

**RANCHO BERNARDO  
COMMUNITY PLANNING BOARD**  
15721 Bernardo Heights Parkway, Ste B-230  
San Diego, CA 92128  
www.RBPlanningboard.com

June 11, 2007

Marilyn Mirrasoul  
City of San Diego, Development Services Center  
1222 First Avenue, MS 501  
San Diego, CA 92101

Re: Comments to the Draft Program EIR for the City of San Diego General Plan Update

Dear Ms. Mirrasoul:

The Rancho Bernardo Community Planning Board's Regional Issues Committee has spent many months reviewing the Draft General Plan Update and the accompanying Draft Program EIR (DPEIR). We appreciate the time that City staff has taken to listen and respond to the many comments and concerns provided by residents throughout the City with respect to the General Plan Update. We look forward to the staff's responses to the comments provided on the Draft Program EIR.

The Regional Issues Committee's comments regarding the DPEIR's adequacy and accuracy and our questions regarding certain discussions in the document are provided below.

**Y-1 Introduction:** The DPEIR in Section 2.1.3 states "The City of San Diego and other agencies may use information in this Program EIR to determine if additional environmental review is required for subsequent actions linked to the General Plan." Based on the analysis provided in the DPEIR, which in most cases describes the ability to assess site-specific impacts and provide specific mitigation as infeasible, it would appear that additional environmental review will be required for all subsequent actions linked to the General Plan. The Final PEIR should more clearly describe the subsequent actions that will be taken by the City to implement the General Plan and explain how and when project-specific impacts will be analyzed. Of particular interest is the General Plan Action Plan described on page 2-51. Will the environmental effects of implementing this Action Plan, which is intended to include specific legislative, regulatory, administrative, and collaborative implementation actions, be evaluated in a step-down CEQA document?

**Y-2 Project Description:** The DPEIR is not consistent in its description of the intent of the proposed General Plan Update. On page 2-23, the DPEIR states that the General Plan "does not change land uses, but rather provides the framework and policy direction for future community plan updates," while on page 3.8-27, it is stated that "Implementation of the General Plan would require that some

General Plan Update Draft Program EIR  
Page 1 of 3

- Y-1 The intent of the Action Plan is to identify a work program for implementing the policies in the General Plan, and is covered by this PEIR. However, once an implementation measure or program is proposed, it will undergo the appropriate environmental analysis. For example, community plan updates, modifications to the Land Development Code, and development projects will require separate environmental review.
- Y-2 These statements are not in conflict. The PEIR recognizes that there are community plans that do not currently contain policies which address the General Plans City of Villages strategy, such as mixed-use land use designations or policies related to multi-modal connectivity and public space. The General Plan provides policy direction and outlines the criteria for identifying village locations in community plans. It is not possible at the General Plan level to ascertain the specific impacts that may occur since no changes to the community plans are proposed at this time. Any proposed village locations or impacts related to land use changes will need to be analyzed for environmental impacts as part of the community plan update process.

of the community plans within the City be amended to identify future areas suitable for village development. Because other community plans do not address or encourage mixed use development, the community plans would need to be amended to effectively implement the proposed General Plan.” The latter statement implies that land uses must be changed in order to implement the General Plan once it is adopted. If this is the case, the impact analysis in the DPEIR should have attempted to more clearly identify the potential environmental effects of such changes in land use within those communities that are most likely to be affected.

**Y-3 Biological Resources:** The analysis of potential effects to biological resources as a result of implementing the policies and recommendations of the General Plan fails to address the potential loss of native habitat associated with the implementation of parkland “equivalencies.” The General Plan implies (see page 2-11 of the DPEIR which states “Alternatives, which provide additional parkland acreage (such as . . . portions of resource-based parks with neighborhood park components and facilities) that portions of resource-based parks could be developed to reduce current and future park deficiencies in the some communities. No guidance is provided as to when it might be appropriate to develop vacant lands within our resource-based parks in an attempt to reduce current park deficiencies and/or address added new demands for park lands associated with increased development. Without this guidance there is no assurance that significant address impacts to biological resources would be avoided. The PEIR should be revised to address this issue. One measure that could be implemented to address this concern is the adoption of an open space protection policy that defines under what circumstances designated open space might be used for active recreational purposes. Such a policy was drafted several years ago but was never presented to the City Council for consideration.

**Health and Safety:** Pages 3.5-6 and 3.5-7 include a lengthy discussion of current policies that are meant to address compatibility between airports and future land uses that surround them. Unfortunately, these policies only address discretionary projects. The Sunroad building near Montgomery Field illustrates the major flaws in current policy. Adherence to adopted ALUCPs and FAA regulations is not occurring.

**Y-4** The mitigation framework measures addressed in the DPEIR do not adequately address avoiding impacts related to off-airport aircraft operations accidents. Further, the General Plan policies as currently proposed are not adequate to ensure that the health and safety impacts of off-airport aircraft accidents will be precluded. The vague statement about restrictive use easements provided in Appendix C of the Draft General Plan does not provide the policies necessary to avoid problems like the Sunroad building at Montgomery Field. Current and future policy only addresses discretionary actions; no provisions for ensuring compliance for ministerial projects are presented or even addressed. The policies assume the developer will contact the FAA rather than establishing a process in which the FAA provides comments on a proposal prior to the City taking final action on all building requests, discretionary or ministerial. Until these flaws in the system are corrected, the DPEIR should conclude that adequate measures are not included in the General Plan Update to avoid significant adverse health and safety impacts related to off-airport aircraft accidents. Unless the guidelines, policies, and Municipal Code are strengthened, the City of Villages proposals, particularly around airports, could result in public safety issues associated with incompatible development. The DPEIR should acknowledge the deficiencies of the current policies and recommend changes to address these deficiencies in the General Plan Update.

**Y-3** No specific projects or actions have been identified with the Draft General Plan that would result in any direct or indirect physical change in the environment. Direct impacts to biological resources, including impacts to native habitat (see Biological Resources Mitigation Framework), would be addressed in subsequent environmental reviews and on a case-by-case basis. Future discretionary actions would be subject to CEQA and impacts would be mitigated in accordance with the City’s Biological Resource Guidelines of the Land Development Code (LDC). Guidance and site specific recommendations for equivalences will be identified through a Parks Master Plan and/or during the community plan update/amendment process as stated in Policy RE-F.9. The General Plan Equivalencies Policy, RE-F.9, has been edited and a new Table RE-5 – Eligible Population-Based Park Equivalencies replaces a portion of Table RE-4. General Plan policies, including Table RE-5 identify equivalency types but do not attempt to provide site specific recommendation.

An effort to approve a Council Policy 600-23 (Open Space, Acquisition, Retention, Management and Disposition) was stopped in favor of incorporating the main policy objectives into the General Plan. General Plan policies on open space, acquisition, retention and bio-diversity can be found through out the General Plan, specifically, the Recreation Element, Section B – Preservation, Section E – Open Space Lands and Resource-Based Parks and in the Conservation Element, Section B – Open Space and Landform Preservation, Section G – Biological Diversity.

**Y-4** In the Land Use and Community Planning Element of the General Plan, the City has provided additional discussion and policies addressing the requirement to notify the Federal Aviation Administration for all projects (ministerial and discretionary) where projects meet the Federal Code of Regulations, Title 14, Part 77 requirements. Projects that meet the Part 77 notification requirement will be required to provide a no hazard determination from the FAA prior to approval. If the FAA determines that a project is a hazard, the applicant will need to obtain Planning

## COMMENTS

## RESPONSES

---

Commission and City Council approval once state and Airport Land Use Commission requirements are satisfied.

The City has also provided an additional discussion in the PEIR addressing the steps the City takes regarding Part 77. The City informs project applicants when projects meet the Part 77 criteria for notification to the FAA. The City will not approve ministerial projects that require FAA notification without a FAA determination of “No Hazard to Air Navigation” for the project. The City will not recommend approval for discretionary projects that require FAA notification without a FAA determination of “No Hazard to Air Navigation” for the project until the project can fulfill the state and Airport Land Use Commission requirements. The provision of this additional information further clarifies the City’s approach to this issue and does not affect the analysis or conclusions of the PEIR.

## COMMENTS

## RESPONSES

**Y-5** **Traffic and Circulation:** The traffic analysis provided in the DPEIR describes a view of the traffic conditions as projected by SANDAG for the year 2030, but includes no analysis of the short- and mid-term impacts to the local and regional transportation system that would likely occur in several areas of the City as a result of the implementation of the City of Villages strategy. This is particularly true in areas where traffic improvements and/or transit connections are still awaiting funding or have funding but have not yet been constructed. Existing deficiencies with no identified funding sources makes this concern even greater. For example, although the community planning areas have adopted facilities financing plans, this should in no way imply that the necessary transportation projects addressed in these plans are either funded or ready for construction. In Rancho Bernardo, several critical transportation projects described in the soon to be adopted Facilities Financing Plan have no identified funding sources and there is no time table provided for when funding for those facilities might become available. These types of deficiencies should have been addressed and their implications analyzed in the DPEIR.

**Y-6** The statement on Page 2-28 that the “Factors to consider when locating village sites include community plan identified capacity for growth, existing public facilities or an identified funding source for facilities, existing or an identified funding source for transit service . . .” does not adequately address this concern. Identifying a funding source is not the same as the facility being in place to accommodate new growth. If village sites are occupied without the needed infrastructure having been completed, significant adverse effects to the existing community will occur and should be addressed in this and future CEQA documents that address subsequent actions linked to the General Plan. Another factor that should be analyzed is the delay in transition from the use of cars to transit. As stated on Page 2-52 of the DPEIR, “even if transit deficiencies and other infrastructure needs are fully addressed in the next two decades, it is likely that the transition from the current auto-oriented pattern of development to a more diversified pattern built with transit and pedestrian-orientation will take many years to be fully achieved.” The implications of this conclusion on the local and regional transportation system should have been addressed.

We appreciate this opportunity to provide comments and look forward to reviewing the Final Program EIR.

Sincerely,

Ellen Willis, Planning Board Chair

cc: Councilmember Brian Maienschein, San Diego City Council, District 5

General Plan Update Draft Program EIR  
Page 3 of 3

**Y-5** The General Plan PEIR analyzes the traffic from a citywide perspective in year 2030 at a Program Level and is not intended to identify the specific timing of infrastructure needs. As stated in the PEIR, the City acknowledges that there are many uncertainties associated with the multi-year implementation of the Draft General Plan and regional transportation plans that would result in traffic impacts at various points in time. Potential for traffic impact exists due to possible changes in the availability of funding sources, specific project approval or construction delays, transportation infrastructure design changes, and new development projects that require new or different facilities. These are some of the challenges of financing the transportation infrastructure within each community. This level of detail in addition to the timing of the needed infrastructure will be addressed at the Community Plan level as the Community Plans are updated.

**Y-6** The PEIR acknowledges that implementation of the General Plan could result in significant impacts to transportation, traffic, circulation, and parking (pg. 10, Conclusions). It is infeasible in this PEIR to provide specific mitigation that would reduce impacts to a less than significant level. Specific mitigation can only be developed once village sites are identified, which will occur through the community plan update process. Please see response to comment Y-5.

**SAN YSIDRO PLANNING & DEVELOPMENT GROUP**  
 c/o David Flores, Chairman

June 8, 2007

VIA E-MAIL: mmirasoul@sandiego.gov

City of San Diego Development Services Center  
 Marilyn Mirasoul, Environmental Planner  
 1222 First Avenue, MS 501  
 San Diego, CA 92101

**RE: General Plan Update, Project No. 104495**

Dear Mrs. Mirasoul,

At the regularly scheduled meeting on May 15, 2007, with a quorum present, the San Ysidro Planning & Development group voted to accept the report of the subcommittee which reviewed all of the elements of the Draft General Plan and forward the recommendations to the City of San Diego as part of the public comment period.

Attached is the full report. What follows below are the 12 recommendations of the San Ysidro Planning & Development Group's General Plan Update Subcommittee.

Urban Design Element

- Z-1** • Policy Recommendation #1 - Neighborhood Streets - Request the Metropolitan Transit System provide pedestrian and automobile crossing in stretches that are currently too long and create too many closed loops.
- Z-2** • Policy Recommendation #2 - Transit Integration - Transit corridors should be improved as open spaces or landscaped corridors where possible.
- Z-3** • Policy Recommendation #3 - Transit Integration - Transit corridors should integrate innovative or alternate uses such as: pedestrian pathways, linear park/open spaces, or even public parking.
- Z-4** • Policy Recommendation #4 - Wireless Facilities - establish minimum and maximum coverage necessary for communities.
- Z-4** • Policy Recommendation #5 - Wireless Facilities - limit visual pollution by encouraging the use of pre-existing pole facilities.
- Z-6** • Policy Recommendation #6 - Wireless Facilities - strictly enforce temporary use permits and inform communities of permit expirations at least 6 months prior to expiration dates.

Economic Prosperity Element

- Z-7** • Policy Recommendation #7 - Base Sector Industrial Use - Consider re-designation of industrial properties to non-industrial use, where market demand calls for it.

Public Facilities, Services and Safety Element

- Z-8** • Policy Recommendation #8 - Public Facilities Financing - Request the Metropolitan Transit System increase funding for needed public infrastructure

Overall comment: These comments do not address the adequacy of the environmental document; however, the following information has been provided as a courtesy to the commenter.

- Z-1 This policy recommendation is addressed in the Mobility Element policies under Section A, Walkable Communities, specifically ME-A.4 and ME-A.6; and ME-C.3.
- Z-2 This policy recommendation is addressed in the Mobility Element policies under Section A, Walkable Communities, specifically ME-A.6b and ME-A.7; and ME-B.9.
- Z-3 This policy recommendation is addressed in the Mobility Element policies under Section A, Walkable Communities, specifically ME-A.6.b. and ME-A.7.
- Z-4 Under the Telecommunications Act of 1996, the federal government has the primary authority to regulate telecommunications services, including the coverage provided to consumers. The City only has the authority to regulate aesthetics and land use associated with such facilities.
- Z-5 Due to aesthetic concerns, the City encourages co-location on a case-by-case basis.
- Z-6 Temporary use permits are strictly enforced and are only issued for citywide public events up to a maximum of 90 days. Due to limited resources, it is not possible to inform communities or permit expirations at least six months prior to their expiration.
- Z-7 This policy recommendation does not address the long range policy strategy for Prime Industrial Lands in the General Plan. The purpose of the Economic Prosperity Element is to identify strategies to increase the standard of living of all San Diegans. Policies in the element are aimed at preserving the most important types of employment land in the City, such as land utilized by base-sector industries. Although some industrial land in the City is ripe for redevelopment to other uses, the Prime

## COMMENTS

## RESPONSES

---

Industrial Land policies are designed to preserve the City's most significant industrial land.

Z-8 This policy recommendation is addressed in the Mobility Element policies under Section A, Walkable Communities, specifically ME-A.6.

## COMMENTS

## RESPONSES

such as pedestrian crossings or overpasses that will provide more accessibility and pedestrian connectivity.

- Z-9** • Policy Recommendation #9 - Police - Continue community relations storefronts in communities that where out stationed facilities are effective and necessary.

### Recreation Element

- Z-10** • Policy Recommendation #10 - Joint Use and Cooperative Partnerships - Partner with the Metropolitan Transit System to develop linear parks along trolley right of ways or at a minimum request these areas to be landscaped to deal with negative visual impact of graffiti, negative visual impact of the built aesthetic and negative visual and noise impact of the train/trolley and tracks.

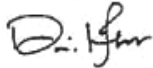
### Mobility Element

- Z-11** • Policy Recommendation #11 - Connectivity - Request the Metropolitan Transit System identify and increase infrastructure such as pedestrian crossings or overpasses that will provide more accessibility and pedestrian connectivity.

### Housing Element

- Z-12** • Policy Recommendation #12 - Use of Redevelopment Agency Set Aside Fund - Recommend to NOT use set aside funds outside of redevelopment project area for projects outside of redevelopment project area.

Sincerely,



David Flores  
Chairman

cc: B. Anderson  
B. Hueso  
R. Manis  
T. Millette  
SYP&DG

Z-9 The Public Facilities, Services and Safety Element policies (PF-E.1 through PF-E.7) address adequate police facilities and sufficient police services.

Z-10 This policy recommendation is addressed in the Recreation Element policies under Section D, Joint Use and Cooperative Partnerships, specifically RE-D.8 and the Urban Design Element policies under Distinctive Neighborhoods and Residential Design, specifically UD-B.7 and UD-B.8.

Z-11 This policy recommendation is addressed in the Mobility Element policies under Section A, Walkable Communities, specifically ME-A.6.

Z-12 This policy recommendation addresses the Housing Element. The Housing Element is part of the General Plan but is under a different timeline and is not being updated at this time. The most recent Housing Element was adopted in October 2006 and is on a five year update schedule.

General Plan Update Subcommittee  
REPORT & RECOMMENDATIONS  
May 15, 2007

The General Plan Update Subcommittee has been meeting since January 2007 to review all of the 10 elements of the Draft General Plan to give recommendations to the SYP&DG. The elements that were reviewed are as follows:

1. Land Use and Community Planning Element
2. Mobility Element
3. Urban Design Element
4. Economic Prosperity Element
5. Public Facilities, Services and Safety Element
6. Recreation Element
7. Conservation Element
8. Noise Element
9. Historic Preservation Element
10. Housing Element

The subcommittee provided input and questions that look to the future community plan update. The recommendations follow each element section in bold. In total we are presenting 12 recommendations. The subcommittee will continue to work on generating a report that identify potential conflicts or issues that need to address consistency between the General Plan and the "San Ysidro Community Plan."

Thank you,

David Flores  
Steve Otto  
Michael Gill-Branion



General Plan Update Subcommittee  
Notes & Recommendations

Monday, January 29, 2007, 4:30-5:45 pm

David Flores  
Steve Otto  
Michael Gill-Branson  
Thomas Adame

Introductions were made and four persons were present. It was decided unanimously that the subcommittee would present issues and note possible recommendations through the notes. The notes will be compiled at the end of reviewing all of the elements and presented for recommendation to the San Ysidro Planning & Development Group.

The elements reviewed at this meeting were: Land Use and Community Planning Element and Historic Preservation Element.

**Land Use and Community Planning Element**

San Ysidro Community Plan (Pages 12-19 summarize community land use)

- In the discussion of City of Villages, the designation for San Ysidro is still unclear when compared with the SANDAG designation for San Ysidro. [LU-A1b] (We need better maps of the 11x17's used in the General Plan Amendment. We cannot read any of them.
- Section B, General Land Use Categories (Tables LU-4) will have to match for community plan.
- Section C, Community Planning, second paragraph, Pg LU-21 is unclear. Request clarification
- Page LU-22 in the gray box it discusses a "Community Plan Preparation Manual" Where can we get a copy?
- *Pages LU 34 and 37- Balanced Communities and Equitable Development sub-section presents San Ysidro opportunities to mitigate public facilities and infrastructure deficit with a call to "invest strategically in public infrastructure and offer development incentives.... (and accordingly to...prioritize and allocate citywide resources to provide public facilities and services to communities in need."*
- The rest of the document identifies policies to update community plans to match general plan for consistency.
- What are the major impacts to areas that are not subject to major development capacity?
- How do we transition our "Planning Elements" from the San Ysidro Community Plan into the new City of Village policies?

## COMMENTS

## RESPONSES

- How do we integrate the border (International Gateway) into the policies of each element?
- How does the Coastal Zone Policies affect San Ysidro?
- How do we make sure that proposals do not compound existing public facilities deficiencies, when San Ysidro is already deficient in infrastructure and other facilities?

### **Historical Preservation Element**

San Ysidro Community Plan (Pages 168-170 summarize cultural and historical resources)

- What incentives is the City going to provide to developers to maintain the Historical qualities of developments?
- How do we make the "Mi Pueblo" and San Ysidro Historic resources survey transition into one working element?

## COMMENTS

## RESPONSES

Thursday, February 8, 2007, 4:30-5:30 pm

David Flores  
Steve Otto  
Michael Gill-Branion

Three persons were present for the meeting. The notes from this meeting will be compiled at the end of reviewing all of the elements and presented for recommendation to the San Ysidro Planning & Development Group.

The elements reviewed at this meeting were: Urban Design Element and Economic Prosperity Element.

### Urban Design Element

San Ysidro Community Plan (Pages 105 to 124 include the "Urban Form Element")

- General Plan and community plan will be "further supplemented with site-specific community plan recommendations." - important for addressing BORDER issues. Page UD-5.
- When addressing the built environment and safety, the Crime Prevention Through Environmental Design (CPTED) concepts can be incorporated. Page UD-6
- MSCP is not identified in the San Ysidro Community Plan. How is this being integrated into community plan? Section UD-A, 1.b - Page UD-7
- **Policy Recommendation #1 - Neighborhood Streets - Request the Metropolitan Transit System provide pedestrian and automobile crossing in stretches that are currently too long and create too many closed loops.**
- **Policy Recommendation #2 - Transit Integration -Transit corridors should be improved as open spaces or landscaped corridors where possible.**
- **Policy Recommendation #3 - Transit Integration -Transit corridors should integrate innovative or alternate uses such as: pedestrian pathways, linear park/open spaces, or even public parking.**
- **Policy Recommendation #4 - Wireless Facilities - establish minimum and maximum coverage necessary for communities.**
- **Policy Recommendation #5 - Wireless Facilities - limit visual pollution by encouraging the use of pre-existing pole facilities.**
- **Policy Recommendation #6 - Wireless Facilities - strictly enforce temporary use permits and inform communities of permit expirations at least 6 months prior to expiration dates.**

### Economic Prosperity Element

San Ysidro Community Plan (Pages 47 to 59 include the "Commercial Element") (Pages 67 to 71 include the "International Gateway Element")(Pages 81 to 86 include the "Industrial Element")

Overall, this element presented two larger issues: employment areas and development/redevelopment of existing economically zoned properties.

Industrial Land Use:

- Because only ¼ of identified industrial land is vacant and it's practically at build-out, San Ysidro should analyze its current industrial land use and its location. Does it make sense to keep industrial? Is it in the right location? - Page EP-5
- Because 2/3rds of the industrial land use is located in Otay Mesa, San Ysidro should analyze its highest and best use for its currently zoned industrial properties. - Page EP-5
- Reviewing the new land use designations of Table LU-4, maybe the best use of San Ysidro industrial zoned properties is to re-designate them to Business Park-Residential and focus on: Storage and Office uses. - Page EP-7
- *Policy EP-J-6 calls for "support(ing) efforts that facilitate the efficient movement of goods across the border for rail and truck." (EP 32). Since significant expansion to San Ysidro's rail operations can be projected, it will be important to reconcile competing concerns-economic development versus excessive noise and pollution.*
- **Policy Recommendation #1 - Base Sector Industrial Use -Consider re-designation of industrial properties to non-industrial use, where market demand calls for it.**

Monday, March 12, 2007, 4:30-5:30 pm

David Flores  
Steve Otto  
Michael Gill-Branion

Three persons were present for the meeting. The notes from this meeting will be compiled at the end of reviewing all of the elements and presented for recommendation to the San Ysidro Planning & Development Group.

The elements reviewed at this meeting were: Public Facilities, Services and Safety Element, Recreation Element and Noise Element.

**Public Facilities, Services and Safety Element**

San Ysidro Community Plan (Pages 153 to 162 include the "Community Facilities and Services Element")

- The Public Facilities Financing section needs to coordinate all of the referenced financing elements: (Page PF-5)
  - Public Facilities Financing Plan, Capital Improvement Program, Developer Impact Fees, Facilities Benefit Assessments, Redevelopment (missing from discussion)
- For Fire Rescue, is there a "Mutual Aid agreement" with county, state and federal government agencies for resources and participation with the City of SD for BORDER incidents? (Page PF-17)
- *Policy PF-A.3 suggests need to " identify community-level priorities in community plans and PFFP, in consultation with community planning groups (and continue use PFFP to provide a baseline of existing needs and public prioritization preferences. " A more relevant process is recommended, as opposed to basing everything on a set of projects dating from 1990,*
- *Policy PF-C. 5 calls for "developing a centralized citywide monitoring system, accessible to the public, to document and report." For such matters as filling potholes and repairing broken street lights, there needs to be a more systematic approach, as opposed to the casual filing of individual street repairs on the city's website.*
- *Policy PF-I.2 calls for "maximize(ing) waste reduction and diversion. " veton site recycling is not required for apartment and condominium complexes. Citywide programs with incentives should be put in place to remedy,*
- **Policy Recommendation #1 - Public Facilities Financing - Request the Metropolitan Transit System increase funding for needed public infrastructure such as pedestrian crossings or overpasses that will provide more accessibility and pedestrian connectivity.**
- **Policy Recommendation #2 - Police - Continue community relations storefronts in communities that where outstationed facilities are effective and necessary.**

## COMMENTS

## RESPONSES

---

### Recreation Element

San Ysidro Community Plan (Pages 93 to 99 include the Parks, Recreation & Open Space Element)

- **Policy Recommendation #1 - Joint Use and Cooperative Partnerships - Partner with the Metropolitan Transit System to develop linear parks along trolley right of ways or at a minimum request these areas to be landscaped to deal with negative visual impact of graffiti, negative visual impact of the built aesthetic and negative visual and noise impact of the train/trolley and tracks.**

### Noise Element

San Ysidro Community Plan (None included) - No comments.

Wednesday, April 11, 2007, 4:30-6:00 pm

David Flores  
Michael Gill-Branion

Two persons were present for the meeting. The notes from this meeting will be compiled at the end of reviewing all of the elements and presented for recommendation to the San Ysidro Planning & Development Group.

The elements reviewed at this meeting were: Conservation Element, Mobility Element and Housing Element.

#### Conservation Element

San Ysidro Community Plan (Some references in the "Parks, Recreation and Open Space Element")

- No comments

#### Mobility Element

San Ysidro Community Plan (Pages 127 to 137 include the "Transportation and Circulation Element")

- *Policy E-C. 6 recommends to "locate and design new streets and freeways and to the extent practicable improve existing facilities." This is San Ysidro's challenge: to remedy unsustainable vehicle circulation network and incomplete freeway connections in a context of three freeways that divide the community.*
- **Policy Recommendation #1 - Connectivity - Request the Metropolitan Transit System identify and increase infrastructure such as pedestrian crossings or overpasses that will provide more accessibility and pedestrian connectivity.**

#### Housing Element

San Ysidro Community Plan (Pages 25 to 37 include the "Residential Element")

- Housing element identifies two Pilot Villages, recommend that San Ysidro be one of them. (Page HE-80)
- **Policy Recommendation #1 - Use of Redevelopment Agency Set Aside Fund - Recommend to NOT use set aside funds outside of redevelopment project area for projects outside of redevelopment project area. (Page HE-108)**