

San Ysidro COMMUNITY PLAN UPDATE

San Ysidro Community Plan Update Advisory Committee

Community Plan Update

Meeting #14

April 11th, 2012

SUMMARY

ATTENDEES

*San Ysidro Community Plan Update
Advisory Committee members present:*

Michael Freedman

Steve Otto

Matthew Paredes

Bertha Alicia Gonzalez

David Flores

Tom Currie

Jason Wells

Jennifer Goudeau

Miguel Aguirre

Anthony Aguirre

Alicia Jimenez

Staff:

Sara Osborn

Consultant Team:

Jami Williams

Leo Espelet

Josie Calderon

Gardenia Durante

INTRODUCTION

On April 11, 2012, members of the San Ysidro Community Plan Update Advisory Committee (Update Committee) of the San Ysidro Community Plan Update Process convened. The purpose of the meeting was:

- a) To present results from outreach efforts completed over the course of the update process by Josie Calderon and her team at JLC Consultants
- b) Consider updated El Pueblito Village area land uses and concept including land use designations, intensities and mobility and urban design concepts as presented by Jami Williams of RRM Design Group

MEETING MINUTES 3/14/12

Michael Freedman opened the meeting at 6:20 PM with a call to order. He briefly introduced the items on the agenda and reviewed the March meeting.

As a result of the March San Ysidro Community Plan Update meeting, the community has decided to use three commercial land uses: community commercial, neighborhood commercial and regional commercial.

Michael Freedman then introduced Josie Calderon to present a community outreach report done by her and the staff at JLC Consultants.

Josie Calderon-Community Outreach

Josie Calderon described the community outreach efforts as an ongoing, collaborative process. The team at JLC Consultants has participated at a variety of events and then contributed that input to the community planning group. These events include monthly stakeholder meetings, and meetings at the San Ysidro Chamber of Commerce, and San Ysidro Business Associations. They also work to track progress on ongoing development and projects in the community. They have had the opportunity to have briefings with elected officials like Councilman David Alvarez. The JLC Consultants team has also contributed to the San Ysidro planning process through bilingual noticing and media. They have increased awareness of the community planning process by posting noticing at the local libraries, churches, and schools, as well as garnering publicity in the San Diego Union Tribune, and Spanish language newspaper La Prensa. The team has also formed community partnerships by hosting booths and surveys at local festivals, and working with the San Ysidro School District and health clinic.

JLC Consultants has conducted 440 individual interviews lasting 10-20 minutes and has received approximately 3,642 comments pertaining to: public safety, public facilities, transportation and mobility and parks and recreation.

Public Safety: The main concern is to improve streets and make streets more multi-use for pedestrians and bikes as well as skate paths. Also, because of the number of alleys in San Ysidro, the opportunities for creating multi-use streets are numerous. Many residents desired that Otay Mesa Road, a major road adjacent to SY middle and high schools, have paved sidewalks.

Public Facilities: The majority of residents would like to see a larger library and a technology center with computers and internet access for residents. In addition, residents would like to see new sidewalks paved and existing sidewalks repaired.

Transportation and Mobility: There are sections of the San Ysidro community that are heavily populated with higher density, but don't have access to public transportation. Expanded bus routes, therefore, are a major concern for the community. Also, there is a need for more affordable housing near the existing trolley stops. In addition, the community would like to see more signage around San Ysidro, so that is friendlier to both tourists and residents/pedestrians alike. Also, many residents voiced concerns about improving traffic circulation, especially in the frequently overcrowded southern areas of the community.

Parks and Recreation: Residents would like to see a dedicated bike trail that runs throughout the community. Renovating parks and including fitness circuits or features in these parks would be a welcome addition to the community as well. Also, currently the San Ysidro lacks a central

plaza or gathering place for community events and festivals. Residents would also like more recreational programs and after-school activities for the community's youth.

Josie Calderon also presented data gathered on the community's main modes of transportation:

- Walking 42%
- Public Transportation 37%
- Auto 21%

While 91% of Children own bikes only 5% ride them in the San Ysidro community. Most of these children ride their bikes in adjoining communities of Imperial Beach and Chula Vista.

92% of respondents would like to see more hiking and biking trails in the community.

Josie Calderon went on to explain the importance of the community outreach. For the community, these community outreach efforts are important because information is power and influence. JLC Consultants has had the opportunity, because of public input, to explain to SANDAG the necessity for the Bayshore working group to examine expanding the Barrio to Barrio Bikeway to San Ysidro. The current 24-mile bikeway would have to extend one more mile to include San Ysidro. Also on April 9, 2012 JLC Consultants was able to meet with Councilman Alvarez and MTS to discussing adding transit lines and bus services within San Ysidro.

Jami Williams- Mi Pueblo Village

Jami Williams, of RRM Design, presented on the concepts for the Mi Pueblo village area. She began by stating that the overall urban design would reflect Latino new urbanism and its associated values like missed use building, higher density and extended family living. The overall concept would focus on creating linkages throughout the community from the historic core along the alleys and streets that make up the Pathways to Knowledge.

To highlight the differences, Jami Williams presented on the old plan presented in the March community meeting and the changes that have been made. However, there are many consistencies between both concepts. The interconnection of pilot projects in the village are important can the Pathways to knowledge will link key pilot projects such as the Casitas de Florecitas, which has already been built. There are deficiencies in the area of public space and both plans attempt to address this. In addition, the public facilities such as churches, trolley and fire stations and schools will serve as the anchors and infrastructure of the village area. Circulation is an ongoing area of work, but the relationship of all amenities to the trolley station is more central, as is the intersection of Casa Familiar Alley and San Ysidro Blvd in the new village concept. Mixed use development such as businesses and smaller scale housing are also important.

The new village concept has some land use recommendations, including a new land use designation called Community Village. This is meant to meet the commercial needs of the community allowing for mixed use in commercial, civic, residential and businesses as well as higher density residential.

The biggest departure from the old plan is that the new village concept has increased density and new development in the northern sections of the village because of its proximity to the trolley station. The land uses will be community commercial with residential allowed. The market analysis of the area suggests that the village can support medium to med-high density (30-44 du/ac). The Mi Pueblo Village can be divided into three major sub-sections: West San Ysidro Boulevard, North Village Concept and South Village Concept. Recommendations about each sub-section are as follows:

West San Ysidro Blvd.:

- Activating sidewalks
- 2-story residential and more infill
- Preserve existing single family homes

North Village Concept:

- 5 min. walk to trolley
- Increase mixed use
- Create as very walkable and pedestrian friendly
- Forge unique public spaces
- Develop med-high density residential

South Village Concept:

- Accessible by freeway
- Create large public space
- Include an affordable housing component
- Create a safe bridge crossing near freeway
- Include a plaza, park, parking structure public space near bridge entrance
- Make a pedestrian friendly connection to Olive St.

There are many ideas on how to improve and develop more public spaces: including pocket parks within residential developments, community gardens at infill properties, paseos to connect neighborhoods with pedestrian access and enhancing public art. These developments could be achieved through public-private partnerships. There is an opportunity to examine better connectedness in the village area with the Safe Routes to School grant.

Streetscape Concepts

Much has been changed from the initial streetscape concepts presented in March.

East and West Park Streets

Alternative A:

- Parallel parking along edges to buffer
- Parking within park segments
- Expand sidewalks on perimeters
- Diagonal parking within; produces a large net gain
- Narrow the road from 22ft to 12 ft to slow traffic
- Provide landscaping to buffer park goes from roads

Alternative B:

- Stripe a share row with marked bike lanes
- Angled parking along basketball courts
- Parallel parking along edges to buffer
- Narrow the road from 22ft to 12 ft

Overall net gain of parking: 61 spaces

Olive Street

- Reduce 27 ft travel lanes because this is too fast and very dangerous
- Create diagonal parking in center of lane
- Mark dedicated bike lane
- Parallel parking along both sides of streets/only on residential side of street
- Option: Raised island in center of street

Public Questions/Comments

Would like to see a skate park as one of the considered public facilities

Would the new plans for the village concept allow for a community garden?

- Introduced under land development code
- Recent urban agriculture amendments to the General Plan are easing restrictions on community gardens
- Possible for planning group to identify a site for the garden in the draft plan document

East and West Park

- Parking is a major problem.
 - Increase, but also make it aesthetically pleasing
 - Concept appears sterile. Think about including a site for a farmer's market
- The new concept is much better, but the park space is already too narrow and the streetscape seems to narrow it even further. We don't want decreased space for children to play.
- People already drive slow in this area; don't decrease play space
 - Overcrowds this area
- Have there been studies that suggest more or less accidents with this type of parking because the cars are backing up?
 - The City staff and consultants will look into this
- So far this style of parking has worked as a traffic calming device in Chula Vista.
- Suggest raising the sidewalk to create a barrier; concerns about handicap access
- Use small-size, circular speed humps, not large speed bumps to slow down traffic on streets which are too intrusive
- Provide benches and seating along sidewalks, surrounding parks
- To push bike riding, place a bike lane along olive street which cross-sects the village area

Mi Pueblo Village Concept

- Like the improvements to the northern village area, especially because Beyer Blvd can take more traffic
- Need to improve traffic flow along W. San Ysidro Blvd.
 - Need a parking structure or lot in the Southern village area
- Is commercial development possible for southeast corner where the mobile home park is?
 - Possibly look at civic development versus commercial development. Seems more practical
- Merging onto SY Blvd creates a lot of traffic. Need to find a way to temper this from West park

Comment from Leo Espelet (Traffic Consultant with Kimley-Horn):

Traffic volumes from this area are not exact, but so far these concepts appear safe so far. The traffic model calibration not yet complete, but this will be explored further

Closing Comments

- The work on the traffic model is currently underway.
- Next Steps: traffic modeling and analysis, air quality and environmental analysis
- Not meeting in May

Michael Freedman adjourned the meeting at 7:45pm