

# SAN YSIDRO COMMUNITY PLANNING GROUP

## NOTICE OF REGULAR MEETING

### Location:

San Ysidro School District Education Center  
4350 Otay Mesa Road [north of Beyer Blvd]  
in San Ysidro, California

**Monday, April 20, 2015 at 5:30 p.m.**

Chairman: Michael Freedman (619) 690-3833

City Planner: Sara Osborn (619) 236-6368

Except for Public Comment, Items Appearing On This Agenda May Be Acted Upon  
Without Further Notice as Allowed by the Brown Act [California Gov. Code, §54950 et.seq.]

1. **Call to Order, Introduction, and Roll Call**
2. **Consent Items**
  - a. **Approval of the Published Agenda**
  - b. **Approval of Minutes.** Regular Meeting of March 16, 2015
3. **Communications, Announcements and Special Orders**
  - a. **Chairman**
    1. " Scramble Intersection" Update - Response from City (Camino de la Plaza/East Beyer Blvd/East San Ysidro Blvd)
    2. Recycling Event - Saturday, May 9 - 9 am - 1 pm. Montgomery High School (enter off of Hawaii Ave at Palm Avenue) Motor Oil, Antifreeze, Batteries (all kinds), Oil Filters, Fluorescent Bulbs/tubes.
    3. Community Orientation Workshop (COW) will be held May 16. Details to be provided later. New members must attend, or complete the on-line training within 60 days of election or appointment.
    4. 2nd Annual *Salsa Ride* bicycle event - Sunday, June 14, from 6 am to 2pm at *The Outlet at the Border*. Registration June 13; 8 am to 7 pm.
  - b. **Board Members**
  - c. **Elected Officials and Public Servants.**

# SAN YSIDRO COMMUNITY PLANNING GROUP

## d. Members of the Public

### 4. Public Comment on Matters Not on the Agenda

This is the time when any person may address the SYCPG regarding matters which are not on this Agenda. Comments and inquiries must be related to the SYCPG purposes, described in City Council Policy 600-24. The Chair can limit comment to a set period of time per item, or per speaker. The "Brown Act", a State law, does not allow any discussion of, or action to be taken on, items not properly noticed.

### 5. Docket Items:

a. **Verizon Dairy Mart LUP (Morgan Chee, Applicant Rep.)** Neighborhood Development Permit for a limited use wireless communications facility. Dairy Mart Village Center, 2036 Dairy Mart Road. Antennas within a raised addition to an existing cupola. Wireless equipment and generator location on ground level within the property along West San Ysidro Blvd.

b. **Cesar Solis Community Park (Chairman).** Authorize a letter of support for funding a park located at Del Sol Blvd and Surf Crest Drive, between Ocean View Hills & Vista Del Mar schools, in Otay Mesa. Cesar Solis Park is ready for development and local community members and leaders are strongly urging the Mayor to provide funding for Cesar Solis Park in the 2016 City Budget.

c. **San Ysidro Community Plan Update Draft (Chairman).** Draft released April 8, 2015. Select the reviewers for each Element to report on June 15 and July 20. Draft is on the City website at: <http://www.sandiego.gov/planning/community/cpu/sanysidro/>

d. **Bylaws Amendments (Chairman).** Adopt amendments/revisions to the 2009 bylaws in accordance with the revised Council Policy 600-24, and submit them for formal review and approval by the Planning Dept and City Attorney.

### 6. Subcommittee Reports

- a. Infrastructure and Public Improvements - (Otto)
- b. San Ysidro Community Plan Update Advisory Committee - (Freedman)
- c. Bylaws Revisions - (Freedman)
- [d. Mobility - disbanded March 16th]*

### 7. Representative's Reports

- a. SY POE Expansion & Reconfiguration - (Aguirre)
- b. SY Smart Border Coalition – (Currie)
- c. Community Planners Committee – (Paredes/Meza)
- d. Otay Mesa Planning Group - (Martinez)
- e. Border Health Equity Transportation Study Stakeholder Group - (Gonzalez/Aguirre)

### 8. Adjournment

# SAN YSIDRO COMMUNITY PLANNING GROUP

## ATTENDANCE RECORD

APRIL 2014 - MARCH 2015

	APR 2014	MAY 2014	JUN 2014	JUL 2014	AUG 2014	SEP 2014	OCT 2014	NOV 2014	DEC 2014	JAN 2015	FEB 2015	MAR 2015	MEETINGS MISSED
ADATO	A	P	A	A	P	P	P	A	VACATED				VACATED
AGUIRRE	P	P	P	P	P	P	A	P					1
CHAVARIN					P	P	P	P					NONE
CORRALES			P	P	P	P	P	P					NONE
CURRIE	A	P	A	P	P	P	P	P					3
FLORES	P	P	P	P	A	A	P	P					3
FREEDMAN	P	P	P	P	P	P	P	P					NONE
GONZALEZ	P	A	P	A	P	A	P	P					3
GOUDEAU	P	A	P	P	P	P	P	P					1
MARTINEZ	P	P	P	P	P	P	P	P					NONE
MEZA	P	P	P	P	P	P	P	A					1
MORAN	P	A	P	P	P	P	A	P					2
OTTO	P	P	A	P	P	P	P	A					2
PAREDES	P	P	P	P	P	P	A	P					3
PEREZ	P	P	A	P	P	P	P	P					2
QASAWADISH													NONE
WYMAN	A	A	RESIGNED										RESIGNED
<p>SYCPG BYLAWS &amp; CITY COUNCIL POLICY 600-24 REQUIRES THAT A SEAT <u>MUST</u> BE DECLARED VACATED WHEN THERE ARE:</p> <p style="margin-left: 40px;">3 <u>CONSECUTIVE</u> ABSENCES, OR; 4 <u>TOTAL</u> ABSENCES BETWEEN APRIL OF ONE YEAR THROUGH MARCH OF THE NEXT YEAR.</p>													

## SAN YSIDRO COMMUNITY PLANNING GROUP

Minutes from March 16, 2015

1. **Call to order:** At 5:35 p.m. Chairman Michael Freedman called meeting to order.

**Roll Call: Present:** M. Aguirre; M. Chavarin; L. Corrales; T. Currie; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; A. Martinez; B Meza; R. Moran (5:55 pm); Steve Otto; M. Paredes; D. Qasawadish.

**Absent:** A. Perez.

Quorum of 13 present at Call to Order, Item #2a & 2.b.

Quorum of 14 present for Items # 5.a, 5.b, 5c.

2. **Consent Items – a. Approval of Published Agenda:** A motion was made by D. Flores and seconded by M. Paredes to approve the Agenda as published. Motion Passed (13-0-0).  
**Yes:** M. Aguirre; M. Chavarin; L. Corrales; T. Currie; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; A. Martinez; B. Meza; Steve Otto; M. Paredes; D. Qasawadish. **No:** None.  
**Abstain:** None.  
**b. Approval of Minutes:** A motion was made by B. Gonzalez and seconded by A. Martinez to approve the Minutes of February 23, 2015 as published. Motion Passed (13-0-0).  
**Yes:** M. Aguirre; M. Chavarin; L. Corrales; T. Currie; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; A. Martinez; B. Meza; Steve Otto; M. Paredes; D. Qasawadish. **No:** None.  
**Abstain:** None.

3. **Announcements:**

- a. **Chairman:**

1. Advanced CEQA Training (for elected members of CPGs). Tuesday March 26<sup>th</sup> 6 to 8 pm, at Kearny Mesa MOC, RSVP required.
2. Community Plan Update meeting will be held April 8<sup>th</sup> at Willow School, at 6 pm. Details to be provided later.
3. Community Orientation Workshop (COW) will be held May 16<sup>th</sup>. Details to be provided later. New members must attend, or complete the on-line training within 60 days of election or appointment.
4. Old Otay Mesa Road – Westerly Project – Eminent Domain, City Council action on March 12<sup>th</sup>. No private property is involved.
5. 658 East San Ysidro Blvd. Medical Marijuana Consumer Cooperative was approved by the Planning Commission
6. Letter to request a Demonstration Project, Pedestrian Scramble at intersection of E. San Ysidro Blvd., Camino de la Plaza and E. Beyer Blvd. was sent to Mr. Kris McFadden, Director of City of San Diego Transportation and Storm Water Department.
7. City Department, Information Session to be held in Spanish only. Community to hear from each City Department: Parks & Rec, Public Utilities, Library, Pure Water, Public Service. Wednesday March 25<sup>th</sup> at SY Civic Center at 212 W. Park Ave from 5:30 pm to 6:30 pm.

b. **Board Members:**

1. J. Goudeau – SY Smart Border Coalition is sponsoring a presentation of the US-Mexico Border Economy in Transition at the SY Multi Cultural Center at 4345 Otay Mesa Road on Friday March 27<sup>th</sup> from 9:30 to 11:30 am.
2. J. Goudeau - San Ysidro Chamber Breakfast is to be held Wednesday April 1<sup>st</sup> at 8:30 am at The San Diego Outlets at the Border 4463 Camino de la Plaza. Supervisor Greg Cox will be giving a “Community Update” and Enrique Valle will be giving an update on the Cross Border Express.
3. J. Goudeau – San Ysidro Chamber of Commerce and San Ysidro Business Improvement District holds Boulevard and Promotions Committee meetings on the 3<sup>rd</sup> Wednesday of the month at 3 pm at the SY Community Service Center. All are invited to attend.
4. D. Flores – Las Limpias, Celebrating the International Day of Women, a conversation with Rosa Ozuna, artist, therapist and trainer on March 26<sup>th</sup> at 1 pm at The Front, 147 W. San Ysidro Blvd. For more information contact Luz Camacho at 619.428.1115
5. D. Flores – Community Safety Walk on Friday March 27<sup>th</sup> at 9 am to continue to call attention to the need for the City of San Diego to build the ½ mile of sidewalk to San Ysidro High School
6. D. Flores – Community Clean Up event 9 am to 1 pm. Clean up of Beyer Blvd. and Otay Mesa Road. The Community is welcomed to bring trash and green trimming for disposal to 4510 Beyer Blvd.
7. L. Corrales – San Ysidro Neighborhood Bike Rides. Next ride to be March 18<sup>th</sup>. Meet at Cesar Chavez Recreation Center at 4 pm. Bike and helmet required. Parents need to be with their kids during this event.
8. M. Paredes – San Ysidro School District Community Meeting, Discussing past year accomplishments. April 30<sup>th</sup> from 4 to 6 pm at SY Multi Cultural Center.

c. **Public Officials**

1. A. Cardenas (Mayor’s Office) – Mayor’s Office holds SY Community Meetings to discuss SY Concerns with Business and Community Members.
2. Gabriella Dominguez (Councilmember Alvarez): Meeting of Friends of the Library on March 18, 2015 at 11:00 am at the Library at 101 West San Ysidro Blvd. Guest Speaker will be Ann McDonald.
3. Gabriella Dominguez (Councilmember Alvarez): Monthly Office Hours: Thursday April 9<sup>th</sup> from 10 am to 12 pm at the Otay Mesa – Nestor Library, 3003 Coronado Ave.
4. Gabriella Dominguez (Councilmember Alvarez): Otay Mesa Road/Beyer Blvd. Clean Up, Friday March 27<sup>th</sup> at 9 am, corner of Otay Mesa Rd. and Beyer Blvd.
5. Gabriella Dominguez (Councilmember Alvarez): Street Sweeping Program Overview, A discussion and handout on the City’s Street Sweeping Program.

d. **Other Persons:** None.

4. **Public Comment:** None.

5. **Docket Items:**

- a. **Annual Report for 2014:** A motion was made by M. Freedman and seconded by D. Flores to adopt the Annual Report for 2014 and to direct the Chairman to deliver to the City of San Diego as required by Council Policy 600-234 and SYCPG By-Laws. Motion Passed (14-0-0) Yes: M. Aguirre; M. Chavarin; L. Corrales; T. Currie; D. Flores; M. Freedman; B. Gonzalez J. Goudeau; A. Martinez; B. Meza; R. Moran; Steve Otto; M. Paredes; D. Qasawadish. No: None. Abstain: None.
- b. **Report from the Mobility (Traffic) Subcommittee:** (David Flores, Subcommittee Chair). Attached is a copy of the report from the Mobility (Traffic) Subcommittee. The subcommittee was able to reach a consensus on 84 of the 88 projects. No consensus was reached on the 4 projects involving the E. San Ysidro Blvd./Border Village Rd. Couplet and intersections. A motion was made by T. Currie and seconded by S. Otto to adopt the 84 of 88 recommendations of the Mobility Subcommittee and to reject the four recommendations for the Border Village Road and East San Ysidro Boulevard couplets and intersections. Motion Passed (14-0-0) Yes: M. Aguirre; M. Chavarin; L. Corrales; T. Currie; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; A. Martinez; B. Meza; R. Moran; Steve Otto; M. Paredes; D. Qasawadish. No: None. Abstain: None.
- c. **Climate Action Plan.** (Brian Elliot, Presenter) The independent organization Climate Action Campaign presents an overview of the City of San Diego Climate Action Plan to engage and educate the public. The CAP is a legally enforceable document which sets out goals for (1) energy and water efficient buildings; (2) clean energy; (3) biking, walking, and transit; (4) zero water; and (5) climate resiliency. A motion was made by A. Martinez and seconded by B. Gonzalez to authorize Chair to send a letter of support to City of San Diego. Motion Passed (14-0-0) Yes: M. Aguirre; M. Chavarin; L. Corrales; T. Currie; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; A. Martinez; B. Meza; R. Moran; Steve Otto; M. Paredes; D. Qasawadish. No: None. Abstain: None.

6. **Subcommittee Reports:**

- a. **Infrastructure & Public Improvements (Otto):** No meeting planned.
- b. **San Ysidro Community Plan Update Advisory Committee:** (Freedman) No report; next meeting will be held on April 8<sup>th</sup> at Willow School at 6 pm.
- c. **By-law Revisions:** (Freedman): Awaiting City responses. Presentation at next SYCPG Meeting.
- d. **Mobility:** (Flores). See 5.b above.

7. **Representative's Reports:**

- a. **SY POE Expansion & Reconfiguration** (Aguirre) GSA held meeting on 2/26. Discussed Virginia Avenue Crossing, Phase 3 and Phase 2. All phases have been funded. Virginia Avenue Ped West should begin construction in the next few weeks. Virginia Avenue Transit Facility will be about 1 year behind the Ped West. Phase 3 to start construction in Fall 2015.

- b. **SY Smart Border Coalition** (Currie): Discussions on Cross Border Xpress (Airport passenger terminal crossing border to Rodriguez Airport in Tijuana); US-Mexico Border Economic Study; Bike to Work Day; May 15<sup>th</sup>.
  - c. **Community Planners Committee** (Paredes/Meza): Voted unanimously to recommend increasing funding for Code Enforcement; Community Plan Update Funding; and Capital Improvements.
  - d. **Otay Mesa Planning Group** (Martinez): No meeting. Next meeting March 18<sup>th</sup> at 3 pm.
  - e. **Border Health Equity Stakeholder Group** (Gonzalez/Aguirre): No Meeting.
8. **Adjournment** – Meeting Adjourned at 7:51 p.m.

Next Meeting April 20, 2015.

Minutes submitted by J. Goudeau

**March 16, 2015: SYCPG vote 14-0-0 to adopt the 84 of 88 recommendations of the Mobility Subcommittee, and to reject the four recommendations for the Border Village Road and East San Ysidro Boulevard couplets and intersections.**

## MOBILITY (TRAFFIC) SUBCOMMITTEE REPORT

OF THE SAN YSIDRO COMMUNITY PLANNING GROUP  
March 16, 2015

BY: DAVID FLORES, CHAIR

Mr. Chair and Boardmembers,

The mobility subcommittee has met 5 times (February 5<sup>th</sup>, February 12<sup>th</sup>, February 19<sup>th</sup>, February 23<sup>rd</sup>, and March 11<sup>th</sup>) to discuss the Kimley Horn "DRAFT" Mobility Analysis Memo dated November 21, 2014.

At the first meeting, the Subcommittee was formed with the following members:

1. David Flores, Chair
2. Jennifer Goudeau, Secretary
3. Miguel Aguirre
4. Ben Meza (Mr. Meza attended the first two meetings but due to the demands of his employment he asked to be removed.)
5. Steve Otto
6. Jason Wells

Supporting the Subcommittee are:

Sara Osborne, Senior Planner, & Tanner French, Associate Traffic Engineer from The City of San Diego  
Leo Espelet and Dave Sorensen, were present from Kimley Horn & Associates.

At the first meeting, and again at the fourth meeting, we requested clarification of some items in the analysis portion of the memo including Mr. Jeff Brazel, Principal of JVB Real Estate Advisors' concerns regarding the traffic analysis. Thorough discussion and participation was had on the analysis portion and all questions and concerns were answered.

We have reviewed all of 83 recommendations. In each case, we allowed Kimley-Horn to provide an explanation of the recommendation and time for input by subcommittee members and the public.

The final meeting was to discuss the presentation of the recommendations to the entire body of the San Ysidro Community Planning Group, reaffirm all consensus and non-consensus items, allow for the integration of ADDITIONAL recommendations and prepare a recommendation for action tonight.

There are five (5) additional recommendations that were integrated from the San Ysidro Community Planning Group set of "CIP Prioritized Results from FY 2015" Adopted by the SYCPG on September 16, 2013.

**There are a total of 88 Recommendations**, including the 83 Original Recommendation and the 5 Added Recommendations.

**We have reached consensus on 84 of the 88 recommendations.**

The recommendation that **did not** reach consensus is the recommendation to convert E. San Ysidro Blvd. and Border Village Road into a one-way couplet.

**Separated into their four projects that did not reach consensus are:**

- RECOMMENDATION #10 – Roadway - E. San Ysidro:Border Village Rd – Implement Couplet
- RECOMMENDATION #12 – Roadway - Border Village Rd. – Implement Couplet
- RECOMMENDATION #29 – Intersection – Border Village & E. San Ysidro Blvd. (north) – Implement Couplet
- RECOMMENDATION #30 – Intersection - Border Village & E. San Ysidro Blvd. (south) – Implement Couplet

There are two ATTACHMENTS included. First are the recommendation tables categorized by improvement type (roadway, pedestrian, bike, etc.). Second is the Traffic Analysis Memo prepared by JVB Real Estate Advisors.

Pending tonight's discussion and action on the four recommendations above that are part of the "Couplet", the Subcommittee would move recommending approval of the 84 Mobility Recommendations presented by Kimley Horn and The City of San Diego.

I would like to thank all of the subcommittee members for participating and volunteering of their busy work schedules to attend these five meetings.



David Flores  
Mobility Subcommittee Chair

FINAL 5  
(Includes integration/Adding CIP's)

San Ysidro Mobility Study - ROADWAY Recommended Improvements

Roadway Corridors						
ID #	Pg #	Location	Description	CONCENSUS	CIP Priority #	Notes/Comments
1	27	Beyer: Dairy Mart to Precision Park	Lane repurpose and Class IV bike lanes (Fig 9)	YES		Look at funding. Bridge can be built after bike path
2	27-28	Beyer: Precision Park to Smythe	Lane repurpose and Class IV bike lanes (Fig 9)	YES		
3	28	Beyer: Smythe to E. Beyer	Lane repurpose and Class IV bike lanes (Fig 9)	YES		
4	33	Smythe	Re-stripe for left turn pockets at intersections	YES		
5	33	Dairy Mart: W. San Ysidro to I-5 SB Ramps	Widen bridge (Fig 10)	YES		
6	33	Dairy Mart: I-5 SB Ramps to Servando	Construct raised median (Fig 10)	YES		
7	33	Dairy Mart: Servando to Camino de la Plaza	Construct raised median (Fig 10)	YES		Look at the roundabout, potential ROW/Environmental challenges, 3rd party already doing a signal
8	35	W. San Ysidro	Traffic calming	YES		Add language about mid-block crossing between Cottonwood and Via de San Ysidro
9	35	E. San Ysidro: I-805 to Center	Widen roadway (Fig 20)	YES		
10	35-36	E. San Ysidro: Border Village (north) to Border Village (south)	Implement couplet (Fig 11)	NO		
11	36-37	E. San Ysidro: Border Village (south) to Camino de la Plaza	Widen sidewalks, construct raised median, add Class II (Fig 13)	YES		Reduce median width to allow for wider sidewalks
11a		E. San Ysidro: Camino de la Plaza to ITC	Widen sidewalks, construct new raised median, add Class II, utilize new ROW after trolley track relocation (Fig 13)	YES		removed bike lane from the west side and provide Class I along the west side.
12	39	Border Village	Implement couplet (Fig 11)	NO		
13	39	Calle Primera	Construct new Via Tercero road connection (Fig 12)	YES	4	Prefer Option 3, look at bike connection as well. Remove sidewalk along the north side of Calle Primera to provide room for bike lanes
14	40	Willow	Traffic calming	YES		
15	40	Camino de la Plaza	Construct/widen bridge deck, new Class II and widen sidewalks (Fig 13)	YES		Minimize sidewalk with along the north side. Wider sidewalk along the south side.
16	43	W. and E. Park	Traffic calming, add Class I (Fig 14)	YES		
17	43	Olive	Reconfigure to include raised and painted median (Fig 15)	YES		Removed parking next to center median near W. San Ysidro Blvd
18	43	Sunset	reconfigure triangular configuration (Fig 16)	YES		

San Ysidro Community Plan Update - INTERSECTION Recommended Improvements

Intersections		Description	CONSENSUS	CIP Priority #	Notes/Comments
ID #	Pg #	Location			
19	53	Beyer and Iris/SR-905 WB Ramps (Intersection 1)	YES		
20	53	Smythe Crossing and Beyer (Intersection 4)	YES	1	
21	53	Smythe and Beyer (Intersection 5)	YES		
22	53	W. Park /Alaquinas and Beyer (Intersection 6)	YES		
23	53	E. Beyer/Otay Mesa and Beyer (Intersection 8)	YES		
24	53	Dairy Mart and Vista (Intersection 10)	YES		
25	54	Sunset and Vista (Intersection 13)	YES		
26	54	W. San Ysidro and Howard (Intersection 18)	YES		
27	54	W. San Ysidro and Averil (Intersection 22)	YES	1	
28	54	E. San Ysidro and I-805 NB Ramps (Intersection 29)	YES		
29	54	Border Village (north) and E. San Ysidro (Intersection 30)	NO		Multiple phases. Phase 1 remove on-street parking, Phase 2 implement the couplet
30	54	Border Village (south) and E. San Ysidro (Intersection 31)	NO		**Signal, no roundabout, scramble all-ped phase. Pilot project
31	54	Camino de la Plaza/E. Beyer and E. San Ysidro (Intersection 32)	YES **		
32	55	E. San Ysidro and I-5 NB Ramp (Intersection 33)	YES	8	
33	55	Via de San Ysidro and I-5 NB Ramps (Intersection 34)	YES		
34	55	Via de San Ysidro and I-5 SB Ramp/Calle Primera (Intersection 35)	YES	9	
35	55	Dairy Mart and I-5 SB Ramps (Intersection 37)	YES		
36	55	Dairy Mart and Servando (Intersection 38)	YES		
37	56	Dairy Mart and Camino de la Plaza (Intersection 39)	YES		
38	56	Willow and Camino de la Plaza (Intersection 41)	YES		
39	56	Camino de la Plaza and I-5 SB Ramps (Intersection 42)	YES		
40	56	I-805 NB Ramps/Center and E. San Ysidro (Intersection 45)	YES		
41	56	Camino de la Plaza and I-805 NB Ramp (Intersection 46)	YES		
42	56	Vista and Smythe Crossing (Intersection 47)	YES		
43	56	Camino de la Plaza and Virginia (Intersection 48)	YES		
44	n/a	W. San Ysidro and Alverson	YES	1	Will be added to the Mobility Study

ASPD #1

## San Ysidro Mobility Study - BICYCLING Recommended Improvements

Bicycling		Location	Description	CONSENSUS	CIP Priority #	Notes/Comments
45	68	Green Spine	Class I (Fig 9, Fig 14, Fig 15, Fig 23, Fig 25)	YES	7	Needs to be within MTS R.O.W. - Existing sidewalks need barrier removal
46	68	Dairy Mart: W. San Ysidro to Camino de la Plaza	Class II (Fig 10)	YES		
47	68	Camino de la Plaza: I-5 SB Ramps and E. San Ysidro	Class II (Fig 13)	YES		
48	68	Border Village (EB only)	Class II (Fig 11, Fig 13)	YES		
49	68	W. and E. San Ysidro: Dairy Mart and Camino de la Plaza	Class II/Class III (Fig 23)	YES		
50	68	Otay Mesa: north of Beyer	Class II (Fig 23)	YES		
51	69	Via de San Ysidro: W. San Ysidro to Calle Primera	Class III (Fig 12)	YES		
52	69	Willow: Calle Primera to Camino de la Plaza	Class III (Fig 23)	YES		
53	69	Smythe: Vista to W. San Ysidro	Class III (Fig 23)	YES		
54	69	Vista: Dairy Mart to Cottonwood	Class III (Fig 23)	YES		
55	69	Cottonwood: Vista to W. San Ysidro	Class III (Fig 23)	YES		
56	69	Sunset: W. San Ysidro to Vista	Class III (Fig 23)	YES		
57	69	Beyer: Dairy Mart Road and East Beyer Boulevard	Class IV (Fig 9)	YES		

San Ysidro Community Plan Update - PEDESTRIAN Recommended Improvements

Pedestrian		Location	Description	CONSENSUS	CIP Priority #	Notes/Comments
58	74	Over MTS trolley lndes at Del Sur	New Pedestrian Bridge (Fig 9)	YES	3	Add more language about improvements to existing bridges, including landing areas - potential for parks, seating areas. Needs to be within MTS R.O.W. - Existing sidewalks need barrier removal
59	74	Lighting Improvements Existing Pedestrian Bridges	Lighting improvements	YES		
60	74	Green Spine	Class 1 (includes pedestrian facility) (Fig 9)	YES		Add sidewalk along one of the sides between Servando and Camino de la Plaza
61	74	Dairy Mart (both sides): W. San Ysidro to Camino de la Plaza	Sidewalk improvements (Fig 10)	YES		
62	74	Smythe Crossing (west side): Vista to Beyer	Sidewalk improvements (Fig 16)	YES		
63	74	Old Otay Mesa (east side): Beyer to the north Community Border	Sidewalk improvements (Fig 25)	YES	2	
64	74	Seward (south side): Beyer Trolley Station to W. Park	Sidewalk improvements (Fig 14)	YES	6	
65	74	E. and W. Park (both sides): E. San Ysidro to Beyer	Sidewalk improvements (Fig 14)	YES	6	
66	74	Olive (both sides): Hall to E. San Ysidro: Sidewalk Imp.	Sidewalk improvements (Fig 15)	YES		
67	75	E. and W. San Ysidro (both sides): Dairy Mart to border	Sidewalk improvements (Fig 25)	YES	6	OK to Widen Sidewalks
68	75	Border Village (both sides)	Sidewalk improvements (Fig 11)	YES		
69	75	Camino de la Plaza (both sides): I-5 SB Ramps to E. San Ysidro:	Sidewalk improvements (Fig 13)	YES		ADD Signalization and SCRAMBLE
70	75	Calle Primera (north side): Via de San Ysidro to Willow	Sidewalk improvements (Fig 12)	YES	6	
71	75	Howard (east side): Village Pine to Iris	Sidewalk improvements (Fig 25)	YES		
72	75	Smythe (both sides): Beyer to SR-905	Sidewalk improvements (Fig 25)	YES		
73	75	Via de San Ysidro (both sides): Calle Primera to W. San Ysidro	Sidewalk improvements (Fig 12)	YES		
74	75	Cottonwood (both sides): W. San Ysidro to Vista	Sidewalk improvements (Fig 25)	YES	6	
74a	75	Cottonwood west side): Beyer to Foothill	Sidewalk improvements	YES	6	
75	n/a	Smythe Avenue (both sides): Sunset to W. San Ysidro Blvd	Sidewalk Improvements	YES	6	Will be added to Mobility Study
76	n/a	Alverson (both sides): Sunset to W. San Ysidro Blvd	Sidewalk Improvements	YES	6	Will be added to Mobility Study
77	75	Cypress and Sellsway	Bulb-outs and crossing improvements (Fig 25)	YES		
78	75	Seaward and W. Park	Bulb-outs and crossing improvements (Fig 14)	YES		
79	75	Olive and Hall	Bulb-outs and crossing improvements (Fig 15)	YES		
80	75	Hall and E. Park	Bulb-outs and crossing improvements (Fig 15)	YES		
81	75	Hall and W. Park	Bulb-outs and crossing improvements (Fig 15)	YES		
82	75	Sunset: W. San Ysidro to Vista	Traffic Calming (Fig 25)	YES		
83	n/a	E. Beyer Blvd at Beyer School	Install enhanced pedestrian crossings	YES	10	Will be added to Mobility Study
84	n/a	W. San Ysidro Blvd and Smythe	Install enhanced pedestrian crossings	YES	10	Will be added to Mobility Study

DD# 2  
DD# 3  
DD# 4  
DD# 5

# San Ysidro Mobility Study - ITS and TRANSIT Recommended Improvements

Transit System					
ID #	Pg #	Location	Description	CONSENSUS	Notes/Comments
85	81	Various	Wayfinding signage	YES	
86	81	Various	Parking management strategies	YES	
87	81	Various	Transit service enhancements, transit signal priority, "next bus" identification	YES	
88	81	Various	corridor signal operations enhancements	YES	

Traffic Analysis Memo for the Preferred Land Use Alternative – San Ysidro Community Plan Update

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**General Comments:**

The following are generalized comments pertaining to fundamental questions/concerns about the Traffic Analysis Memo, more specific comments that can be tracked by page/paragraph will follow.

This Community Plan Update is well planned and seeks to reduce vehicle trips and miles traveled and support walking and biking as a transportation choice while improving mobility within the community. The smart growth land uses proposed are expected to promote interaction within the land uses on-site and encourage multi-modal forms of transportation. Such developments generate fewer vehicle trips and less demand for parking as compared to conventional suburban developments due to the synergy of land uses and increased activity of transit, walking and bicycle trips. In short, the context of the proposed development types and the proposed improvements to multi-modal forms of transportation together reduce the generation of auto-related trips. However, this traffic analysis memo appears to assume the opposite.

It is important to be conservative, yet realistic in making future projections for trip generation for a long-range community plan as significant infrastructure improvements are planned/programed and funded based on the results of the transportation analysis. However, it is unfair and unnecessary to over-estimate auto traffic generation thereby over burdening development and redevelopment.

Transportation analysis (future trip generation projections) should be based on the specific context in which new development/redevelopment is proposed. This does not appear to be the case with this traffic analysis memo.

Page 79, Paragraph 3 of the memo reads as follows: *"The expected growth for the San Ysidro Community would be located along Transit Oriented Development areas like the order Village Area and the Beyer Station area. Having an increased density around established transit areas would allow for a sustainable growth of the community without relying on the automobile as a mode of transportation."*

- This statement is likely true and is consistent with the goals of the community plan update, yet this memo describes trip generation projections (auto, transit,

walking and bicycle) based on assumptions that 96% of all trips will rely on the automobile as a mode of transportation. This is counter intuitive to the rational for all of the planned Multi-modal improvements recommended in this memo and the community plan update.

- In addition, this is not supported by evidence that would lead the reader of this report to believe these projections, no evidence of existing rates of multi-modal transportation are presented and no rational is presented to explain these auto-centric projections. In short the assumptions of a 96% reliance on the auto eliminate all credibility of the resulting calculations.
- This appears unreasonable considering 1) the access to multi-modal forms of transportation such as commuter rail/light rail/BRT/bus options already existing within the San Ysidro community; 2) the growing acceptance and dependence on those forms of transportation that can be anticipated in the future.

### **Specific Comments:**

Page 1, Par 3: In this section, “Land use is converted to trips (auto, transit, walk and bicycle) using trip generation rates calibrated for this community”.

- These trip generation rates are reportedly shown in Appendix A, but Appendix A only shows trip generation rates per land use summarized in two categories: Person and Vehicle, and neither these categories nor their use in this analysis is explained in the memo.
- If these trip generation rates were calibrated for this community, what is the basis for that calibration? See also my question regarding Page 3, Table 1?
- “ a total of 547,066 person trips would be generated by the community under the 2035 Proposed Land Use scenario.” What does that mean, are these annual person trips?, average daily trips? Peak am or pm trips? How does this relate to the rest of the analysis which discusses ADT’s, and peak am and pm trips? A table summarizing Trip Generation by land uses showing ADT’s existing and proposed, and showing a split of the AM and PM peak hour splits would be more useful to the reader.
- There is no discussion of the baseline traffic vs new traffic generated from the community plan update. This will be important in understanding new developments fair share of future infrastructure requirements etc.

Page 2, Par 4 – Page 3 Table 1: The text and table depict/discuss “Mode Choice Splits” between auto, transit, walk and bicycle.

- Auto is assumed to represent 96% of total trips, with all others representing only 4% of total trips. This appears grossly unreasonable, and is presented without evidence to support the assumptions or an explanation as to the rationale used.
- Was there any analysis done considering the current ridership of these forms or transit? Future anticipation of greater ridership of these forms of transit, this would certainly be reasonable?
- Similar question about the assumption that only 1.9% of total trips would be via walking, seems grossly underestimated considering the number of people walking in the San Ysidro community today. In addition, the high intensity/density commercial/residential mixed-use areas (Border Village and Beyer Station for example) can be expected to generate more walking due to the proximity of residences to services/shopping/employment.
- The community plan update includes goals to plan for improved access to transit, improve bike access and safety, and make the community more walkable, and the plan update specifies various improvements to accomplish those goals. The San Ysidro Mobility Strategy is referred to in the plan update and in this memo. This memo also discusses recommended Multi-Modal improvements (pages 67-79) with suggestions to improve bicycle routes etc. However, none of these goals, strategies, and planned improvements appears to be reflected in this traffic analysis depicting only 4% of trip generation to transit, walking and biking.
- A 4% rate for transit, walking and biking might appear reasonable in some distant suburban community with primarily low density single family detached housing stock, but San Ysidro is, and is planned for, high density close-in mixed use development in very close proximity to various forms of multi-modal transportation opportunities. It is likely that San Ysidro has a greater proportion of residents living within reasonable walking distance to non-auto related forms of transit than any other community in San Diego.

### **Final Thoughts:**

I understand the importance of comparing the existing capacity of the circulation system to the potential impact of increases in traffic generated by new development/redevelopment with the implementation of the community plan update. However, there appears to be two methodologies for approaching transportation analysis and recommendations employed in similar context in San Diego.

1. One approach is to analyze the traffic generation assuming auto-centric trip generation rates, identify circulation system deficiencies (roadway and intersection) that would result, then arbitrarily choose not to recommend some

infrastructure improvements taking into consideration the urban mixed-use design and recognizing the multi-modal improvements planned for the project. This is the approach recently employed in the Otay Mesa community plan update for example. This approach attempts to quantify circulation system deficiencies based on overly auto-centric assumptions and arbitrarily reduce roadway and intersection improvement recommendations based on a wholly unquantifiable rationale.

2. Another, more reasonable approach is to either select trip generation rates that make sense considering the context of the planned development, coupled with transportation mode choice assumptions that take into consideration the ease of access and availability of alternative multi-modal forms of transportation (existing and planned) to estimate the future demand (and potential deficiencies) on the circulation system. Then make quantifiable recommendations about future circulation system/infrastructure improvements that are not arbitrary. The Grantville plan amendment, for example is employing this methodology.

In CEQA analysis for many projects a mixed-use credit methodology is used to take into consideration the mixed-use nature and proximity to transit of those types of projects. That “credit” approach is based on SANDAG’s “MXD model” which estimates the amount of traffic which is reduced by walkable features, mixed-use development, and transit integration. An analysis that shows total trips, a reduction based on the mixed-use components of the plan update land uses, and a reduction based on transit would be more useful and appropriate.

I do not know if this credit approach to trip generation is best suited to this community plan update, but it is based on real studies of mixed-use projects. The findings from SANDAG’s studies indicate that trip generation will generally be overestimated at smart growth developments if appropriate trip reductions are not included in the calculations. This method also provides a reasonable and supportable rationale for the trip generation assumptions.



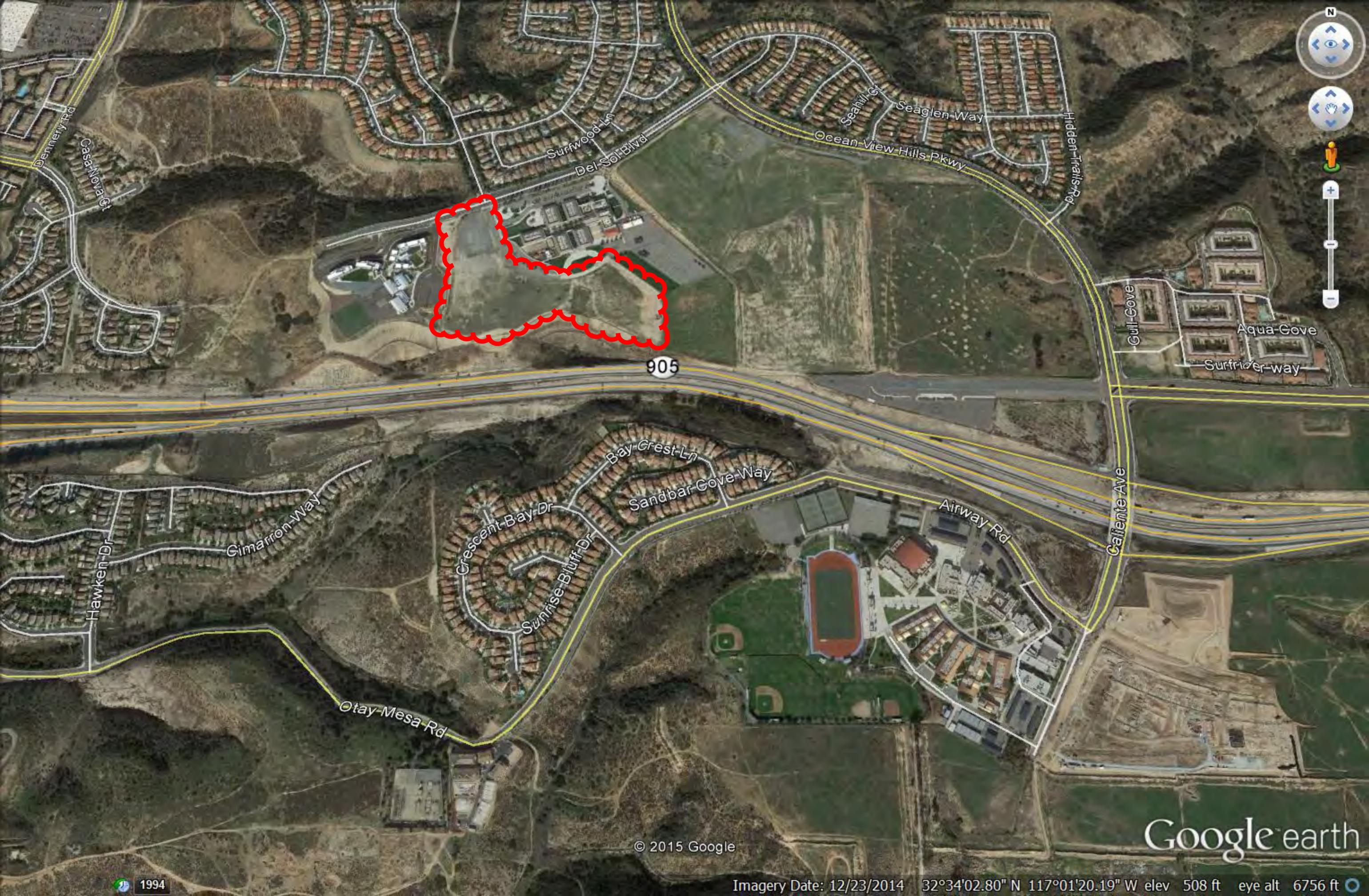
Ocean View Hills is one of San Diego's most recent residential communities. Despite a growing number of families moving into the area, Ocean View Hills is deficient in park space. Currently only one small park serves the entire area. This presents a problem for a neighborhood that is expected to increase rapidly over the next 5-10 years. A decade ago, a 20-acre park was promised to Ocean View Hills, but almost no progress has been made until now.

Residents are eager to engage with our representatives in the Fiscal Year 2016 budget process to expedite the construction of this project. The Ocean View Hills community is also pushing to have the park named after local

community leader Retired Assistant Chief Caesar Solis of the San Diego Police Department.

Cesar Solis Park will include lighted softball fields, playground areas, comfort station, concession stand, storage, off-street parking, turf area, picnic shelters, benches, drinking fountain and storm water detention areas. The site will be located on Del Sol Boulevard, between Vista Del Mar Elementary School and Ocean View Hills School (4919 Del Sol Blvd).

Cesar Solis Park is ready for development and local community members and leaders are strongly urging the Mayor to provide funding for Cesar Solis Park in the 2016 City Budget.



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Imagery Date: 12/23/2014 32°34'02.80" N 117°01'20.19" W elev 508 ft eye alt 6756 ft

**SAN YSIDRO COMMUNITY PLAN UPDATE 2015**  
**DRAFT ELEMENT REVIEWERS**  
(Draft: April 2015)

Report: June 15, 2015		LAND USE	MOBILITY	URBAN DESIGN	CONSERV
AGUIRRE		X	X		
CHAVARIN	?				
CORRALES		X	X		
CURRIE		X	X		
FLORES		X		X	
FREEDMAN					
GONZALEZ					
GOUDEAU		X	X		
MARTINEZ					
MEZA				X	X
MORAN	?				
OTTO			X		
PAREDES			X		X
PEREZ	?				
QASAWADISH	?				
Report: July 20, 2015		ECONOM PROSPER	PUBLIC FACILITY	RECREAT	HISTORIC
AGUIRRE		X			
CHAVARIN	?				
CORRALES					
CURRIE		X			
FLORES			X		
FREEDMAN					X
GONZALEZ		X		X	X
GOUDEAU		X			
MARTINEZ		X	X	X	
MEZA					X
MORAN	?				
OTTO		X	X		
PAREDES			X		
PEREZ	?				
QASAWADISH	?				