages.

San Ysidro occupies a central location in the greater San Diego–Tijuana region, one of the largest bi-national regional economies in the world, with extensive trade flows back and forth across the border. San Ysidro's location has been central to its evolution since substantial growth commenced during Prohibition in the 1920s and consists of ten distinct subareas and districts, as shown in **Figure 5-1 District Map**. The unique nature of San Ysidro's commercial and residential community makes it a model community for other border communities.

**Figure 5-1: District Map**





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

- Residential development spanning multiple decades, starting from a historic core in the El Pueblito Viejo 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, once fully funded, 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 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.
- *Neighborhood enhancements.* Development of vacant sites and underutilized commercial and institutional properties in San Ysidro's neighborhoods, particularly in El Pueblito Viejo 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 Element Sections 2.3, 2.5, 2.6, 3.3, 3.4, 3.6, 3.8, 3.9, 4.3 and GP Element Sections LU-A, LU-H, ME-I and EP-B, D, F, G & 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, El Pueblito Viejo Village, Sunset Neighborhood, and the Wholesale Industrial 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.

- 5.2.1 Improve the circulation system to provide better multi-modal access to businesses and employers (also see 3.4).
- 5.2.2 Encourage San Ysidro-owned and operated businesses to participate in the City's Business & Industry Incentive Program 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 by district and subarea 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.



Examples of local businesses and enterprises

## 5.3 VISITOR SERVICES

San Ysidro attracts three distinct sets 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 set 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.

- 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.



## 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 comparison 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.

- 5.4.1 Focus on enhancements to the retail mix in existing shopping centers in San Ysidro neighborhoods (also see 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.

## 5.5 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 lines. 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. This vision would also include facilities to support trade, entrepreneurs wishing to start new businesses, and a range of services including offices.

- 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, 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.
- 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.



*Border Village businesses*

## 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 couple of decades; however, it also has many older, obsolete, and underutilized properties that present a blighting 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 ready 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 projects. 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.

- 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 by foot.

## 5.7 EL PUEBLITO VIEJO

The El Pueblito Viejo District 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 particularly congested and not a favorable environment for pedestrians or bicyclists.

El Pueblito Viejo 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.

- 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 site 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 Virginia Avenue 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.

- 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 value and outlet-oriented 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 3.3).



## 5.9 WHOLESALE INDUSTRIAL

The Wholesale Industrial 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 larger buildings occupied by light industrial users.

- 5.9.1 Enhance the highway service commercial orientation of the Wholesale Industrial 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.
- 5.9.3 Support the road connection from West Calle Primera to Camino de la Plaza to improve circulation for the Wholesale Industrial area. Also see the Mobility Element for additional policies for road improvements.

## 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 residential mixed-use permitted on the east side.

- 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.

# Public Facilities, Service, & 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

## DISCUSSION

The emphasis of the Public Facilities, Services, & Safety Element is to identify existing facilities and services and address the capacity and needs for future services. 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 Element Sections 2.4, 3.1, 4.5 and the GP Public Facilities Element.



## 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 FS-1 Public Facilities Map** illustrates where current facilities exist and identifies sites for future facilities. 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 mitigate the impact of new development through provisions of a portion of the financing needed for public facilities identified in the San Ysidro Impact Fee Study (IFS) and 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 regards 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 in alleviating the infrastructure deficit, which include the increased costs 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.

- 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.

Maintaining a successful fire service system is a challenge due 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.

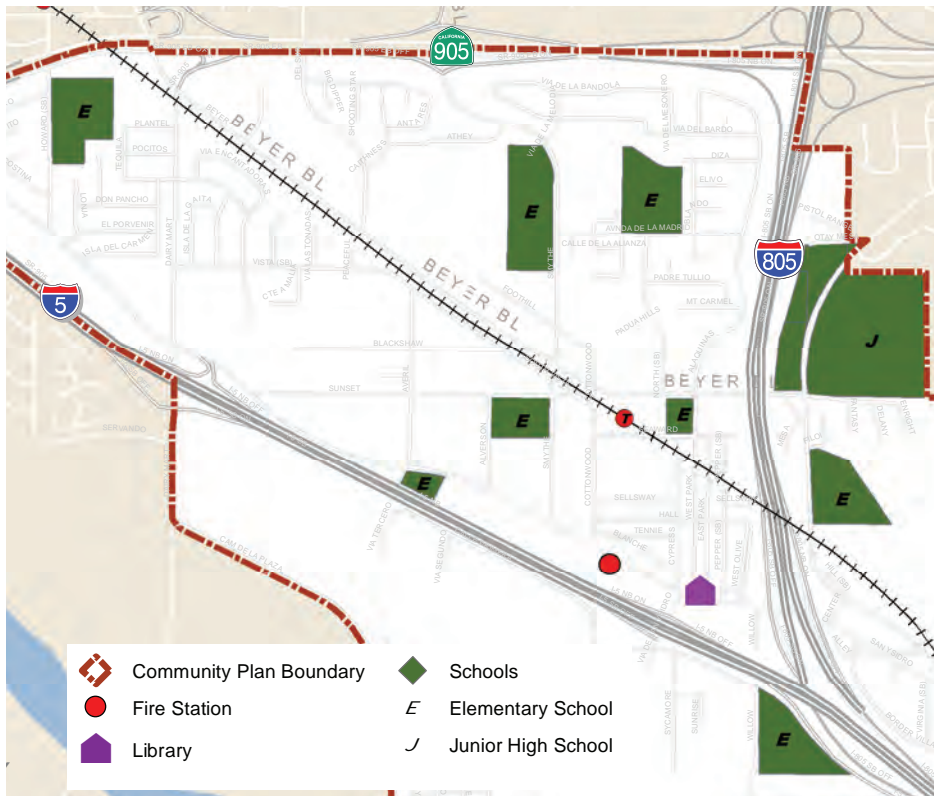
### **POLICE**

The San Ysidro community is served by the Southern Neighborhood Divisions of the Police Department. The Southern Division encompasses 31.5 square miles and serves 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.

### **LIBRARY**

The existing San Ysidro Branch Library is located on San Ysidro Boulevard and is 1,500 square feet in size. It was originally built in 1914 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.

- 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 El Pueblito Viejo 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 multimodal 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 one South Bay Union School District 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



Schools, Fire Station, and Library in San Ysidro





one middle school (seventh through eighth grades). The district serves over 5,550 students and is projected to double its student population in the next 10 years.

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.

- 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.

## UNDERGROUNDING 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.

- 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 with the San Ysidro community and coordinate other improvements in the same location.
- 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.

- 6.1.21 Provide systematic improvements and the gradual replacement of water, sewer, and stormwater facilities throughout the community. Also see General Plan 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:
- a. Beyer Boulevard along the rail, from Dairy Mart Road to the Beyer Trolley Station,
  - b. Beyer Trolley Station along the rail, from Seaward Avenue to Cypress Drive, to the San Ysidro Linear Park,
  - c. Willow Road and San Ysidro Boulevard near pedestrian bridge,
  - d. Olive Drive,
  - e. North side of Calle Primera from Willow Road to Via de San Ysidro,
  - f. Potential excess right-of-way in the Border Village District, and
  - g. Trails connecting to Dairy Mart Pond open space area.

## 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.

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.

- 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 of San Ysidro 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.

### 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 regards to safety are located in the Urban Design Element.



# Recreation Element | 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, which 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, automobile, and alternative modes of travel

- 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 of 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 Element Sections 4.5, 4.6, 4.8, 8.2, 8.5 and GP Element Sections UD- A, UD-E, RE-B, RE-C, RE-E, RE-F, CE-B, CE-H & 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; and 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 35.28 usable acres of park land, three recreation centers, and one aquatics complex. At full community development, the projected population for the San Ysidro Community will be 38,559. 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):  $.0028 \times 38,559 \text{ people} = 107.97 \text{ acres of population-based parks.}$

**General Plan Guideline - Recreation Center** (17,000 square feet) serves population of 25,000:  $38,559 \text{ people} \div 25,000 \text{ people} = 1.54 \text{ Recreation Centers} \times 17,000 \text{ SF} = 26,220 \text{ square feet total.}$

**General Plan Guideline - Aquatic Complex** serves population of 50,000:  $38,559 \text{ people} \div 50,000 \text{ people} = 0.77 \text{ Aquatic Complex.}$

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.

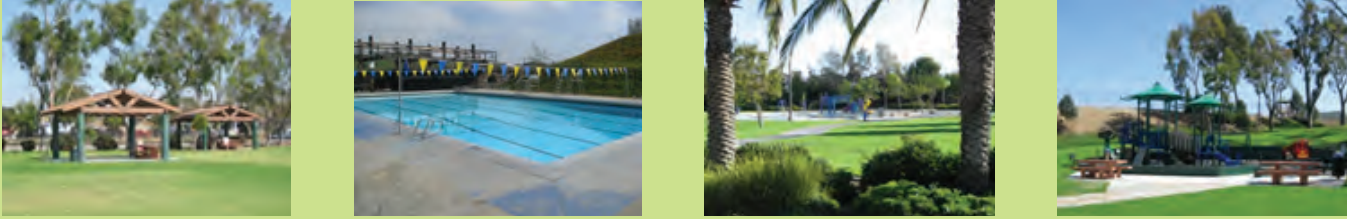
The San Ysidro Community is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The community and City staff identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency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

The following Table RE-1, Population-based Parks and Recreation Facilities Inventory and Recommendations, provides the existing and future parks, park equivalencies, and recreation facilities for San Ysidro (also see **Figure 7-1, Parks, Recreation Facilities, and Open Space**). The acreage figures represent existing and planned park sites anticipated at the time of adoption of the community plan. Acreages, descriptions and recommendations may be further refined over time without the need to amend the Community Plan.

**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	Design and construct security lighting (all areas); upgrade children’s play area/ADA; and ADA/ accessibility and path of travel upgrades to the 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 comfort station; 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 12.0 usable acres, which will be shared with Otay Mesa (5.0 acres San Ysidro and 7.0 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>
<p>Otay Mesa Neighborhood Park</p>	<p>0.0</p>	<p>3.6</p>	<p>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</p>	<p>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.</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
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 upgrades to the turf and irrigation system in the existing park.
<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.
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	1.45	0.0	Existing mini park with a recreation 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.
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.
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.

**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
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	Acquire, 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.
East Beyer Boulevard Pocket Park	0.0	0.5	Proposed pocket park on undeveloped City owned property managed by the Real Estate Assets Department located at the southwest corner of Beyer Boulevard and East Beyer Boulevard	Design and construct a pocket park with park amenities such as: multipurpose turf areas, children's play area, picnic facilities, a viewpoint, seating, 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.
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.




**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
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/amphitheatre, 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.
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 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**

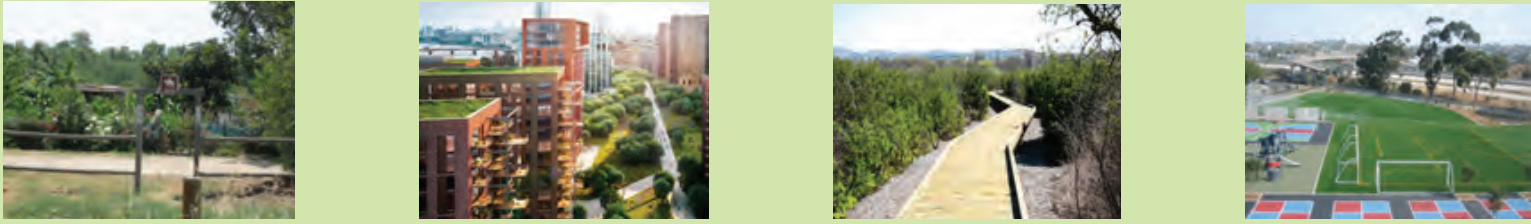
PARKS AND RECREATION FACILITIES	EXISTING USABLE ACREAGE	PROPOSED USABLE ACREAGE	PARKS AND RECREATION FACILITIES DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
W. San Ysidro Boulevard Pocket Park	0.0	0.35	Proposed plaza/pocket park on two undeveloped privately-owned parcels, located on the northeast corner of Smythe Avenue and West San Ysidro Boulevard.	Acquire, design, and construct a pocket park with park amenities such as: a plaza, public gathering areas, picnic facilities, seating, and landscaping.
<b>Recreation Centers</b>				
Cesar Chavez Recreation Center	N/A	N/A	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	N/A	N/A	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	N/A	N/A	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.

**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
San Ysidro Senior Citizens Center	N/A	N/A	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.
<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.	Design and construct ADA/accessibility and path of travel upgrades for the aquatics complex.



**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
				
<b>Joint Use Facilities</b>				
La Mirada Elementary School	5.0	0.0	Existing joint-use facility with a turfed, multi-use field and running track.	
<b>Trails</b>				
None				
<b>Portions of Resource-Based Parks</b>				
None				
<b>Privately-Owned Park Sites</b>				
None				
<b>Non-Traditional Park Sites</b>				
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: recreational bicycling/running track, exercise and fitness stations, children’s play areas, picnic facilities, shade structures, seating, and landscaping.
<b>Facility or Building Expansion or Upgrade</b>				
None				

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

POPULATION BASED PARKS	USABLE ACRES
Existing Population-based Parks and Park Equivalencies	42.33 ac.
Proposed Population-based Parks and Park Equivalencies	28.88 ac.
Total Existing and Proposed Population-based Parks and Equivalencies	71.21 ac.
Population-based Park Requirements at full community development	107.97 ac.
Population-based Park deficit at full community development	36.76 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	26,220
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

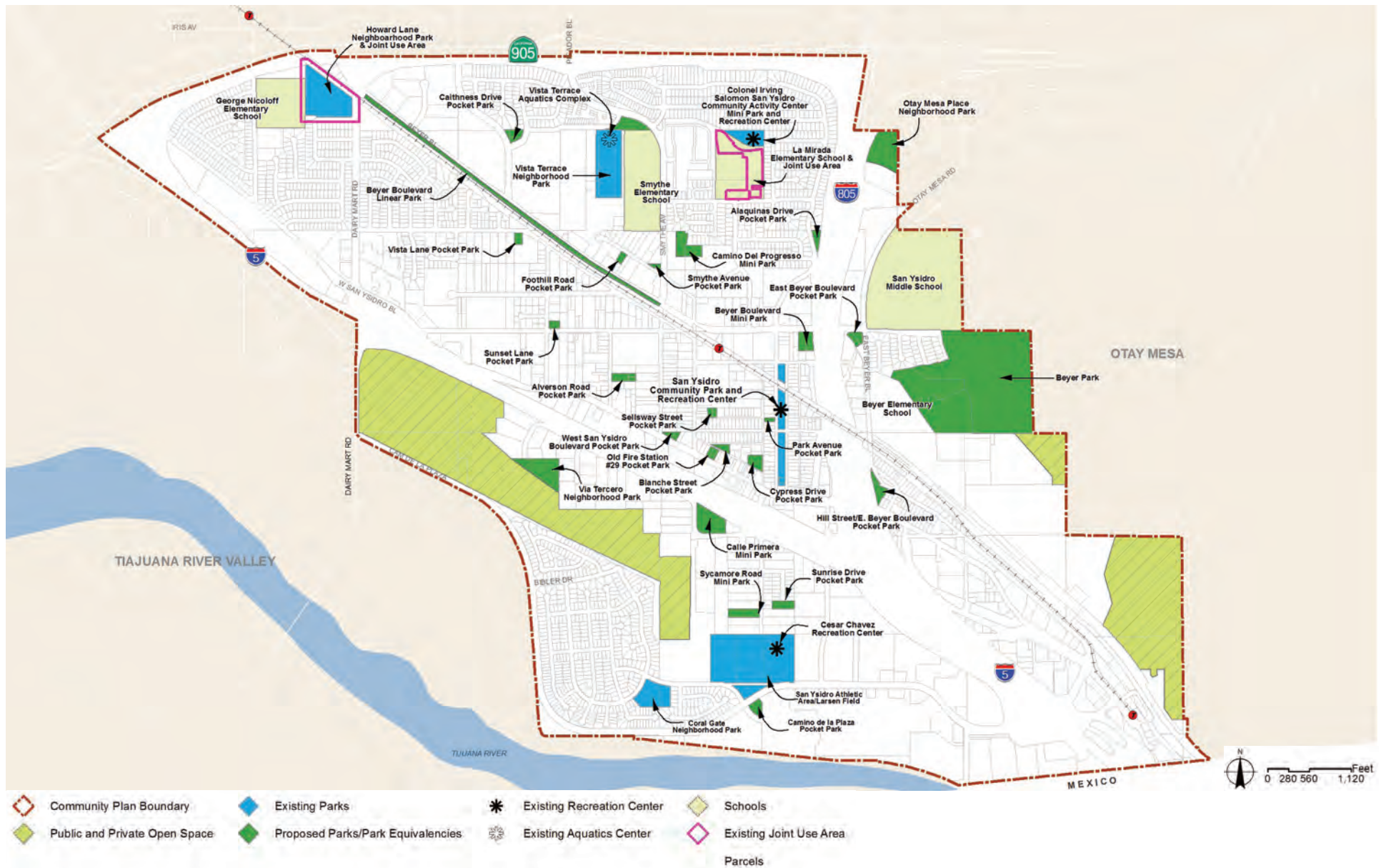
The community plan identifies potential new population-based parks land and park equivalency sites within San Ysidro. These additional park sites represent significant achievements towards implementing the community's goals. The existing Aquatic Complex and Recreation Centers meet the General Plan guidelines and will serve the community at full projected development. **Figure 7-3 Parks, Recreation Facilities, and Open Space Map**, depicts the approximate locations of existing and proposed parks, recreation facilities, park equivalencies and open space lands.

- 7.1.1 Design and construct the City-owned sites that are identified in Table 6-1 as population-based parks.
- 7.1.2 Acquire, design, and develop privately-owned sites as population-based parks that are identified in Table RE-1. Pursue acquisition of other potential population-based parks sites as opportunities arise.
- 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.
- 7.1.4 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.
- 7.1.5 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.

- 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 2.7 and 2.7.2).
- 7.1.10 Complete the Beyer Park General Development Plan (GDP), and design and construct the planned improvements.
- 7.1.11 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.
- 7.1.12 Design and construct a comfort station and lighting for the basketball courts at Howard Lane Neighborhood Park.



Figure 7-3: Parks, Recreation Facilities, and Open Space Map



7.1.13 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.

7.1.14 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.

7.1.15 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.



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



## 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 preservation of the existing parks, recreation facilities and open space lands essential to providing recreation opportunities in this community. Preservation can include improvements to existing parks and recreation facilities 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.

Preservation can also include the protection and enhancement of existing open space lands by providing a balance between protecting the natural resources and allowing for an appropriate level of public recreation use. For the San Ysidro Community, this would mean concentrating active recreational improvements within community parks and focusing passive improvements within open space lands. The two open space lands 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.

- 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 human and economic resources to preserve and enhance the existing parks, recreation facilities, and open space lands.



## 7.3 ACCESSIBILITY

Accessibility within the San Ysidro Community has three main components: 1) all 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 to parks and open space and a variety of amenities should be provided in public recreation areas.*

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.

- 7.3.1 Provide a multimodal 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 access 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, 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 7-3, Parks, Recreation Facilities and Open Space**). 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 it offers one of the best and largest remaining examples of coastal wetlands.

- 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.



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# Conservation Element | 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 Element Sections 4.3, 7.2, and GP Conservation Element and RE-C, 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, 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.

- 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 accessed by 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.

## 8.2 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, with approximately 113 acres of wetland habitat, 88 of which are in the San Ysidro community planning area, 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 open area 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 multimodal trail connections to the river valley to the west, and to Otay Mesa to the east.

## 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. Figure CE-1 provides the MHPA boundaries and coastal resource area within the San Ysidro community.

- 8.2.1 Implement the Environmentally Sensitive Lands regulations, related to biological resources and steep hillsides, for all new development in the eastern portion of the community. 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.



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





## 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.

- 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 multimodal 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.

## 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.

- 8.4.1 Ensure the overall tree cover and other vegetation throughout San Ysidro is no less than 20% in urban residential areas and 10% in the 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.

- 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.



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

## 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 as a part of the update process.

- 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 recycled water infrastructure 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.

- 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 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.



# Historic Preservation Element | 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.

The Historic Conservation Element contains specific recommendations to address the history 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 (Appendix C).

## GOALS

- Recognize, preserve, and rehabilitate architecturally 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 (1800-1922)
- Rancho Period and Early Border History (1822-1908)
- An Agricultural Community (1906-1964)
- Development of a Border Town (1916-1956)
- Annexation to the City of San Diego (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

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

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

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. This survey is provided along with the Historic Context Study found in Appendix C.

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 Jollan 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 ranchos, 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.

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.

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



*Historic structures in San Ysidro.*

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.

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 of the transportation infrastructure between San Diego and the border 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.

- 9.1.1 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in San Ysidro.
- 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 historical 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.
- 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.
- 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.

## 9.2 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. 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.

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.

- 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 (also see 4.11).
- 9.2.2 Promote the maintenance, restoration, rehabilitation, and continued private ownership and utilization of historical resources through a variety of financial and development incentives.
- 9.2.3 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.
- 9.2.4 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. Conduct walking tours of historical resources and protect historical properties and cultural assets.
- 9.2.5 Partner with interested parties to promote conservation, restoration, educational programs/tours, stewardship, and create cultural tourism programs focusing on the community's heritage.

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# Implementation | 10





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## DISCUSSION

The Plan will be implemented through a number of different mechanisms which are outlined in this Element. It describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals will require the active participation of the 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 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 El Pueblito Viejo 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. Table 11-4 (Implementation Schedule) begins to define the actions, responsible parties, and time frames needed to ensure the timely implementation of the plans, policies, and developments envisioned by the Plan. This Table 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.
- **El Pueblito Viejo 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 the estimated costs for infrastructure and streetscape improvements for the Village area and 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 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.



**Table 10-1: City of San Diego Financing Methods**

FUNDING MECHANISM	CAPITAL IMPROVEMENT PROGRAM (CIP)	DEFERRAL OR PERMITS/FEEES	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 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 will 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>
Funding Parameters	<p>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.</p>	<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>

**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
Description	<p>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).</p>	<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>
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>



**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
Funding Parameters	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 QLICs, (2) to provide NMTC financing under terms and conditions significantly more favorable than those provided by conventional sources and (3) to make QLICs in communities characterized by greater distress than reflected in the NMTC eligibility criteria.	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.	<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 10-3: Developer/Property Owner/User Financing Methods**

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 facility that benefits their 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>

FUNDING MECHANISM	LANDSCAPING & LIGHTING DISTRICTS/PARKING DISTRICTS	BUSINESS IMPROVEMENT DISTRICTS (BIDS)	DEVELOPER IMPACT FEES	EXACTIONS
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 impact fee, Mitigation fee (police, fire, park), Water meter installation, Sanitation capacity charge, Water system, facility/ backup facility charge.	<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>
Funding Parameters	<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>	Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval.	Typically paid or committed as part of the development approval process.

**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
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.</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	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>



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>

## 10.3 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

Suggested improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from 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 projects is included in the PFFP and **Table 10-4 Implementation Schedule** lists some of the priority recommendations.

## 10.4 ACTION ITEMS AND PRIORITIES

This section identifies actions that implement the policies and plans for the Plan. These encompass administrative strategies and physical improvements for mobility, streetscape, infrastructure, and open space. In undertaking these, the City will be making a significant and visible economic commitment to realize the vision of the planning area. They will add value and improve the visual character of the area, thereby laying the foundation for future private sector investment and new development.

The actions are assigned a priority of High, Medium, or Low and an estimated time frame depending on their importance to help affect or achieve the vision. The highest priorities recognize those items that can be implemented relatively quickly and are within the City's control, as well as

those that offer the greatest leverage in stimulating private reinvestment and change. Generally, they fall into three categories:

1. Development and implementation of programs to attract developers and secure funding for area improvements;
2. Amendment of regulatory requirements and procedural processes to facilitate development consistent with the Plan; and
3. Planning for and construction of improvements that provide infrastructure and services sufficient to support planned new development, and improve the quality of place (e.g., pedestrian-oriented streetscape and open space amenities and signage programs).

Actions and priorities are described in **Table 10-4 (Implementation Schedule)**. This is intended to provide a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Plan's visions. In conjunction with the City's annual budget process, the identified tasks and projects and their priority may be adjusted given funding availability, feasibility of implementation, timing of private development, or as new projects funding opportunities present themselves over time. Detailed mobility improvements are detailed in the Public Facilities and Financing Plan (PFFP).

**Table 10-4: Implementation Schedule**

NO.	IMPLEMENTATION ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS	PRIORITY	TIME FRAME
<b>STREET IMPROVEMENTS</b>					
1	Improve existing alleys within the El Pueblito Viejo Village area	3.2.8; 3.2.13; 3.4.2	City; Adjacent Property Owners		Long Term
2	Construct a new pedestrian bridge crossing over the Trolley Blue Line at Del Sur Boulevard	3.2.9	City		Long Term
3	Implement a street car or people mover system along East San Ysidro Boulevard to connect the ITC at the border and the Virginia Avenue Intermodal Center with the El Pueblito Viejo Village	3.3.6	City		Long Term
4	Construct a gateway entrance for the Beyer Trolley Station at Cypress Drive that enhance the pedestrian connectivity	3.3.8	City; SANDAG; MTS		Mid Term
5	Construct a direct freeway connection from the Camino de la Plaza bridge to the I-805	3.4.4	City, Caltrans		Long Term
6	Reconfigure the I-5 southbound off-ramp at Via de San Ysidro	3.4.5	City, Caltrans		Long Term
7	Construct a roadway connection from Calle Primera to Camino de la Plaza	3.4.6	City		Long Term
8	Reconfigure the I-805 northbound off-ramp at East San Ysidro Boulevard to be aligned with Center Street.	3.4.18	City, Caltrans		Long Term
9	Construct modern roundabouts	3.4.17	City		Mid Term
<b>TRANSIT</b>					
1	Construct transit infrastructure and service enhancements for San Ysidro including a new ITC at the Border and the Virginia Avenue Intermodal Center	3.3.4; 3.3.10; 3.9.4	SANDAG		Long Term
<b>SIDEWALK AND PEDESTRIAN IMPROVEMENTS</b>					
1	Construction of sidewalk, curb ramps, cross walks, lighting and intersection improvements	3.2.1-4	City; Adjacent Property Owners		Short Term
2	Provide shade-producing street trees and street furnishings concentrating within the Village areas and Transit Stations	3.2.6; 3.9.2	City; Adjacent Property Owners		
3	Construct a street car or people mover system along East San Ysidro Boulevard	3.3.5; 3.9.5	City		Long Term
4	Improve Pedestrian Bridges	4.5.27-29	City		Mid Term



**Table 10-4: Implementation Schedule (continued)**

NO.	IMPLEMENTATION ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS	PRIORITY	TIME FRAME
<b>BICYCLE IMPROVEMENTS</b>					
1	Improve bicycle and pedestrian facilities	3.4.8-17; 3.5.1; 3.5.2; 3.5.6, 3.9.9	City; MTS; Property Owners		Short Term
2	Continuous bike network	3.5.1; 3.5.3; 3.9.10	City		Short Term
<b>PARKING SUPPLY</b>					
1	Road improvements along Beyer Boulevard, East and West Park, and Hall Street to increase parking supply.	3.4.8-10; 3.4.17	City		Short Term
2	New parking garages to provide spaces for car-sharing.	3.8.1; 3.8.8; 3.9.6; 3.9.11	City; Property Owners		Short Term
<b>WAYFINDING</b>					
1	Construct gateway arch across Via de San Ysidro to welcome visitors into the El Pueblito Viejo Village and San Ysidro	4.11.5	City, Community		Mid Term
2	Construct gateway sign at the intersection of San Ysidro Boulevard and Beyer Boulevard/Camino De La Plaza to welcome visitors into San Ysidro from Mexico	4.11.6	City, Community		Short Term
3	Install secondary gateway signs	4.11.7 - 9	City, Community		Mid Term
4	Provide directional signage to help direct pedestrians, bicyclists, and vehicles to specific attractions.	4.11.10-15	City, Community		Short Term
<b>PARKS IMPROVEMENTS</b>					
1	Design and construct the City-owned sites that are identified in Table 6-1 as population-based parks	7.1.1	City		Med Term

**Table 10-4: Implementation Schedule (continued)**

NO.	IMPLEMENTATION ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS	PRIORITY	TIME FRAME
2	Acquire other potential population-based parks sites as opportunities arise	7.1.2	City		Long Term
3	Establish joint use of recreational facilities with San Ysidro's school districts, the County of San Diego, Caltrans, MTS, and other public or private entities	7.1.6	City		Short Term
4	Construct a public plaza at the old Fire Station #29 site	7.1.11	City		Short Term
5	Construct a comfort station and lighting for the basketball courts at Howard Lane Neighborhood Park	7.1.12	City		Mid Term
6	Establish a lease agreement with the MTS for the development of a linear park on the south side of Beyer Boulevard	7.1.13	City; MTS		Mid Term
7	Establish an agreement with the County of San Diego for joint use of the County's planned Tijuana River Valley Regional Sports Complex.	7.1.14	City; County		Short Term
8	Establish an agreement with the County of San Diego for joint use of trails within the boundaries of the Tijuana River Valley Regional Park	7.1.15	City; County		Short Term
<b>PUBLIC FACILITIES</b>					
1	Construct a new library	6.1.8-12	City		Short Term
2	Underground overhead wires and utility boxes	6.1.18-20	City; Property Owners		Mid Term

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# Appendix | **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** 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, El Pueblito Viejo Village, Beyer Hills Neighborhood, San Ysidro South Neighborhood, Border Village District, Port of Entry District, Wholesale Industrial 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 People for Trees, 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.



## 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.
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 National Arborist Association according to Class I Fine Pruning.
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.

**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 Washingtonia robusta	Jacaranda Crape Myrtle Mexican Fan Palm	Theme Tree Theme Tree Accent
B	Camino de la Plaza (west of Sipes Ln)	Platanus racemosa Platanus acerifolia Washingtonia robusta	California Sycamore London Plane Mexican Fan Palm	Theme Tree Theme Tree Accent
C	Camino de la Plaza (east of Sipes Ln)	Tristania conferta Fraxinus uhdei Washingtonia robusta	Brisbane Box Ash Mexican Fan Palm	Theme Tree Theme Tree Accent
D	West San Ysidro Blvd. (west of Cottonwood)	Cupaniopsis anacardioides Platanus racemosa Rhus lancea Washingtonia robusta Syagrus romanzoffianum	Carrotwood California Sycamore African Sumac Mexican Fan Palm Queen Palm	Theme Tree Theme Tree Accent Accent Accent
E	West San Ysidro Blvd. (El Pueblito Viejo Village)	Jacaranda mimosifolia Cupaniopsis anacardioides Washingtonia robusta	Jacaranda Carrotwood Mexican Fan Palm	Theme Tree/Median Tree Theme Tree Accent
F	East San Ysidro Blvd. (Border Village District)	Cupaniopsis anacardioides Rhus lancea Washingtonia robusta Pinus canariensis	Carrotwood African Sumac Mexican Fan 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
H	East Beyer Blvd	Rhus lancea Pistacia chinensis	African Sumac 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
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 (El Pueblito Viejo Village)	Fraxinus uhdei Quercus suber Jacaranda mimosifolia Eucalyptus sideroxylon	Ash Cork Oak Jacaranda Red Ironbark	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 Cupaniopsis anacardioides Callistemon citrinus Washingtonia robusta	Jacaranda Carrotwood Lemon Bottle Brush Mexican Fan Palm
West Neighborhood	Cupaniopsis anacardioides Callistemon citrinus Olea europaea Pyrus kawakamii Magnolia grandiflora 'St. Mary'	Carrotwood Lemon Bottle Brush Olive "fruitless" Evergreen Pear St. Mary's Magnolia
Sunset Neighborhood	Pyrus calleryana Magnolia grandiflora 'St. Mary' Eucalyptus torquata Cupaniopsis anacardioides Syagrus romanzoffianum	Bradford Pear St. Mary's Magnolia Coral Gum Tree Carrotwood Queen Palm

**Table 2: Landscape District Street Tree List (continued)**

LANDSCAPE DISTRICT	TREE BOTANICAL NAME	TREE COMMON NAME
El Pueblito Viejo Village	Callistemon citrinus Cupaniopsis anacardioides Jacaranda mimosifolia Platanus racemosa Lagerstroemia indica Syagrus romanzoffianum	Lemon Bottle Brush Carrotwood Jacaranda California Sycamore Crape Myrtle (Alleys/Paseos) Queen Palm (Alleys/Paseos)
Beyer Hills Neighborhood	Jacaranda mimosifolia Melaleuca linarifolia Cupaniopsis anacardioides Lagerstroemia indica Syagrus romanzoffianum	Jacaranda Flaxleaf Paperbark Carrotwood Crape Myrtle Queen Palm
Border Village District	Magnolia grandiflora 'St. Mary' Platanus racemosa Cupaniopsis anacardioides Jacaranda mimosifolia Syagrus romanzoffianum	St. Mary's Magnolia California Sycamore Carrotwood Jacaranda Queen Palm
Commercial District	Tristania conferta Fraxinus uhdei Afrocarpus gracilior Platanus racemosa Washingtonia robusta	Brisbane Box Ash African Fern Pine California Sycamore Mexican Fan Palm

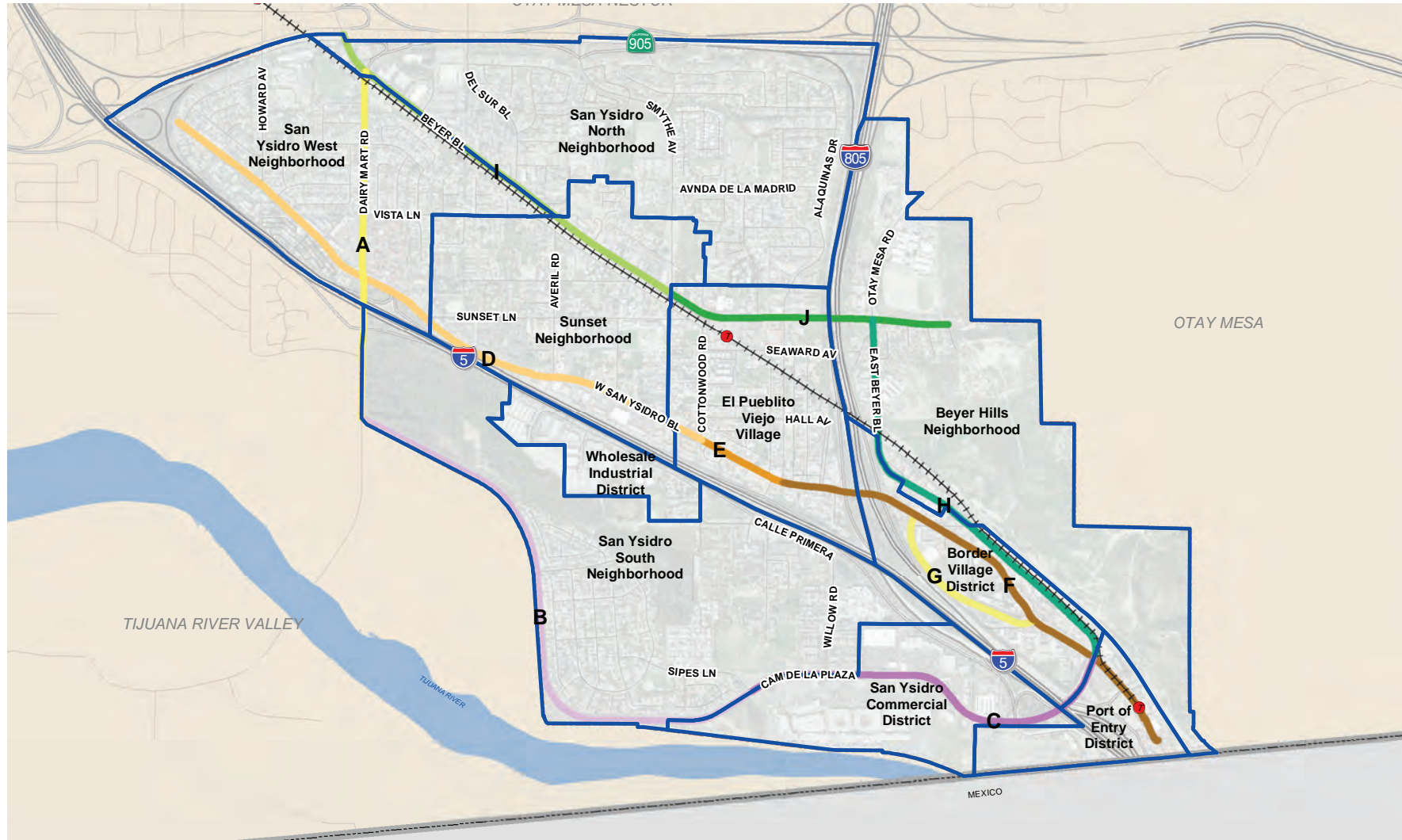


**Table 2: Landscape District Street Tree List (continued)**

LANDSCAPE DISTRICT	TREE BOTANICAL NAME	TREE COMMON NAME
South Neighborhood	Pyrus calleryana Tristania conferta Tipuana tipu Callistemon citrinus Platanus racemosa Syagrus romanzoffianum	Bradford Pear Brisbane Box Tipu Tree Lemon Bottle Brush California Sycamore Queen Palm
Wholesale Industrial District	Cinnamomum camphora Platanus racemosa Afrocarpus gracilior	Camphor Tree California Sycamore African Fern Pine

SAN YSIDRO COMMUNITY PLAN UPDATE

4/21/2014



	Community Plan Boundary		B - CAMINO DE LA PLAZA		G - BORDER VILLAGE RD
	District Boundaries		C - CAMINO DE LA PLAZA		H - EAST BEYER BLVD
	Trolley Stop		D - WEST SAN YSIDRO BLVD		I - BEYER BLVD (DAIRY MART TO SMYTHE)
	Light Rail		E - WEST SAN YSIDRO BLVD		J - BEYER BLVD (EL PUEBLITO VIEJO VILLAGE)
	A - DAIRY MART RD		F - EAST SAN YSIDRO BLVD		

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Street Trees



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# Appendix | C



## San Ysidro Historic Context - Under Separate Cover



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