

## CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

### COMMUNITY PLAN: San Ysidro Community Plan Update

#### 1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

Yes, the San Ysidro Community Plan (SYCP) provides site specific recommendations consistent with these land use and mobility strategies. The plan update identifies neighborhood villages within TPAs, and the land use and zoning associated with the plan update increases the capacity for transit-supportive residential densities in the villages and identifies sites suitable to accommodate mixed-use village development, as defined in the General Plan.

The SYCP includes two Neighborhood Villages, the San Ysidro Historic Village and the Border Village District. The San Ysidro Historic Village, implemented by the Specific Plan, concentrates on two areas of intensification: the area around the Beyer Trolley Station and the commercial corridor along San Ysidro Boulevard. The Border Village District centers on the commercial business along East San Ysidro Boulevard, and is within walking distance of the San Ysidro Transit Center Trolley Station. Densities range from 22 du/ac to 44 du/ac.

- Is a majority of the additional residential density proposed within TPAs?

Yes. The San Ysidro Community Plan area is increasing residential capacity by 1,760 dwelling units beyond the current community plan. This density increase is primarily within the mixed-use commercial areas and multi-family areas located in the TPAs.

- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?

Yes. The SYCP and rezoning effort is estimated to support approximately 550,000 square feet of additional commercial development. The areas within TPAs includes a mix of land use types, including: commercial, office, multifamily residential uses, and mixed use options with office or residential space above commercial space. This balance of land uses allows for housing and employment opportunities near one another. The zones that have been identified for commercial uses allow for transit supportive FARs and residential densities.

The San Ysidro Historic Village concentrates on two areas of intensification: the area around the Beyer Trolley Station and the commercial corridor along San Ysidro Boulevard. The Border Village District centers on the commercial business along East San Ysidro Boulevard, and is within walking distance of the San Ysidro Transit Center Trolley Station and the international Port of Entry.

- Has an economic analysis been performed to demonstrate that the proposed land use mix will lead to an increased number of jobs within TPAs?

Yes. An assessment and market analysis was conducted for the SYCP. The SYCP and rezoning effort reflect the market demand. There is an approximately 550,000 square feet of additional commercial development proposed within the commercial areas of San Ysidro. The areas within TPAs includes a mix of land use types, including: commercial, office, multifamily residential uses, and mixed use options with office or residential space above commercial space. This balance of land uses allows for housing and employment opportunities near one another. The San Ysidro Historic Village concentrates on two areas of intensification: the area around the Beyer Trolley Station and the commercial corridor along San Ysidro Boulevard. The Border Village District centers on the commercial business along East San Ysidro Boulevard, and is within walking distance of the San Ysidro Transit Center Trolley Station and the international Port of Entry.

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

Yes, the two Neighborhood Villages concentrate on areas of intensification near the Beyer Station, the underutilized commercial corridor along East and West San Ysidro Boulevard and the San Ysidro Trolley Station. Many of the commercial lots are large and ripe for redevelopment and reinvestment. In addition, there are several multi-family lots that are currently vacant or underutilized. The new public library is also located in the San Ysidro Historic Village area helping to expand public services within the village and near transit.

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

Yes, the SYCP envisions that new housing in San Ysidro will be a part of mixed-use projects in the Village areas, within areas of the Sunset Neighborhood, and located on remnant vacant and underutilized parcels designated for multifamily throughout the community. Housing needs range from conventional homes and apartments, to housing where residents may share access to common amenities to make housing naturally more affordable and sustainable. Alternative housing options, such as collaborative housing in which residents actively participate and live cooperatively, senior housing, granny flats, and multi-generational housing are all options allowed within San Ysidro. New ideas for creating affordable senior-friendly housing and retrofitting existing structures with multi-units are being encouraged. The SYCP supports community-oriented housing, which provides access to health services and non-profit support, and which promotes aging together with mutual help.

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

Yes, the SYCP update actions also include rescinding the San Ysidro Planned District Ordinance and replacing it with citywide zoning in order to streamline development and allow for mixed-use development where it is currently prohibited.

In addition, the Specific Plan contain additional development standards and incentives to promote transit oriented development. The Specific Plan provides clear direction, incentivizes investment, and streamlines the CEQA review process for future projects per Public Resources Code Section 21155.4 (Senate Bill 743 (2013-2014 Reg. Session)).

**2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)**

Considerations:

- Does the plan support identified transit routes and stops/stations?

Yes, the SYCP takes a multi-modal approach to improving circulation and access through and within San Ysidro. These mobility policies and recommendations in the SYCP build from the General Plan's Mobility Element to accommodate transit operation needs and improve access to transit through better pedestrian and bicycle infrastructure. The proposed mobility network complements the transit-supportive density proposed in the village areas. The SYCP also supports a new Intermodal Transit Center at the San Ysidro Trolley Station that improves transit, bus and jitney efficiency and integrates commercial uses, and improves pedestrian access to these services.

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

Yes, the SYCP has a multi-modal approach to improving circulation. The plan identifies locations within the San Ysidro community for potential Transit Priority Measures along roadways and intersections on which the Rapid Bus 640A and 688 Routes are planned. Additionally, the plan provides policy direction on implementing transit signal priority treatments at signalized intersections serving rapid bus routes and transit queue jumps at severely congested intersections.

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

Yes, the SYCP envisions shifting a large amount of new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. The plan supports the implementation of “complete-streets” improvements, intersection improvements, and other roadway improvements to increase accessibility, remove excess right of way, and improve bicycle and pedestrian facilities.

**3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)**

Considerations:

- Does the plan’s circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

Yes, the SYCP and Specific Plan provide for an interconnected system of paseos, alleys, and sidewalks that connect pedestrians to the trolley, San Ysidro Boulevard, parks, and to the international border. The San Ysidro Historic Village area is comprised of streets and alleys which make the community a friendly and walkable environment.

The Specific Plan recommends paseo locations between San Ysidro Boulevard and Blanche Street, Tennie Street and Hall Street, Hall Street and Sellsway Avenue, West Park Avenue and Cypress Drive, and Cottonwood Road and Smythe Avenue. A particular example of this in the Specific Plan builds upon the “Pathways to Knowledge” and preferred routes to parks, schools, and services to strengthen existing linkages and improve pedestrian circulation within the community.

- Does the plan’s urban design element include design recommendations for walkability to promote pedestrian supportive design?

Yes, each plan contains section on pedestrian-oriented design. The Specific Plan provides guidance for improving and beautifying the two pedestrian bridges which connect the villages to each other and to other areas of the community. The plan promotes pedestrian connections by enhancing pedestrian access, sidewalks, alleys, and paseos within a minimum of a ¼ mile radius of the Beyer Boulevard Trolley Station.

**4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO’S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)**

Considerations:

- Does the plan’s circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

Yes, the SYCP develops a well-connected, effective bicycle network, including protected facilities where feasible, to facilitate cycling and help meet community travel needs. The SYCP and Specific Plan 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. Plan policies propose to implement bicycle connectivity through the villages and throughout the community and provide for secure, accessible, and adequate bicycle parking, particularly at Beyer Blvd Trolley Station and the future ITC, within shopping areas, and at concentrations of employment and education throughout the community. The SYCP also supports and promotes better timing of construction of such facilities with policy support to increase connectivity through the construction of bicycle facilities in conjunction with other improvements.

- Does the plan’s circulation system provide a balanced, multimodal, “complete streets” approach to accommodate mobility needs of all users?

Yes, the complete streets initiatives discussed in the SYCP and Specific Plan address the continued improvement of connections between residential areas to transit facilities. These connections within the San Ysidro community ensure safe passage along the community’s roadways. A mobility goal is to achieve a circulation system that provides for complete streets and adequate capacity and improved regional access for vehicle traffic. Policies promote the establishment of a complete streets network that capitalizes on access to transit, provides a walkable and pedestrian environment, and encourages traffic calming, bicycle facilities, and roadway improvements. Specific policy direction supports the implementation of “complete-streets” improvements and other roadway improvements to increase on-street parking supply, remove excess right of way and improve bicycle and pedestrian facilities, at a number of recommended locations.

**5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)**

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?

Yes, the Urban Design Elements blend the public and private spaces of a community together into a network of pedestrian spaces, connected through streets, alleys, paseos, and plazas. Enhancing connectivity with pedestrian amenities and cultural elements create a lively and attractive street character and provide healthier mobility alternatives. One strategy for improving pedestrian safety and at pedestrian bridges is to incorporating pedestrian lighting, streetscape amenities, public art and small plazas or seating areas. A number of locations are suggested for future pocket parks and plazas, including the landing areas of the pedestrian bridges, the old fire station on San Ysidro Blvd, and vacant lots.



- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

Yes, a new 15,000 square foot public library is anticipated to be located in the San Ysidro Historic Village area. It is located within a ¼ miles of the Beyer Trolley Station, both bike and pedestrian routes are located along the frontage of the proposed site. An existing linear park with community center, senior center and library exist in the village, and the improvements to these facilities are recommended in the plan.

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracts ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

Yes. The majority of the census tracts in San Ysidro have a CalEnviroScreen score of 66% or higher. The San Ysidro Community is served by a well-established public transportation systems, a bicycle system, and a pedestrian circulation system. Additional transportation improvements are necessary to meet both existing needs and the needs of future development and have been identified in the Impact Fee Study. This list of projects is generated by the policies and recommendations within the SYCP. In undertaking these projects, the City will be making a significant and visible commitment to realize the vision of the planning area and to improving the transit-supportive infrastructure within San Ysidro's TPAs.

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

Yes. Both the SYCP and Specific Plan address parking management. One of the goals of the Mobility Element is to provide efficient use of parking resources through parking management strategies that support more intensive land uses around the San Ysidro Historic Village, Border Village, and Port of Entry areas. The plans 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. Policies recommend pursuing shared parking and parking district strategies that facilitate “park once” practices and encourage shoppers to navigate the area on foot.

The parking supply, configuration, placement, and access are essential to the function and vitality of the Village area. The Specific Plan identifies guidelines and design alternatives to ensure that parking demand is accounted for while minimizing costs and maximizing shared parking opportunities and tandem parking, and implementing the Transit Area Overlay Zone parking reductions within the Village area. Additionally the Specific Plan recommends to investigate the feasibility and practicality of a parking in-lieu fee, or other measure, for new residential and commercial development that would contribute to the implementation of parking demand reduction strategies within the Beyer Boulevard Trolley District and San Ysidro Boulevard District.

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

Yes, the interconnectedness of the transit, bike and pedestrian facilities throughout the community ultimately influence areas outside of TPAs. However, it is important to note, nearly the entire community is covered by four TPAs.

**6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)**

Considerations:

- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

Yes, the SYCP includes a section on Street Trees in the Conservation Element and a Street Tree Plan in Appendix A. The Street Tree Plan provides for a wide variety of tree types throughout the community. The SYCP recommends to 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.

- Does the plan include policies or strategies for preserving existing trees?

Yes, the SYCP has a policy requiring new development to retain significant and mature trees, where feasible. The plan also supports public outreach efforts to educate business owners, residents, and school children on the care of, and environmental benefits of, shade-producing street trees.

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City’s tree canopy goal?

Yes, the SYCP developed strategies to contribute to the canopy goal. Strategies include:

- Encourage neighborhoods and business associations to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selecting one or two tree species from the Landscape District list, for each neighborhood street or block, is recommended to create local continuity and identity.
- Existing street tree planting adjacent to community parks and schools is minimal. Work with the local School Districts, the Park and Recreation Department, community residents, students and private non-profit organizations, such as Tree San Diego, to implement the streetscape recommendations in these areas. This effort, alone, will have a significant positive impact on the community and can serve as a catalyst for additional tree planting.
- Provide landscape parkways between the curb and sidewalk in new developments and maintain existing parkways. Provide street trees in mixed-use and Village areas. Consider use of tree grates in areas with high level of pedestrians and where an urban scale may be more appropriate than parkways. Streets where sidewalks widths cannot be expanded, such as along San Ysidro Boulevard in the Village area, consider tree wells that pop out at corners or between parking spaces.

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

Yes. The SYCP provides additional specificity related to water recycling and conservation, alternative energy generation, implementation of green building measures, and community farms and gardens in addition to citywide climate change policies found in the General Plan Conservation Element and Climate Action Plan. Water conservation and reclamation are important components of the City’s water supply and discussed in the SYCP. The implementation of water conservation and reclamation will make the community more water independent and more resilient against drought, climate change, and natural disasters.

San Ysidro is also located within the Tijuana River Valley watershed and reduction of pollutants in urban runoff and storm water is critical to the health of this watershed. The SYCP discusses storm water infrastructure and green streets to improve water quality within the area.

**7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)**

See previous response. The SYCP provides additional specificity related to water recycling and conservation, alternative energy generation, implementation of green building measures, air quality and community farms and gardens. Water conservation and reclamation are also important components of the City's water supply and discussed in the SYCP.

