

**San Ysidro Community Plan Update and Associated Documents**

A Program Environmental Impact Report was made available for a 45-day public review beginning May 24, 2016. Public review comments and responses to comments addressing the Environmental Impact Report are in the Final Environmental Impact Report. Public comments that specifically pertained to the Community Plan document and policies which were received during Environmental Impact Report public review period are addressed below by topic.

**Precision Park Lane Land Use Designation**
**Request to retain the industrial land use designation.**

- The draft rezone and the Community Plan proposed to change the industrial park from industrial to community commercial.
- The draft community land use map has been revised to show all the properties with heavy commercial land use designation implemented with a light industrial zone except a 4-acre parcel.
- The 4-acre parcel on the northeast of Precision Park Lane will be designated as Community Commercial with Residential Permitted which is supported by the owner.

**Project Level Analysis for Mobility Improvements**
**Requests for additional analysis for future mobility improvements**

- All mobility improvements proposed in the plan will include further coordination with the appropriate agencies, include additional project level feasibility and cost benefit analysis, and follow standard processing procedures.
- The Intersection Control Evaluation (ICE) would be required at the project level and would include the merits of roundabouts at the time improvements are proposed.
- Implementation of a new trolley station to service the Hillside area would need to be further evaluated prior to its implementation.

**Using MTS Right of Way**
**Requirements for utilizing MTS right of way**

- Implementation of public improvements within MTS right of way would be done in consultation with MTS following established processes.

**Transit-only Lanes**
**Requests for transit-only lanes**

- The implementation of bus only lanes within the San Ysidro transportation network would be difficult to accomplish, given the constrained right of way. The Mobility Element was developed in an attempt to provide a balanced multi-modal network within the constrained right of way. The implementation of transit only lanes within the San Ysidro transportation network would be difficult to accomplish, given the constrained right of way. The Mobility Element was developed in an attempt to provide a balanced multi-modal network within the constrained right of way.

**Future Transit**
**Reflect future transit identified by the Regional Plan**

- The following policy has been added to the Mobility Element to acknowledge future bus transit opportunities, Policy 3.4.12: Support high-quality transit services which connect San Ysidro to Downtown and sub-regional employment centers, consistent with the SANDAG Regional Plan.

