




THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: September 27, 2016

TO: Chair Haase and Members of the Planning Commission

FROM: Jeff Murphy, Planning Department Director 

SUBJECT: San Ysidro Community Plan Update

The San Ysidro Community Plan and San Ysidro Historic Village Specific Plan agenda item presented to the Planning Commission on August 18, 2016 was continued to the meeting of October 6, 2016, with a request to provide supplemental analysis regarding travel trip length and mode share. The requested analysis is forthcoming and will be provided as a separate memorandum.

Staff has also prepared a response to questions and comments received by the commissioners in a matrix (Attachment 1) and an errata showing edits to the draft plans since the August 18 hearing (Attachment 2).

JM/se0

Attachments:

1. Response Matrix to Planning Commission August 18, 2016 hearing
2. Errata to the Community Plan and Specific Plan

cc: Planning Commission Distribution

Response Matrix to Planning Commission August 18, 2016 hearing	
Topic	Response and Reference
Tree Coverage	The draft community plan aims to ensure the overall tree cover and other vegetation throughout San Ysidro is no less than 35% in urban residential and commercial areas, so that the natural landscape is sufficient in mass to provide significant benefits to the City in terms of air quality and storm water management. See Policy 8.4.1.
Enhanced Infrastructure Finance Districts (EIFD)	Table 10-3: Developer/Property Owner/User Financing Methods describes financing programs that can be used by developers, property owners, and users in the Village area either directly or in partnership with the City. The potential for EIFDs will be added to this table. See errata.
Infrastructure, Impact Fee Study and Developer Impact Fee	Infrastructure needed to implement plan policies is identified in the Impact Fee Study (IFS). The draft IFS is located online on the City's website. https://www.sandiego.gov/facilitiesfinancing/plans
Economic – Capitalize on border	The draft plan provides policies which support efforts and strategies to draw visitors to the area from the border crossing. See Land Use Section 2.6: Port of Entry District and policies 2.6.1 to 2.6.4. See Economic Prosperity Section Visitor Services policies 5.3.1 to 5.3.3; and Sections International Relations & Land Port of Entry and Border Village policies 5.5.1 to 5.6.3
Connectivity across I-5	The draft community plan recommends improvements to existing pedestrian bridges and robust bicycle improvement recommendations to address connectivity across I-5. Review Mobility Element Sections 3.2 Walkability, and 3.3 Bicycling discussion and policies. Also see Figure 3.1: Improved Street Locations, and Figure 3-6: Future Planned Bicycle Facilities. The San Ysidro Historic Village Specific Plan Urban Design Figure 4-2 and policy 4.2.7 identifies an opportunity to construct a freeway cap at the existing Willow pedestrian bridge across I-5.
Fire protection	Fire Station 29 located in San Ysidro serves San Ysidro and its surrounding areas. Engine 29's district is 6.21 square miles. Stations 6 and 30 located in Otay Mesa Nestor also help to serve the San Ysidro area. Staff confirmed with the Fire Department there is adequate fire service coverage in San Ysidro. Fire-Rescue completed the Citygate deployment study in 2011 that identified fire station service needs, see https://www.sandiego.gov/sites/default/files/citygate.pdf for more information.
Residential Uses within the Port of Entry District	The draft community plan supports the potential for a higher height limit with commercial and residential uses as part of a future master plan of the Intermodal Transit Center within the Port of Entry district. See policy 2.6.4.



<p>Roundabouts</p>	<p>The draft community plan identifies locations for roundabouts at key locations in the community. See Mobility Element policy 3.5.6.</p>
<p>Freeway signs</p>	<p>Edited policy 4.11.18 to remove the word "digital." See errata.</p>
<p>Affordable Housing/ Inclusionary housing should be built onsite</p>	<p>18% of the existing housing stock in San Ysidro are restricted affordable units. San Ysidro has approximately 1,465 affordable housing units out of approximately 7,990 existing units. It is anticipated that citywide affordable housing incentives will be used throughout San Ysidro. Edits have been made to the draft community plan to include new discussion text that cross-references citywide affordable housing policies as well as additional affordable housing policy language. See errata.</p>
<p>Plan density; Additional density around the transit lines;</p>	<p>The community plan update doubles density in some multifamily areas, allows for commercial/residential mixed use where the adopted plan and zoning does not currently allow housing, and increases housing capacity by 23% from the adopted plan. More specifically, the draft plan focuses capacity for new residential development along the San Ysidro Blvd commercial corridor (29-44 du/acre) and adjacent multifamily area (10-30 du/acre), and in two Neighborhood Villages (up to 44 du/acre): the Border Village District and San Ysidro Historic Village. Approximately 2/3rds of new housing anticipated in San Ysidro is within Transit Priority Areas.</p> <p>The additional housing capacity proposed by the draft San Ysidro Community Plan Update is based on a market analysis, as well as assumptions on what can be reasonably expected with supportive public policies and feasible infrastructure improvements. The market analysis, conducted by BAE in 2012, concluded that San Ysidro has a market demand approximately 1,800 new multifamily housing units over the next 20 years. Based on current market trends and land values, it concluded that the largest demand for housing is low and moderate rental and for sale units for entry level family and senior affordable housing. The multifamily development over the last 10 years has been lower density (3-4 stories). The market analysis concluded that these development trends are likely to continue into the future because sales prices and rental rents are unlikely to increase sufficiently to cover the much higher construction costs of higher density projects. The market analysis concluded that 4-5 story multifamily mixed-use with modified wood-framed including residential that wraps around a parking structure and podium residential projects could be feasible. To address the market demand, the draft community plan does</p>



	<p>increase the density to 44 housing units per acre at the Beyer Street Trolley station and along portions of San Ysidro Blvd to allow for 4-5 story multifamily and mixed-use projects.</p> <p>San Ysidro has approximately 3.9 persons per household compared to a citywide 2.6 persons per household. More than half of the households have children under the age of 18 and over 80 percent of households contain related individuals. San Ysidro is forecasted to continue to have a large family size, which typically requires the need for housing units with 2 or more bedrooms. The market analysis determined that there is a demand for family housing to accommodate large household sizes consistent with stacked flat townhomes, triplex and 4-plex consistent with new housing in Otay Mesa and eastern Chula Vista. To address the demand for additional larger family sized multifamily units, the draft community plan does increase the density to 22 housing units per acre between the Beyer Street Trolley station and San Ysidro Blvd to allow for 2-3 story triplex and four-plexes and 29 housing units per acre for stacked flats and 3 story multifamily buildings.</p> <p>The draft San Ysidro Community Plan Figure 2-2: Land Use Map, was revised to clearly indicate residential density ranges within the Community Commercial land use. See errata.</p>
Implement density maximums	The City's General Plan policy LU-C.4 calls for the efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.
RHNA	The City's Housing Element (page HE- 2) addresses the citywide RHNA. The City is in compliance with providing the adequate sites to achieve and accommodate the regional housing targets. Currently, 18% of the units in San Ysidro are affordable. The San Ysidro Community Plan update is providing additional housing opportunities to contribute to the citywide adequate sites inventory.
Percent distribution of multifamily residential is insufficient to accommodate higher density	San Ysidro is a developed community with limited vacant land and an established land use pattern. Multifamily and commercial land uses have the most potential to accommodate the additional housing anticipated. The community plan update doubles density in some multifamily areas, allows for commercial/residential mixed use where the adopted plan and zoning does not currently allow housing, and increases housing capacity by 23% from the adopted plan.
The plan should not keep the character of San Ysidro. We	The policy intent of the community plan is to provide compatible development while providing additional intensity that allows for more housing options in San Ysidro. Buffers such as

want high density projects. Remove policy about protecting neighborhood character between existing homes and new development.	landscaping, setbacks between single family and multifamily are used to achieve this goal. See errata for revision to policy 2.2.8. Alternative for additional density in these areas could be considered, but they are not currently evaluated in the EIR.
Homeless shelter policies	Homelessness and homeless shelters are discussed in the General Plan Housing Element Section F. Homelessness and policies HE-B.30 to HE-B.49. See Errata for new sub-policy.
Bike Master Plan	The City Bicycle Master Plan, on page 5 states, "The BMP is intended to provide a citywide perspective that is enhanced with more detailed community plan level recommendations and refinements". The recommendations for bicycle facilities in the San Ysidro Community Plan update were refined from those in the BMP. The proposed bicycle network makes the connections to the city and regional network. See policy 3.3.1 and Figure 3-6: Future Planned Bicycle Facilities.
Specific Plan – clearly state "by right"	Added text to Section 7.4 Specific Plan Administration. See errata.

Errata: San Ysidro Community Plan & San Ysidro Historic Village

San Ysidro Community Plan

Land Use Element

New Figure 2-2: Land Use Map

2.2 Housing and Community

Add text to discussion:

One of the major goals of the General Plan Housing Element is to provide affordable housing opportunities within San Diego's communities, see policies HE-H.1 through HE.H-13. The General Plan Land Use Element also contains affordable housing policies related to incentives and balanced communities and homelessness. Homelessness is discussed in the General Plan Housing Element Section F. Homelessness and policies HE-B.30 to HE-B.49.

Modify the following policies:

2.2.8 Protect the single-family character of the existing adjacent neighborhoods by requiring Provide sensitive project planning and design to accommodate sufficient setbacks, landscaping, and buffering adjacent to single-family neighborhoods.

2.2.11 Provide housing options that explore and model innovative approaches to maintaining affordability, and attaining environmental and social sustainability while meeting the needs of the community. Support housing which:

New Policies:

Affordable Housing Policies

2.2.18 Develop larger sized (three bedrooms) affordable units; housing with high-quality private open space; and residential units that are adaptable to multi-generational living.

2.2.19 Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

2.2.20 Create affordable home ownership opportunities for moderate income buyers.

2.2.21 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

2.2.22 Promote homebuyer assistance programs for moderate-income buyers.

2.2.23 Utilize land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.

2.2.24. Work with the San Diego Housing Commission to address homelessness in San Ysidro and identify services and shelters needed for the population.

Mobility Element

Corrected the legends for Figure 3-7 and Figure 3-11

Urban Design Element

4.11.18 Provide a digital community identification sign in advance of the I-5 off-ramp to Via de San Ysidro. Ensure signs are consistent with City sign regulations and regulations related to community entry signs.

Recreation Element

7.1 Parks & Recreation Facilities

Correct usable acreage: The existing population-based park system, which serves the San Ysidro community, totals 35.28 41.65 usable acres of park land...

Corrections to Table 7-1:

San Ysidro Community Park: Design and construct security lighting (all areas); and

San Ysidro Athletic Area/Larsen Field: a new comfort station

Vista Terrace Neighborhood Park: Design and construct ADA/accessibility upgrades to the children's play area and path of travel, at existing park

Colonel Irving Salomon/San Ysidro Activity Center Mini Park: Existing mini park with a recreation activity center...

Blackshaw Lane Plaza: Acquire the site Vacate, design and construct...

Camino de la Plaza Pocket Park: Acquire, Design and construct...

East Beyer Boulevard Pocket Park: ...managed by the Real Estate Assets Public Utilities

Department... Aquire, Dd design and construct a pocket park with park amenities such as: multipurpose turf areas, children's play area, a skate park, picnic facilities, a viewpoint, seating, and landscaping. Pursue inclusion of a pocket park if the site is developed as a future library. A joint-use agreement with the Library Department may be required.

Vista Terrace Aquatic Complex: Design and construct ADA/accessibility and path of travel upgrades for the aquatics complex. Demolish the existing swimming pool; design and construction and expanded aquatic complex.

Beyer Boulevard Linear Park: recreational bicycling/running pathways and walking track

S. Vista Avenue Linear Park: recreational bicycling/running pathways and walking track

Conservation Element

8.1 Sustainability

Add the following policies:

8.1.5 Continue to monitor the mode share within TPAs within the community in support of the CAP Annual Monitoring Report Program

8.1.6 Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including: :

- Providing additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
- Coordinating with regional transit planners to identify transit right-of-way and priority measures to support existing and planned transit routes. Prioritizing for implementation the highest priority bicycle and pedestrian improvements that align with "Vision Zero."
- Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs.
- Promoting bicycle and car sharing programs.
- Applying the CAP consistency checklist as a part of the development permit review process, as applicable, and
- Supporting and implementing improvements to enhance transit accessibility and operations, as feasible.

Chapter 10 Implementation

Add the following to Table 10-3: Developer/Property Owner/User Financing Methods:

Funding Mechanism	<u>Enhanced Infrastructure Finance Districts (EIFD)</u>
Description	<u>Creates Enhanced Infrastructure financing district to fund infrastructure projects through tax increment financing, and may issue bonds to be reinvested within district or for Community-wide benefit. EIFDs goes beyond previous Infrastructure Financing Districts tools.</u>
Eligible Uses	<u>To finance public capital facilities including:</u> <ul style="list-style-type: none"> • <u>brownfield restoration;</u> • <u>environmental mitigation;</u> • <u>military base reuse and remediation;</u> • <u>the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase; the acquisition, construction, or repair of industrial structures for private use;</u> • <u>transit priority area projects; and</u> • <u>projects to implement a sustainable communities strategy.</u>
Funding Parameters	<ul style="list-style-type: none"> • <u>Establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and with the option to issue bonds, for which only the district is liable, upon approval by 55% of the voters</u> • <u>Authorize the creation of an infrastructure financing district for up to 45 years from the date on which the issuance of bonds is approved</u>

San Ysidro Historic Village Specific Plan

Chapter 7 Administration - 7.4 Specific Plan Administration

Development Review Process

Add: In addition to applying the base zone, development regulations found in Appendix A are applicable and applied by right through the identified base zone permit process.

SAN YSIDRO COMMUNITY PLAN UPDATE

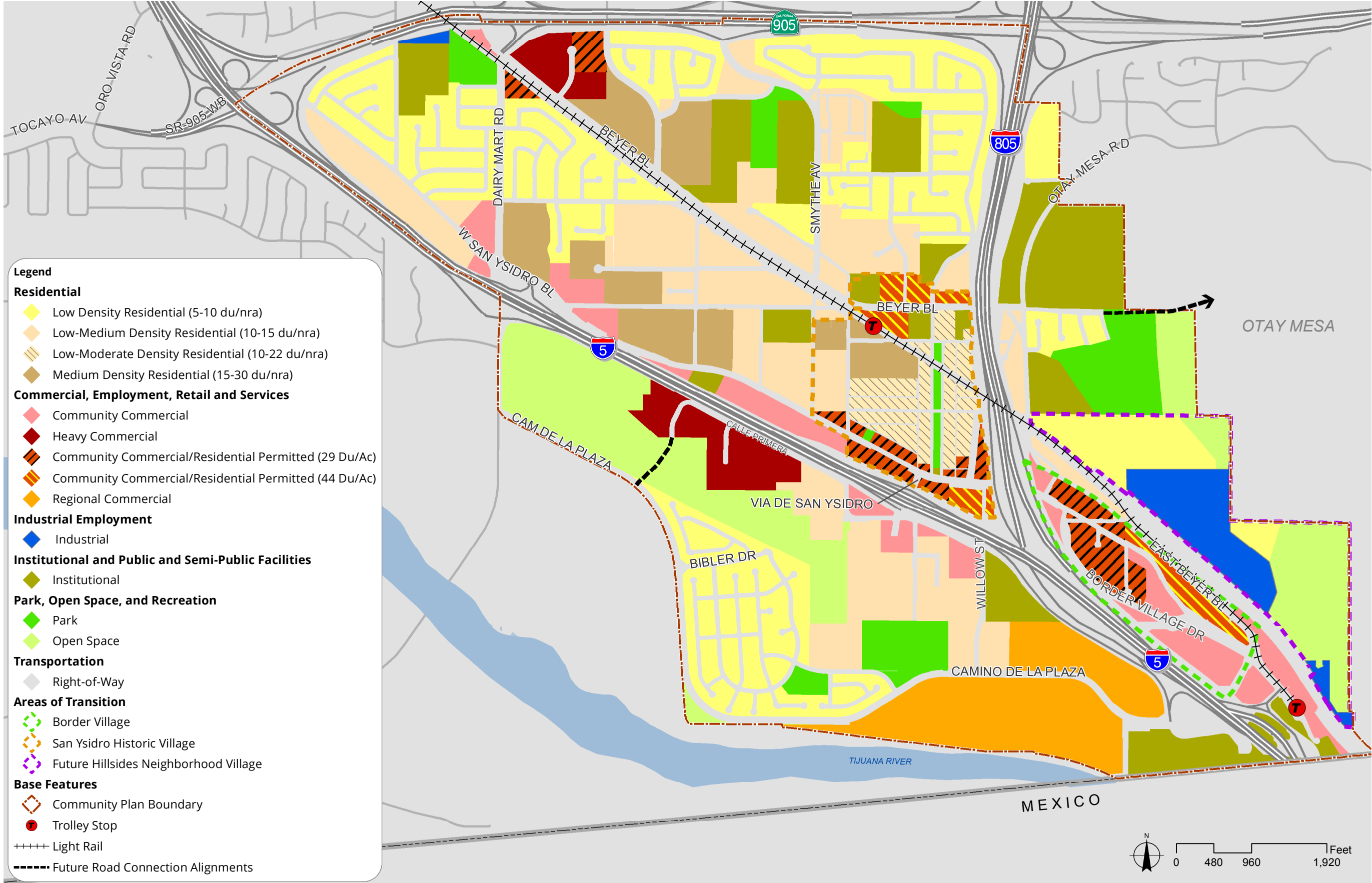
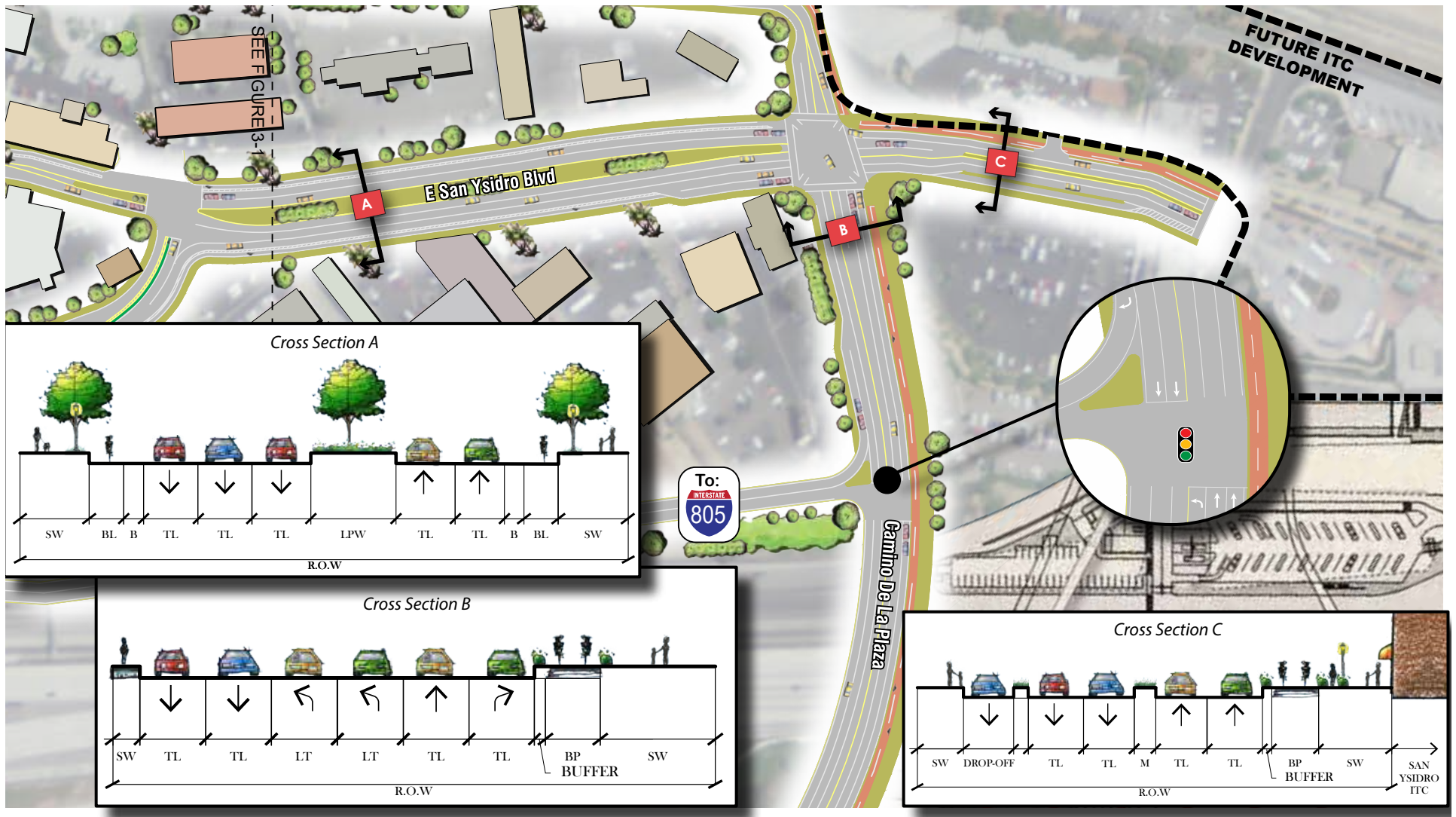
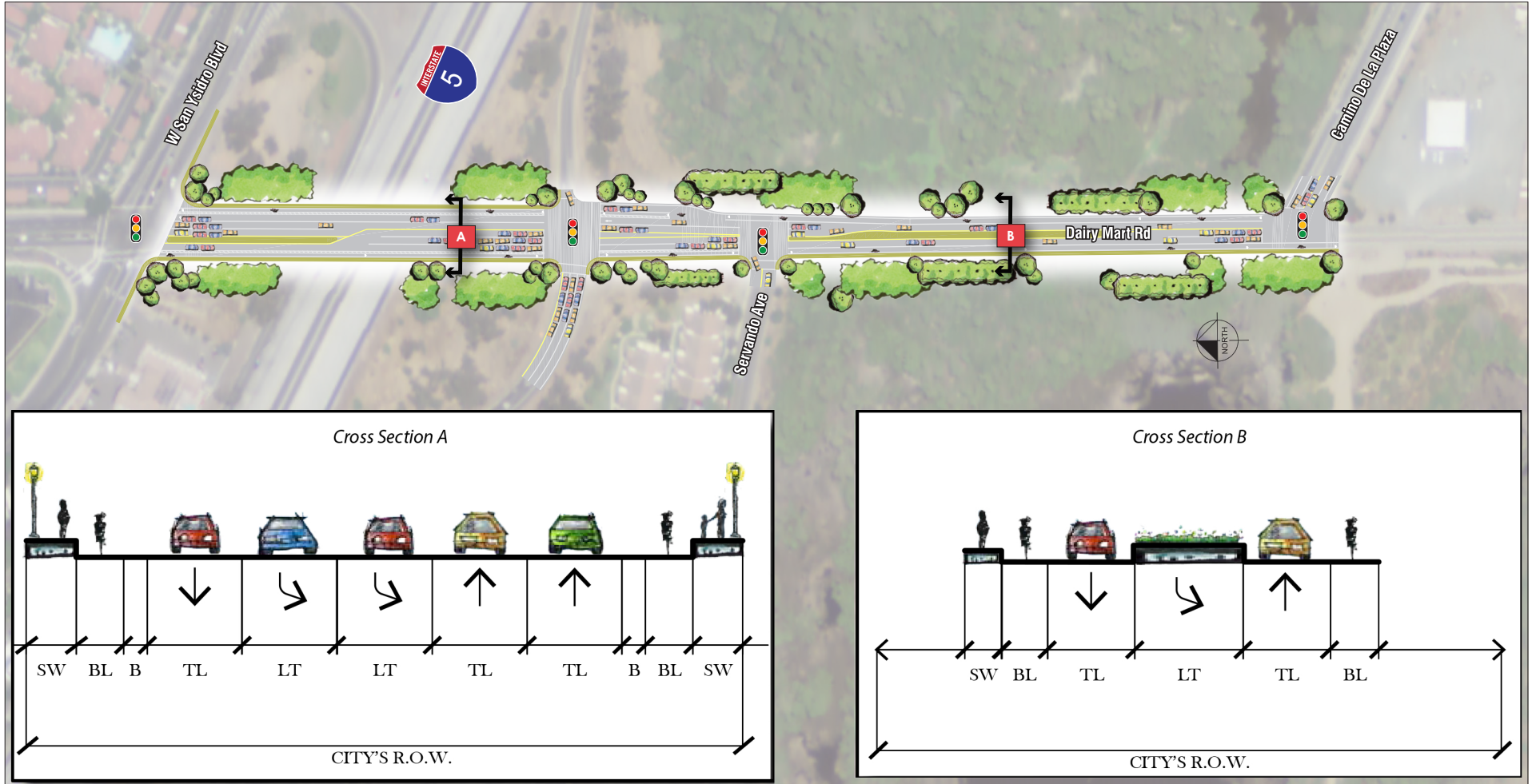


Figure 3-7: Camino de la Plaza and E. San Ysidro Boulevard



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|----|-------------|------|-------------------|-----|--------------------|
| BL | Bike Lane | LT | Left-Turn Lane | LPW | Landscaped Parkway |
| P | Parking | TWLT | Two-way Left Turn | 🚦 | New Traffic Signal |
| SW | Sidewalk | BP | Bike Path | | |
| TL | Travel Lane | B | Buffer | | |

Figure 3-11: Dairy Mart Road



- BL Bike Lane
- P Parking
- SW Sidewalk
- TL Travel Lane

- TWLT Two-way Left Turn
- BP Bike Path
- B Buffer
- LT Left Turn Lane

