

REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO				CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY)	
TO: CITY COUNCIL		FROM (ORIGINATING DEPARTMENT): Planning		DATE: 9/15/2016	
SUBJECT: San Ysidro Community Plan & Local Coastal Program Land Use Plan and San Ysidro Historic Village Specific Plan					
PRIMARY CONTACT (NAME, PHONE): Sara Osborn, 619-236-6368			SECONDARY CONTACT (NAME, PHONE): Tait Galloway, 619-533-4550		
COMPLETE FOR ACCOUNTING PURPOSES					
FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00
FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00
COST SUMMARY (IF APPLICABLE): n/a					
ROUTING AND APPROVALS					
CONTRIBUTORS/REVIEWERS:		APPROVING AUTHORITY		APPROVAL SIGNATURE	
Liaison Office		ORIG DEPT.		Murphy, Jeff	
Environmental Analysis		CFO			
		DEPUTY CHIEF			
		COO			
		CITY ATTORNEY			
		COUNCIL PRESIDENTS OFFICE			
PREPARATION OF:		<input checked="" type="checkbox"/> RESOLUTIONS		<input checked="" type="checkbox"/> ORDINANCE(S)	
		<input type="checkbox"/> AGREEMENT(S)		<input type="checkbox"/> DEED(S)	
1. Certifying that the information contained in EIR No. 310690/SCH No. 2015111012 has been completed in compliance with the California Environmental Quality Act and State CEQA Guidelines, and that said EIR reflects the independent judgment of the City of San Diego as Lead Agency; and 2. Stating for the record that the final EIR No. 310690/SCH No. 2015111012 has been reviewed and considered prior to approving the project; and 3. Certifying the final EIR; and 4. Adopting the Findings, the Statement of Overriding Considerations, the Mitigation, Monitoring and					

Reporting Program; and	
5. Directing the City Clerk to file a Notice of Determination for the San Ysidro Program Final EIR.	
6. Approve a resolution amending the San Ysidro Community Plan and amending the General Plan.	
3. Approve an ordinance amending the Land Development Code (which will include repealing Chapter 15, Articles 18 San Ysidro Planned District Ordinance, and Chapter 15, Articles 19 Southeastern San Diego Planned District Ordinance, which currently only applies in San Ysidro) and amending the City's certified Local Coastal Program.	
4. Approve an ordinance rezoning land within the San Ysidro Community consistent with the San Ysidro Community Plan, San Ysidro Historic Village Specific Plan, and the repeal of the San Ysidro and Southeastern San Diego Planned District Ordinances.	
5. Approve an ordinance to adopt the San Ysidro Historic Village Specific Plan.	
STAFF RECOMMENDATIONS:	
Approve Requested Actions	
SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)	
COUNCIL DISTRICT(S):	8
COMMUNITY AREA(S):	San Ysidro
ENVIRONMENTAL IMPACT:	The City of San Diego, as Lead Agency under CEQA has prepared and completed an EIR No. 310690/SCH No. 2015111012 dated August 8, 2016, and Mitigation, Monitoring and Reporting Program for the San Ysidro Community Plan Update.
CITY CLERK INSTRUCTIONS:	1. The Notice of Public Hearing - distribute 10 business days before the date of the public hearing, and publish in a newspaper. 2. Send the final ordinance and resolutions to (Sara Osborn and MS # 413) for recording at the County. 3. File a Notice of Determination for the San Ysidro Community Plan Update Final PEIR with the San Diego County Clerk

**COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO**

DATE: 9/15/2016

ORIGINATING DEPARTMENT: Planning

SUBJECT: San Ysidro Community Plan & Local Coastal Program Land Use Plan and San Ysidro Historic Village Specific Plan

COUNCIL DISTRICT(S): 8

CONTACT/PHONE NUMBER: Sara Osborn/619-236-6368

DESCRIPTIVE SUMMARY OF ITEM:

This effort will replace the 1990 San Ysidro Community Plan & Local Coastal Program Land Use Plan with an updated community plan for the San Ysidro community and includes the San Ysidro Historic Village Specific Plan, associated rezoning, amendments to the Land Development Code and the certification of a Program Environmental Impact Report.

STAFF RECOMMENDATION:

Approve Requested Actions

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

The San Ysidro Community Plan update includes an update to the San Ysidro Community Plan, the San Ysidro Historic Village Specific Plan, and associated rezones from the San Ysidro Plan District to citywide zones. The SYCP provides a comprehensive policy framework for growth and development over the next 20 to 30 years. Consistent with policy direction in the General Plan, the updated community plan has new land use designation and identifies villages along transit corridors. The San Ysidro Historic Village Specific Plan implements the vision in the Community Plan by providing additional guidance on neighborhood village mixed-use concepts, circulation improvements, and public space expansion. A Program Environmental Impact Report (PEIR) (SCH # 2015111012) was prepared and circulated for public review. A Final PEIR along with the responses to comments has been completed and will be provided for review and consideration.

CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):

The Community Plan update and the Specific Plan are in direct alignment with the following City of San Diego Strategic Plan goals and objectives; specifically, Goal 2 (Work in partnership with all of our communities to achieve safe and livable neighborhoods) and Goal 3 (Create and sustain a resilient and economically prosperous City).

FISCAL CONSIDERATIONS:

An IFS with an associated Development Impact Fee (DIF) for San Ysidro is concurrently being prepared as a companion item to the Community Plan. The IFS and associated DIF will be presented to the City Council for consideration and approval in conjunction with their consideration of the Community Plan. The DIF, when adopted, will be a partial funding source for the public facilities envisioned for the community and contained within the respective IFS. Portions of facilities costs not funded by DIF will need to be identified by future City Council actions in conjunction with the adoption of Capital Improvements Program (CIP) budgets.

EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE):

N/A

PREVIOUS COUNCIL and/or COMMITTEE ACTION (describe any changes made to the item from what was presented at committee):

N/A

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

The community plan update public outreach process was extensive and included representation from the diverse community of San Ysidro residents, business owners, community leaders, public officials, other interested parties and agencies. Meetings took place over the course of six years with intensive workshops in fall and winter of 2010. A dedicated Community Plan Update Advisory Committee served as the venue for 24 community meetings and workshops, a three-day charrette, a walk audit, and an Open House. In addition, there were regular presentations and discussions at scheduled San Ysidro Community Planning Group meetings, and meetings with four separate planning group subcommittees which focused on zoning, mobility, infrastructure, and the Specific Plan.

The outreach program also entailed stakeholder interviews; presentations and student surveys at local elementary schools; outreach at three community and school events; a PEIR scoping meeting; regular updates to the project website, email noticing, bilingual brochures and mailing notices; a workshop with the Planning Commission; and presentations to the Park and Recreation Board and SANDAG's Border Committee.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

San Ysidro residents, property owners, business owners, Caltrans, MTS, San Ysidro School District and other affected governmental agencies.

Murphy, Jeff

Originating Department

Deputy Chief/Chief Operating Officer



THE CITY OF SAN DIEGO

Report to the City Council

DATE ISSUED: November 1, 2016 REPORT NO: 16-086

ATTENTION: Honorable Council President Sherri Lightner and City Councilmembers,
Agenda of November 15, 2016

SUBJECT: San Ysidro Community Plan and Local Coastal Program Land Use Plan
(Community Plan) and San Ysidro Historic Village Specific Plan
(Specific Plan)

REQUESTED ACTION:

Approve the San Ysidro Community Plan update and the San Ysidro Historic Village Specific Plan, associated rezoning, and amendments to the Land Development Code.

STAFF RECOMMENDATION:

1. **CERTIFY** the Final Program Environmental Impact Report (Sch. No. 2015111012) and **ADOPT** the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP).
2. **APPROVE** the resolution amending the San Ysidro Community Plan and amending the General Plan.
3. **APPROVE** an ordinance amending the Land Development Code (which will include repealing Chapter 15, Articles 18 San Ysidro Planned District Ordinance, and Chapter 15, Articles 19 Southeastern San Diego Planned District Ordinance, which currently only applies in San Ysidro) and amending the City's certified Local Coastal Program.
4. **APPROVE** an ordinance rezoning land within the San Ysidro Community consistent with the San Ysidro Community Plan, San Ysidro Historic Village Specific Plan, and the repeal of the San Ysidro and Southeastern San Diego Planned District Ordinances.
5. **APPROVE** an ordinance to adopt the San Ysidro Historic Village Specific Plan.

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

San Ysidro has an estimated population of 28,707 and encompasses approximately 1,863 acres within the City's southern tip adjacent to Otay Mesa-Nestor, Otay Mesa, the Tijuana River Valley, and the international border with Mexico (Attachment 1). San Ysidro's location adjacent to Mexico provides abundant opportunities for cultural exchange and commerce serving both the tourist and the resident population. San Ysidro's proximity to Mexico and its Hispanic heritage are among the community's greatest resources.

More than a century of settlement and development makes San Ysidro a dynamic community with distinctive architectural and cultural history. The San Ysidro Port of Entry is one of the busiest in North America and is currently undergoing a huge expansion and reconfiguration that will directly impact the community of San Ysidro.

Discussion:

A. Why is an update to the current San Ysidro Community Plan needed?

San Ysidro is a dynamic community that is undergoing major changes due to its location on the international border. The currently adopted San Ysidro Community Plan was adopted in September of 1990 and amended several times from 1991 to 2010. A comprehensive update is necessary to establish goals and policies that address current and anticipated issues such as traffic, sustainability, air quality, historic heritage and the need for a renewed vision for the community.

B. What does the San Ysidro Community Plan update attempt to accomplish?

The updated community plan will provide the framework that encourages new business and job opportunities for residents, provides for more housing opportunities close to transit, identifies public facility needs, and capitalizes upon San Ysidro's central location in the San Diego-Tijuana region and the opportunities provided by one of the world's busiest land border crossings.

Additionally, the draft community plan contains community-specific policies for future development of residential, mixed-use, commercial, and village-designated areas consistent with the General Plan City of Villages strategy. The draft community plan identifies new park and public space opportunities and identifies improvements to existing mobility infrastructure to increase bicycle, pedestrian and transit use. Revised and updated design guidelines address community gateways and linkages, public spaces, respecting cultural influences, and context-sensitive design and wayfinding. The draft plan focuses on spurring revitalization around the Beyer Boulevard Trolley Station, the old town area of San Ysidro Boulevard, the Border Village commercial area and the Port of Entry District with the Intermodal Transportation Center.

A specific plan, a companion document that provides more detailed land use goals and policies, is proposed for the San Ysidro Historic Village area. The specific plan, designed to help implement the community plan, supports reinvestment and stimulation of transit-oriented development as envisioned in the General Plan's City of Villages strategy.

C. What are some of the more significant changes being proposed in the plan update?

1. Land Use

a. Land Use & Village Areas

The updated Land Use Element redefines neighborhood districts and identifies areas of intensified mixed use development opportunities along major corridors. This element contains community-specific policies for the future development of residential, commercial/mixed-use, institutional, and village-designated areas within the San Ysidro community consistent with the City of Villages strategy. The community plan identifies three village areas and the Port of Entry District as locations for development opportunities and improvements.

b. San Ysidro Historic Village Specific Plan

The Historic village is designated as a neighborhood village within the old town area of San Ysidro (generally located around the Beyer Blvd Trolley Station and West San Ysidro Boulevard east of Smythe Avenue). The overall goal of the specific plan is to create an attractive, intensified urban environment with a mix of land uses surrounding the Beyer Boulevard Trolley Station and along San Ysidro Boulevard, while preserving the low-scale single and multi-family character of the residential areas and highlighting the unique public spaces in the area (Page 2-18 of Attachment 2).

c. Border Village District

The primary goal for the Border Village, which is generally located along East San Ysidro Boulevard and Border Village Road, is to reestablish the area as a tourist and visitor destination based on the concept of a “Mexican Village” including restaurants, performance space, and a theater (Page 2-19 of Attachment 2).

d. Future Hillside Village

The community plan recognizes the geologic constraints facing development of the hillsides in the eastern portion of the Beyer Hills Neighborhood. The Land Use Element calls for a specific plan be prepared for the area prior to any development to assure a comprehensive approach to achieving development in the area. Clustering development is encouraged to minimize impacts on natural resources and policies are proposed to encourage mixed-use village development (Page 2-24 of Attachment 2).

e. Port of Entry District

The community plan policies surrounding the port aim at complementing the Port of Entry activities and accommodating improvements planned by the local, state and federal agencies. The land to the east of the Port of Entry is designated to accommodate existing and planned transportation facilities that are being planned by the San Diego Association of Governments (SANDAG), including the future Intermodal Transportation Center (ITC). New commercial development will be encouraged near, and integrated into the ITC (Page 2-21 of Attachment 2).

2. Multi-Modal

The draft community plan calls for the development of a balanced, multi-modal transportation network that improves pedestrian, bicycle and transit mobility while also addressing vehicular traffic capacity and improved regional access from the Port of Entry. A major component of the community plan is to enhance the pedestrian environment throughout the community and consider circulation improvements, including at the Port of Entry, in an effort to better manage border crossings and create a more efficient multi-modal network.

The Mobility Element describes improvements that support a “complete streets” network and encourage alternative modes of transportation. Specific improvements include enhanced bicycle paths, improved walkability, the inclusion of Transit Priority

Measures and Intelligent Transportation Systems, and a Transportation Demand Management program. It provides a specific framework for building a multi-modal transportation network throughout the region as well as an Intermodal Transportation Center at the international border (Page 3-1 of Attachment 2).

3. Recreation & Conservation

The Recreation Element provides a summary of the recreational and park needs in the community and identifies opportunities. It establishes goals and policies for population-based parks, resource-based parks, recreation facilities, and open space within the community, as well as goals to promote accessibility to recreation facilities (Page 7-1 of Attachment 2). The Conservation Element provides guidance for sustainable development practices and open space and sensitive resources protection. The Conservation Element contains policies on how to meet the City's sustainable development goals in areas that have been identified as suitable for development (Page 8-1 of Attachment 2).

4. Urban Design

The overarching theme of the Urban Design Element is to develop a more connected San Ysidro and to foster a community that consists of a well-planned and implemented social, visual, and physical network of interaction opportunities and defined places. Preliminary urban design concepts and themes are crafted to reflect and enhance San Ysidro's unique cultural heritage and historical significance. The Urban Design Element establishes direction for village design, neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes (Page 4-1 of Attachment 2).

5. Historic Resources

The Historic Preservation Element contains specific recommendations to address the historical and cultural resources unique to San Ysidro, in order to encourage protection and appreciation of these resources (Page 9-1 of Attachment 2).

D. Why is a specific plan for the San Ysidro Historic Village being proposed?

The San Ysidro Historic Village Specific Plan (Attachment 3) is designed to guide the implementation of a mixed-use village concept centered on the Beyer Boulevard Trolley Station and old town area. Defined policy and design guidelines specific to the village area are provided to maintain the unique complexity of the area and celebrate the Latino influence while incentivizing redevelopment through additional flexibility. The proposed interconnected system of paseos, alleys, and streets will provide better access to transit, shopping, employment centers and diverse housing. Particular focus is placed on improving pedestrian, bicycle, and vehicle circulation; addressing the community's need for additional public spaces; providing design guidelines intended to foster a lively and attractive village character; and incentivizing development as a catalyst for positive change.

E. Why is the San Ysidro Community Plan including a Local Coastal Program Land Use Plan (LCP)?

The Coastal Zone portion of the San Ysidro community is limited to the area south of Interstate 5 and adjacent to the Tijuana River Valley (Attachment 1). The LCP addresses the basic resource protection measures for the coastal zone area in San Ysidro and discusses the community's relationship to the Tijuana River Valley resource area. The important coastal resources within San Ysidro consist of the Dairy Mart Ponds which is discussed within the open space section of the Conservation Element. Adjacent coastal resources, the Tijuana River Valley floodplain and the Tijuana River estuary, are discussed in the Tijuana River Valley LCP.

F. How does the San Ysidro Community Plan implement the Climate Action Plan?

The City of San Diego's Climate Action Plan (CAP) lays out five bold strategies to meet 2020 and 2035 greenhouse gas (GHG) emissions targets. Community plan updates play a major role in implementing Strategy 3: Bicycling, Walking, Transit & Land Use. Key CAP-related measures under Strategy 3 include:

- Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
- Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
- Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.

Emissions reductions attributed to effective land use in Action 3.6 equal 1.0 percent of the total GHG reductions anticipated with implementation of the CAP by 2035 and 4.3 percent of the reductions resulting from local actions. All Strategy 3 Actions mentioned above total 3.6 percent of the total reductions and 14.9 percent of local actions for 2035.

As detailed in the qualitative analysis contained in Attachment 4, the San Ysidro community plan update complies with the CAP through: identification of village locations, applying land use designations and implementing zoning to support transit oriented development, supporting transit operations and access, and designing a multi-modal mobility network, among other measures. Because of the citywide nature of the GHG reductions, the CAP does not include a specified quantitative target applicable to each individual community plan. Just as the General Plan acknowledges that implementation of the City of Villages strategy will vary by community, so too CAP measures require thoughtful discretion in application so that co-benefits are achieved to the maximum extent possible, and City responsibilities to implement additional state laws (related to general plans, environmental justice, water quality, air quality, housing, fire safety, and others topics) are addressed.

In addition, while the City has committed to meeting its GHG reduction targets, there is flexibility in how those targets are attained. As stated on page 29 of the CAP, "for identified local ordinance, policy or program actions to achieve 2020 and 2035 GHG reduction targets, the City may substitute equivalent GHG reductions through other local ordinance, policy or program actions." This will allow the City to be responsive to changes in technology and public policy priorities, as well as to seek the most cost-effective and beneficial strategies

over the long-term implementation of the CAP.

Quantitative precision in achieving reductions is an exercise that is most appropriately addressed on a citywide level during the annual monitoring of the CAP as a whole. However, City staff, in coordination with SANDAG and consultants, has prepared a supplemental planning report to further analyze the changes in vehicle miles traveled (VMT) per capita, commuter travel trip length, and mobility mode share in Transit Priority Areas (see Attachment 5).

G. How will the community plan and specific plan be implemented?

The draft plans provide community-specific, tailored policies and a long-range physical development guide for City staff, decision makers, property owners, and citizens engaged in community development. Key actions to implement the plans include private investment through development consistent with the zoning program; public facilities included in the City's Capital Improvement Program that are prioritized and funded in part through Development Impact Fees; and other sources of public, private, and non-profit initiatives such as regional transportation improvements. In addition, the plans support pursuing grant funding to help implement improvements to realize the community's vision. Key tools to implement the draft plans include:

1. Impact Fee Study (IFS)

An IFS with an associated Development Impact Fee (DIF) for San Ysidro is concurrently being prepared as a companion item to the community plan. The IFS and associated DIF will be presented to the City Council for consideration and approval in conjunction with their consideration of the community plan. The DIF, when adopted, will be a partial funding source for the public facilities envisioned for the community and contained within the respective IFS. Portions of facilities costs not funded by DIF will need to be identified by future City Council actions in conjunction with the adoption of Capital Improvement Program (CIP) budgets.

2. Zoning Program

The community plan update work program also includes rescinding the San Ysidro Planned District Ordinance (SYPDO) and replacing it with citywide zoning (Attachment 6) in order to streamline development and allow for mixed-use development where it is currently prohibited. This effort includes adoption of a rezone and the rescission of both the San Ysidro and Southeastern San Diego (SESDPDO) Planned District Ordinances. The SYPDO relies on code sections within the SESDPDO, and although the Southeastern San Diego community underwent a similar rezoning effort in 2015, the SESDPDO could not be rescinded without also rescinding the SYPDO.

3. San Ysidro Historic Village Specific Plan

The draft specific plan provides additional guidance in the Beyer Boulevard Trolley Station and old town area which is within the former redevelopment area for San Ysidro. The specific plan primarily relies on implementation of base zones, however it does contain development standards and incentives to promote transit oriented development. The specific plan provides clear direction, incentivizes investment, and through preparation of a Program Environmental Impact Report, allows for potential CEQA

exemption for future projects per Public Resources Code Section 21155.4 (Senate Bill 743 (2013–2014 Reg. Session)).

4. Streamlining for Infill Projects

CEQA Guidelines Section 15183.3 allows the City to streamline environmental review for individual infill projects. Future development projects can rely on the analyses in the PEIR if the project meets applicable criteria for an infill project and would only need to address project-specific impacts not addressed in the PEIR.

CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):

The San Ysidro Community Plan update and the Historic Village Specific Plan are in direct alignment with the following City of San Diego Strategic Plan goals and objectives; specifically, Goal 2 (Work in partnership with all of our communities to achieve safe and livable neighborhoods) and Goal 3 (Create and sustain a resilient and economically prosperous City).

FISCAL CONSIDERATIONS: None

EQUAL OPPORTUNITY CONTRACTING INFORMATION (if applicable): N/A

PREVIOUS COUNCIL and/or COMMITTEE ACTIONS:

On October 19, 2016, the Smart Growth and Land Use Committee will make a recommendation on San Ysidro Community Plan update.

COMMUNITY PARTICIPATION AND OUTREACH EFFORTS:

The community plan update public outreach process was extensive and included representation from the diverse community of San Ysidro residents, business owners, community leaders, public officials, other interested parties and agencies. Meetings took place over the course of six years with intensive workshops in fall and winter of 2010. A dedicated Community Plan Update Advisory Committee served as the venue for 24 community meetings and workshops, a three-day charrette, a walk audit, and an Open House. In addition, there were regular presentations and discussions at scheduled San Ysidro Community Planning Group meetings, and meetings with four separate planning group subcommittees which focused on zoning, mobility, infrastructure, and the specific plan.

The outreach program also entailed stakeholder interviews; presentations and student surveys at local elementary schools; outreach at three community and school events; a PEIR scoping meeting; regular updates to the project website, email noticing, bilingual brochures and mailing notices; a workshop with the Planning Commission; and presentations to the Park and Recreation Board and SANDAG's Border Committee.

- On April 18, 2016, the San Ysidro Community Planning Group unanimously supported the draft San Ysidro Community Plan, Specific Plan and Impact Fee Study (Attachment 7). The San Ysidro Community Planning Group reconfirmed their approval on the Impact Fee Study on June 20, 2016 after minor modifications.
- On May 19, 2016, the Park and Recreation Board voted unanimously to recommend

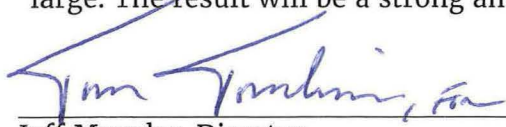
approval of the San Ysidro Community Plan Recreation Element.

- On July 28, 2016, the Historical Resources Board voted 7-0-1 to recommend approval of the San Ysidro Historic Context Statement, San Ysidro Historic Survey, the Community Plan Historic Preservation Element, Historical Resource section in the San Ysidro Historic Village Specific Plan, and the PEIR related Cultural/Historical Resources.
- On October 6, 2016, the Planning Commission voted 7-0-0 to recommend approval of the San Ysidro Community Plan update with staff's recommendation. In their motion, the Planning Commission also expressed to the City Council that special attention be given to the concerns from the public with regards to the compliance with the Climate Action Plan.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

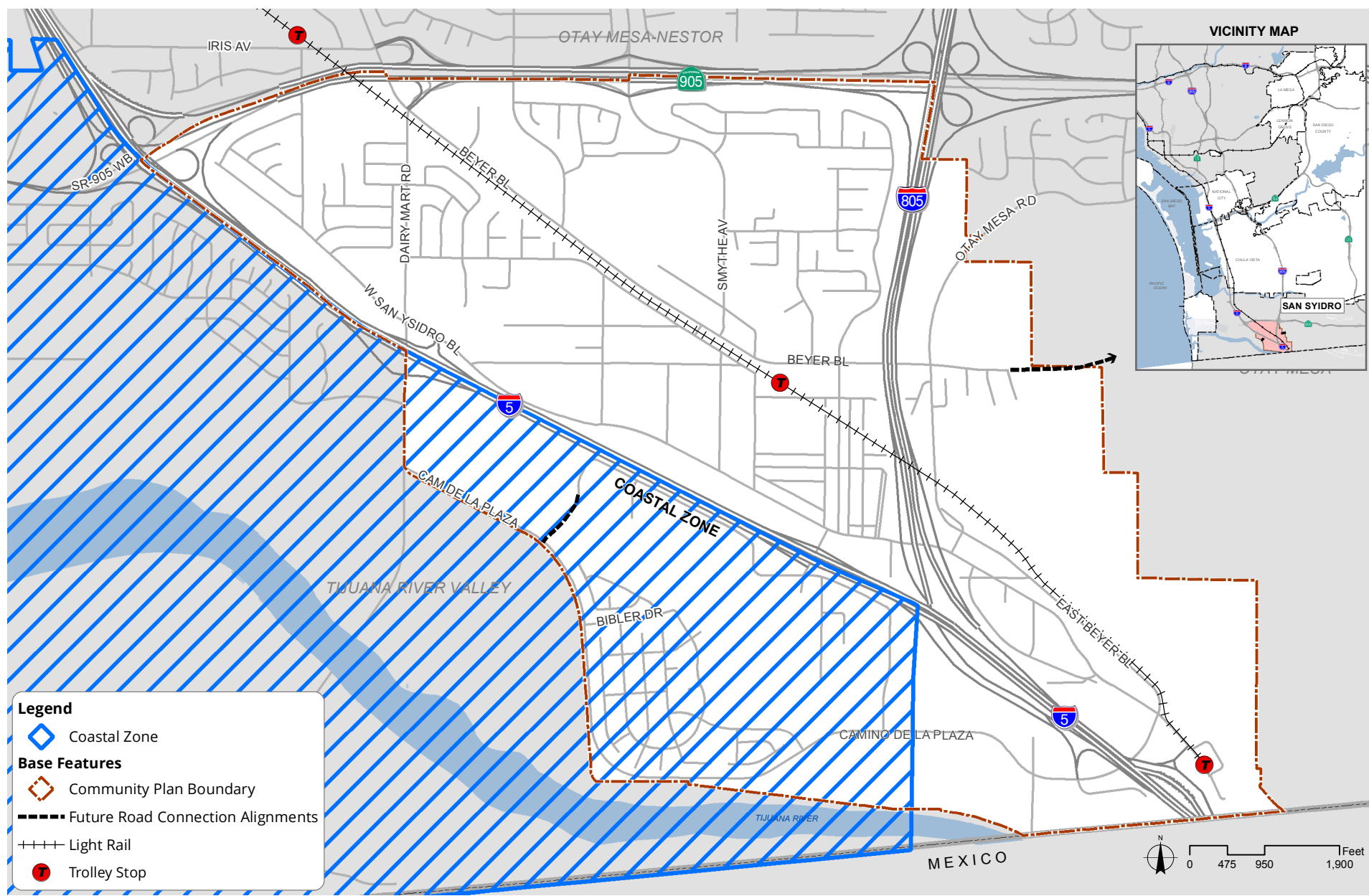
Residents, property owners and local business owners and their employees affiliated with the San Ysidro planning area; the San Ysidro Community Planning Group and other community associations.

The draft community plan considers current conditions and supports the desired future vision of San Ysidro while establishing a framework for improved mobility, public space, and urban design. The specific plan further delineates the implementation of mixed-use village concepts and hones in on issues of circulation, public space needs, and transportation within the Historic Village area. Implementation measures are clear and practical. Long-term realization of the community plan vision will require public, private and non-profit investment, as well as the active participation of city departments, other public agencies, and the community at large. The result will be a strong and vibrant San Ysidro.


Jeff Murphy, Director
Planning Department
David Graham
Deputy Chief Operating Officer

Attachments:

1. San Ysidro Community Plan Area and Coastal Zone Map
2. Draft San Ysidro Community Plan
3. Draft San Ysidro Historic Village Specific Plan
4. Climate Action Plan Conformance Evaluation
5. Estimating Community Plan Update Contributions Towards CAP Goals White Paper
6. San Ysidro Draft Zoning Map
7. Community Planning Group Minutes of 4/18/2016
8. Community Plan Comment Topics
9. List of Edits to the Draft San Ysidro Community Plan
10. Program Environmental Impact Report
11. Program Environmental Impact Report Errata
12. Draft PEIR Findings
13. Draft PEIR Statement of Overriding Considerations
14. Draft PEIR MMRP
15. Final San Ysidro Historic Context Survey
16. Draft Resolutions & Ordinances



The San Ysidro Community Plan
July 2016 Hearing Draft

Available Under Separate Cover

https://www.sandiego.gov/sites/default/files/attachment_4_draft_san_ysidro_community_plan_2.pdf

The San Ysidro Historic Village Specific Plan
July 2016 Hearing Draft

Available Under Separate Cover

https://www.sandiego.gov/sites/default/files/attachment_5_draft_sy_specific_plan.pdf

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 tracks ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

Yes. The majority of the census tracks 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.

Estimating Community Plan Update Contributions Towards Climate Action Plan Goals White Paper for San Ysidro

Executive Summary

This is a summary of the supplemental analysis conducted by City staff, in coordination with SANDAG and City as-needed consultants, Kimley-Horn and RECON Environmental, Inc., to further analyze the changes in vehicle miles traveled (VMT) per population capita, commuter travel trip length, and mobility mode share as a result of all components associated with the Community Plan Update (CPU) for San Ysidro. This information has undergone additional analysis to further inform the public and decision makers on issues raised during hearings and workshops, as well as within comment letters received during public review of the Draft PEIR prepared for the CPU.

The following summarizes City staff's further analysis of the Vehicle Miles Traveled (VMT) data previously presented in the Draft PEIRs for each of the CPUs, and the attached Supplemental White Paper (Estimating Community Plan Update Contributions Towards Climate Action Plan Goals) prepared by Kimley-Horn (Attachment A). A summary of the Climate Action Plan actions is also attached for reference (Attachment B).

VMT PER CAPITA

The VMT data was prepared by HELIX Environmental, Inc., as part of the Supplemental GHG Analysis prepared for the CPUs and presented in the Appendix to the Draft PEIR. The raw modeled data was derived from CalEEMod as part of the GHG analysis, and was presented in the technical study as an annual aggregated VMT for each of the community plan areas.

City Traffic Engineers have conducted post-processing to develop a daily, per capita VMT to better present the results of the VMT analysis, providing a comparative analysis of the population, VMT (annual aggregate per community converted to daily), and the daily VMT per capita for the existing condition and the proposed project (Proposed CPU).

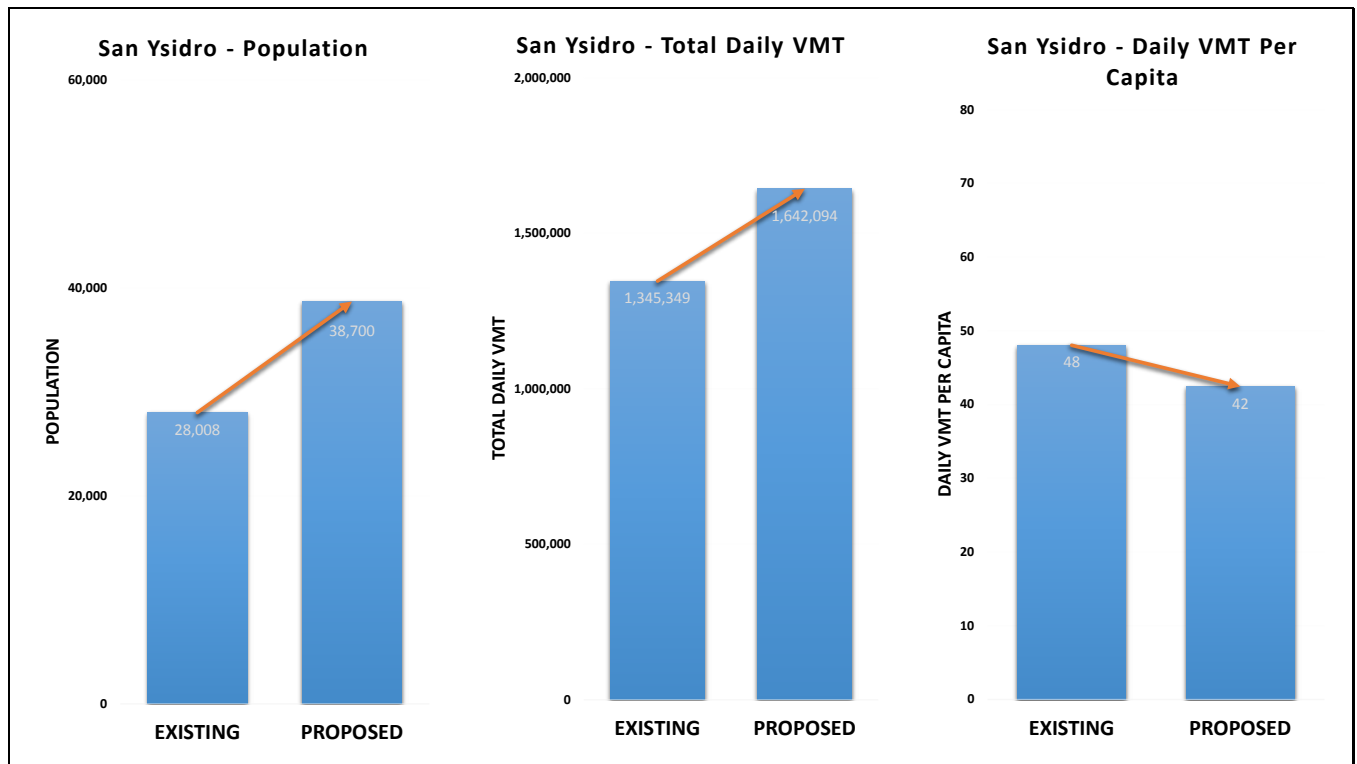
The findings from this further analysis revealed that the Proposed CPU will result in a *decrease* in daily VMT per capita. This decrease in VMT provides a proxy or compatible metric for GHG emissions, to illustrate that the Proposed CPU will reduce emissions produced by people in daily activities.

One of the primary functions of the Proposed CPU is to address how and where future growth will occur in the community. As reflected in Figure 1, the data shows that population and VMT (annual aggregate converted to daily) both increase (trend upward). With the additional population growth in the Proposed CPU, the collective VMT increases, but that increase is *community-wide*.

Where the residents live and/or work within the community has a significant impact on regional travel patterns associated with the individual. To properly account for a person's vehicular use, it is instructive to convert the VMT from a community-wide aggregate to a per capita numeric.

The data below shows that the daily VMT per capita *decreases*. This inverse of results of the daily VMT per capita occurs despite the increase in population growth and new planned densities in the Proposed CPU. The reason for the result is because the Proposed CPU focuses the majority of the anticipated growth and new densities within Transit Priority Areas, or TPAs, where the existing and proposed transit options and bike and pedestrian amenities can be realized by the new residents and employment options.

Figure 1: San Ysidro VMT Analysis Results within TPAs



TRAVEL TRIP LENGTH

The CAP identified a Citywide target of 23 miles (round trip) by year 2035. The results of the data shows that roundtrip commute trip length within the Proposed CPU are below the Citywide goals for commuters in the CAP, as reflected below.

Table 1: San Ysidro Roundtrip Commuter Trip Length Analysis Results within TPAs

Commute Mode	CPU 2035 Trip Length	2035 Citywide CAP Goal
Roundtrip Commute Trip Length	20.7 miles	23 miles*

*Source: City of San Diego Climate Action Plan, Dec 2015

MODE SHARE

The combination of utilization of automobiles, transit, bicycle, and walking, total the mode share as presented in the CAP and analyzed in the Supplemental Analysis. The CAP documents a series of strategies and establishes goals for the City of San Diego to reduce its greenhouse gas (GHG) emissions citywide; however, it does not specifically state that each community must reach the goals.

Rather, the CAP reductions are Citywide reductions, and due to the nature of community planning, are not always appropriate to be distributed equally amongst each community. For example, San

Ysidro has unique physical characteristics (e.g., topography, freeway barriers, street network with lower connectivity) and demographics that influence feasibility to achieve certain mode shares. While one community may be constrained with respect to one type of mode share, it may provide additional opportunities for other mode shares, such as pedestrian or transit mode shares, for example.

The CAP recognizes that reductions can be achieved in multiple ways and that flexibility in implementation is necessary. The following analysis report focuses on Year 2035 Community Plan mode share within Transit Priority Areas (TPA) and how they align with significant progress toward Citywide CAP goals. The tables below show the result of the analysis.

Table 2 provides a comparison of the existing, Citywide Climate Action Plan (CAP) goals, and 2035 mode share after implementation of the proposed community plan.

Table 2: San Ysidro Mode Share Analysis Results within TPAs

Commute Mode	Existing	CPU 2035 Mode Share CPU	2035 Citywide CAP Goal
Auto	88.3%	69.6%	50%
Transit	8.0%	13.2%	25%
Walk	3.2%	6.7%	7%
Bike	0.5%	10.6%	18%

*Source: City of San Diego Climate Action Plan, Dec 2015

The San Ysidro Community is expected to have a 65 percent growth in transit ridership due to an increase in frequency of the trolley and rapid bus service and an expansion of the trolley network including the blue line and the planned purple line. A majority of new housing and increased density is located within a TPA. This helps to increase access to additional areas with high job densities, which allow greater impact from work-based commute trip reduction programs. The walk mode share increases by 109 percent from existing, while the bike mode share increases by 2,000 percent.

Characteristics unique to this community directly influence mode choices. As described in more detail below, factors such as being adjacent to the International Border, community demographics, housing demand, and employment characteristics of residents and jobs greatly influence the automobile mode share.

A. Proximity to the International Border

The TPA located at the international border has a lower potential for increased residential density since the majority of land use around this area is associated with the port of entry, transportation, and open space. Additionally, the automobile nature of the international border also affects mode usage. In 2010, approximately 75 percent of all border crossing were private vehicles and buses.

B. Housing Demand and Demographic Characteristics

The housing market in this community is greatly influenced by the size of the family. San Ysidro has an approximate average household size that is 50 percent greater than the

Citywide average. Furthermore, 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.

The Proposed CPU increases housing capacity by almost 35 percent from existing housing in the San Ysidro community. The TPA associated with the Beyer Trolley Station is the primary TPA for the San Ysidro community for future housing growth. The additional housing capacity proposed by the CPU is based on a market analysis demand, 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 2012¹, concluded that San Ysidro has a market demand for 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 residential development.

To address the demand for additional larger family sized multifamily units, 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. As such, the Proposed CPU increases the density to 44 housing units per acre at the Beyer Street Trolley station and along portions San Ysidro Blvd to allow for 4-5 story multifamily and mixed-use projects. Additionally, the Proposed CPU increases 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 within a TPA.

C. San Ysidro's Working Residents

Based on the U.S. Census, American Community Survey (ACS) in 2009, most of San Ysidro's working residents commute to jobs located outside of the immediate surrounding area. Based on the ACS data, approximately 56 percent of San Ysidro's working residents have jobs in the service, sales, and office administrative support sectors. Included within these employment sectors are jobs in retail sales, restaurants, building, and ground maintenance. Almost 28 percent of San Ysidro's working residents have jobs in the construction and transportation employment sectors.

Jobs in these sectors are typically not in major employment centers such as Downtown, Kearny Mesa, and University that will be serviced by the blue and purple line trolleys or

¹ San Ysidro Community Plan Update: Background Conditions Assessment and Market Analysis, March 2012. BAE Urban Economics.

not in the same daily location. Approximately 23 percent San Ysidro's working residents travel to either Otay Mesa, Otay Mesa Nestor, or Chula Vista as shown in Table 3.

Table 3: Where Workers are Employed Who Live in the San Ysidro Community Plan Area

Work Destination	Percent of all Destinations
Otay Mesa, Otay Mesa Nestor	11%
Chula Vista	12%
San Ysidro	8%
Downtown	5%
National City	5%
Serra Mesa, Kearny Mesa (east)	4%
Barrio Logan, SESD	3%
Mission Valley	3%
Kearny Mesa (west) Clairemont	3%
Sorrento Valley	2%
All Other Locations with 1% or less share	44%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2014

D. Jobs in San Ysidro

Almost 33 percent jobs in San Ysidro are in the retail sector which is the largest employment sector in the community. While not included in the ACS data, SANDAG employment data from 2008 indicates that there were approximately 6,300 government employees in San Ysidro which can be attributed to the Port of Entry. With 92 percent of jobs in the community held by people commuting to San Ysidro, it is reasonable to assume that a large percent of workers in the retail and government sector are commuting to San Ysidro. While the analysis did account for Transportation Demand Management (TDM) programs and policies that could be implemented throughout the life of the Proposed CPU, individual large employers such as the Federal Government and larger retailers could increase incentives for employees to take transit which could decrease vehicle commute trips.

E. Programs and Policies

While the Proposed CPU 2035 Mode Share currently shows an automobile share that exceeds the 2035 Citywide CAP goal, this analysis does not account for other programs and policies that would be implemented throughout the life of the Proposed CPU, such as additional bicycle and pedestrian improvements whenever street resurfacing occurs, as feasible; highest priority bicycle and pedestrian improvements that align with "Vision Zero"; regional improvements that promote alternative modes of transportation, such as mobility hubs; promotion of bicycle and car sharing programs; the CAP consistency

checklist for new development; and improvements to enhance transit operations and accessibility.

To help clarify this important point, additional policies have been added to the chapters addressing sustainability and conservation in the San Ysidro Community plan to support CAP implementation, as reflected below.

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

POLICY: 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.

These policies also support continued monitoring of the mode share within the TPAs, within the communities, in support of the CAP Annual Monitoring Report Program. The data provided in the tables above provides a platform upon which the City can continue its efforts to realize the mode share to achieve the Citywide GHG reductions set forth in the CAP.

Attachments: A. *Estimating Community Plan Update Contributions Towards Climate Action Plan Goals* White Paper
 B. Climate Action Plan Actions Summary

Estimating Community Plan Update Contributions towards Climate Action Plan Goals (San Ysidro)

White Paper

Prepared for:

City of San Diego

Prepared by:

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September 20, 2016

Introduction

The *City of San Diego Climate Action Plan (CAP)*, adopted December 2015, documents a series of strategies for the City of San Diego to reduce its Green House Gas (GHG) emissions. Each strategy contains goals for Target Years 2020 and 2035.

This document and methodology described below will focus on Strategy 3 in the CAP (increasing bicycling, walking and transit) and how community plans, prepared by the City of San Diego Planning Department, will align with the stated goals for mode share and commute trip length. The CAP stated goals for mode share and commute trip length are as follows;

- Target 3.1: Mass Transit Mode Share – increase peak period commute mode share to 12% by 2020 and 25% by 2035 in 2035 Transit Priority Areas (TPAs);
- Target 3.2: Walking Mode Share – increase peak period commute mode share to 4% by 2020 and 7% by 2035 in the 2035 TPAs;
- Target 3.3: Bicycling Mode Share – increase peak period commute mode share to 6% by 2020 and 18% by 2035 in the 2035 TPAs;
- Target 3.6: Reduce average vehicle commute distance by 2 miles by 2035.

The CAP establishes goals citywide, and does not specifically state that each community must reach the goals. This methodology, detailed in this document, will demonstrate how changes resulting from the Land Use and Mobility Element within community plans will be analyzed to determine if the community plan updates (CPU) are aligned with the citywide CAP goals. This analysis report focuses on Year 2035 Community Plan mode share and how they align with the citywide CAP goals.

A – Literature and Software Review

To develop a methodology for the forecasting of future mode share, a review of reports, research publications, previously submitted studies and existing software was completed to evaluate the complexity and applicability of the inputs, processes and outputs from each method. A list of the literature and software sources are cited below.

- *NCHRP Report 552: Guidelines for Analysis of Investments in Bicycle Facilities* – National Cooperative Highway Research Program, 2006
- *Trip Generation Handbook, 3rd Edition* – Institute of Transportation Engineers, 2014
- *Quantifying Greenhouse Gas Mitigation Measures* – California Air Pollution Control Officers Association (CAPCOA), 2010
- *SB743 Sketch Planning Tool* – San Diego Association of Governments
- *MXD Spreadsheet* – San Diego Association of Governments
- *CarbonFIT Software* – Parson Brinkerhoff
- *GreenScore Software* – PlaceWorks
- *GreenTrip Software* – TransForm
- *Moving Cooler* – Urban Land Institute, 2009

NCHRP Report 552 provides a method for determining changes in bicycle mode share for commute trips based on new facilities in a community. The methodology appears to be sensitive to various types of bicycle facilities ranging from Class I to Class III, and changes in density adjacent bicycle facilities. Data

needs include existing and planned bicycle facilities, percent of adult population that bicycle in a day and population of adults.

ITE Trip Generation Handbook, 3rd Edition outlines a method for estimating person trips for mixed-use developments, urban infill and transit friendly development projects. The method uses land uses found in regional models to estimate person trips. Additional case studies on urban infill and transit oriented development projects provide case studies to validate results.

SB 743 Sketch Planning Tool developed by SANDAG is based on an interactive map published by SANDAG which provides the VMT per Capita and the population of neighborhoods. This data can be used in a simple tool to see where existing VMT is below the regional average VMT. Using this method, areas where future development can lead to reductions in regional average VMT can quickly be identified without the need for additional data collection. This, however does not calculate mode share.

The MXD Spreadsheet tool which was developed for SANDAG by a consultant provides a tool to estimate the internal capture rate of a site. Based on ITE rates, this methodology is useful for understanding the internal capture rates around a transit station or mixed-use development. The ability to scale this methodology across a large community or area has not been studied or proven valid.

CAPCOA provides a method for quantifying the reduction in VMT (up to a max reduction of 75%) based on the location (urban, compact infill, suburban etc.), housing and employment density, transit accessibility among other factors. It provides simple methodologies with case studies and supporting documentation for VMT reduction values. Data inputs include densities of housing and jobs, distances to downtown or major employment centers, and distance to transit.

The Urban Land Institutes' July 2009 report titled *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emission* provides a methodology to quantify changes in the bicycle mode share resulting from changes in the bicycle network. The methodology requires an understanding of existing and planned bicycle improvements, and existing bicycle commute statistics.

Software packages were also reviewed for their ability to estimate future mode share and VMT reductions. These included the following packages; CarbonFit, GreenScore and GreenTrip. CarbonFit is a CommunityViz based model for estimating Green House Gas emission reduction based on population and employment densities. GreenScore provides methods for estimating impacts on VMT from pedestrian connections among other factors. GreenTrip provides a way to estimate impacts of land use and parking around trolley lines. These three software packages are all considered proprietary, require extensive upfront modelling and data collection, and don't provide a clear methodology that can be verified at this time.

Table 1 contains a summary sheet of the different literature and software methods reviewed for this study.

Table 1: Summary Matrix of Mode Share Forecasting Methodologies

Model/Method	Source/Basis	Data Input	Outputs/ Results	Comments
Sketch planning method for estimating bicycle users	NCHRP Report 522: Guidelines for Analysis of Investments in Bicycle Facilities.	Uses NHTS journey to work data to calculate $A_{\text{high}} = 0.5\% + 3(C)$ $A_{\text{moderate}} = 0.3\% + 1.5(C)$ $A_{\text{low}} = C$ Where A = % of adult population that bicycles in a day, and C = Bicycle commute share (from Census data) Adult Population	Bicycle Commute Trip Percentage Commute Trips	This method appears to have merit in determining the changes in bicycle mode share based upon new facilities in a community and adding density near bicycle facilities. The required data is not extensive.
Urban Infill and Transit Trip Rates	ITE Trip Generation Handbook, 3 rd Edition/	Land Use	Person Trips	Outlines a method for estimating person trips for mixed-use developments, urban infill, and transit friendly development projects. Potentially useful for validating mode split results based on model inputs. Case Studies on Infill and Transit Oriented Development Sites
SB 743 Sketch Planning Tool	SANDAG – using regional model	Model Inputs VMT per Capita Population	VMT Identifies existing low VMT areas	Provides a simple tool to see where existing VMT is below regional averages, suggesting areas where further development can lead to reductions in the regional average VMT.
MXD Spreadsheet	Developed for SANDAG by consultant ITE Trip Generation Manual	Land Use	Internal Trip Capture Rate Allows reduction in trips due to internal trips within a single site	Tool which provides a site specific internal capture based on ITE rates. Internal capture could be presumed to be walking trips. Potential uses include specific locations such as a transit station, or mixed use development site, though applications across a large community are limited.
CAPCOA Transportation	California Air Pollution Control Officers Association/	Density (Need TAZ or Census Tract Acreage) Housing and Employment Densities Distances to Downtown/Employment Centers Distances to Transit	Percent reduction in VMT	Methodology for estimating VMT reductions based on location, housing and employment densities, transit access and other factors used in regional modelling. Potential reductions in VMT of 75% in urban locations.
CarbonFit	Parson Brinkerhoff	Population Density Employment Density Job/Housing Mix Travel Demand Management Strategies.	Unknown, review of software unavailable as a proprietary software.	CommunityViz based scenario analysis tool for analyzing Green House Gas emissions.
GreenScore	PlaceWorks			Potential tool for estimating impacts on VMT based on walkability and other transportation factors. Developed by Placeworks as a proprietary model. Model inputs and outputs are unknown. Results can't be verified or checked
GreenTrip	TransForm			Community based planning tool which helps understand impacts of land use and city parking codes on mode choice. GreenTrip's San Diego model is based solely on the Trolley lines. Model inputs and outputs are unknown. Results can't be verified or checked
Moving Cooler	Urban Land Institute	Existing and Future Bicycle Facilities Densities (Class I, II, IV) Existing Bicycle Mode Share. Where, Future Bicycle Mode Share=Existing Mode Share*((Existing Mode Share + Change in Density of Bicycle Facilities)/Existing Mode Share)	Future Bicycle Mode Share	This fits well for a community wide analysis as the network density can be calculated through GIS data published by SANGIS.

Literature Review Conclusion

Based on the review of the methodologies for forecasting future mode share, there is no single method which accurately estimates the share of trips taken by bicycling, walking and transit. A combination of multiple methodologies will need to be tested to develop the future mode share for these three alternative modes of transportation.

The recommended methodology for forecasting bicycle mode share is the method presented in the Moving Cooler Report. With an understanding of the existing and future bicycle networks, bicycle facility densities can be calculated (miles of bicycle facilities per square mile). This method accounts for Class I, Class II and Class IV bike facilities traversing areas with qualifying urban densities. According to the study, each additional mile of bicycle facility per square mile accounts for a 1% increase in bicycle commuting.

The simplest and most comprehensive method of understanding reductions in VMT is presented in the CAPCOA methodology. VMT reduction calculations require data with regards to density of housing and employment, and geographic variables such as distance between employment and housing centers.

We recommend applying these methodologies in combination with the travel forecast model results to determine how community plan updates align with the specific citywide CAP Goals regarding mode share and commute trip length reductions.

B – Methodology

Three methods were used in the estimation of future mode share, and commute vehicle miles travelled for the San Ysidro Community Plan updates (CPU). The three methods are presented below, along with preferred data collection methods, and alternative sources of data used where further data collection was not available. Sample calculations and a preview of the spreadsheet used in the analysis can be found in **Appendix A**.

TRAVEL FORECAST MODEL

For the purposes of this study, the following information was pulled from the Series 12 Calibrated Model for San Ysidro used for the community plan update. Since citywide Climate Action Plan (CAP) goals related to mode share were aimed at Transit Priority Areas citywide, model runs were completed for Transit Priority Areas (TPAs) that fall within each community. The following results from the travel forecast models were used to establish the future year conditions for average trip length (miles) and mode share during the peak period:

- Auto Home-to-Work based trips
- Transit Home-to-Work based trips
- Walk Home-to-Work based trips
- Bicycle Home-to-Work based trips

Using the travel forecast model as a starting point for projecting future conditions, the methodologies outlined below were applied to more accurately forecast changes in mode share and commute trip length.

CAPCOA QUANTIFYING GREENHOUSE GAS MITIGATION MEASURES, 2010

CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* (2010) provides a methodology for estimating VMT reductions resulting from land uses, policy changes and other factors. Details on the CAPCOA metrics used in the study are provided below, while **Table 4** summarizes the metrics reviewed for the study.

CAPCOA LUT-1: Population and Employment Densities

Description:

Reductions in VMT based on changes in population or job densities across a community.

Data Needed:

- Housing Density (housing units per acre)
- Job Density (jobs per acre)

Method:

- 1) Calculate housing or job density equivalent.

- a. If housing: $A = (\text{Density} - 7.6) / 7.6$

- b. If jobs: $A = (\text{Density} - 20) / 20$

- 2) Calculate VMT Reduction

- a. $\%VMT \text{ reduction} = 0.07 * A$

(Max Reduction = 30%)

Data Source:

- Series 13 model*
 - Housing density
 - Job Density

* Series 13 Forecast model used to calculate housing and job densities due to data availability. Future studies are recommended to use calibrated models for community plan updates

CAPCOA SDT-1: Pedestrian Facility Enhancements

Description:

Reductions in VMT based on pedestrian enhancements which provide connectivity and access. Higher reductions for urban locations than rural locations.

Data Needed:

- Sidewalk Network

Method:

Based on a review of community location, existing and planned connections within the community, and to the external network, a VMT reduction is selected from **Table 2**.

Table 2: CAPCOA SDT-1 Categories

VMT Reduction	Extent of Pedestrian Accommodations	Context
2%	Connections within study area and to external network	Urban/ Suburban
1%	Connections within study area, no external connections	Urban/ Suburban
<1%	Connections within study area and to external network	Rural

Data Source:

- Community Plan

CAPCOA TRT-1: Voluntary Commute Trip Reduction Programs

Description:

Reduction in VMT based on participation in a voluntary Commute Trip Reduction Program which can include the following features:

- Carpooling encouragement
- Ride-matching assistance
- Preferential carpool parking
- Flexible Work Schedules
- Vanpool assistance
- Bicycle end-trip facilities (parking, showers)
- Parking cash-out or Priced parking
- Transit Subsidies

Data Needed:

- Study Area Location (low density suburb, suburban center, urban)
- Percent of eligible employees

Method:

$$\% \text{ VMT Reduction} = A * B$$

Where:

A= % reduction in commute VMT based on **Table 3**

B= % of Eligible Employees

Table 3: CAPCOA TRT-1 Categories

VMT Max Reduction	Context
5.2%	Low Density Suburban
5.4%	Suburban Center
6.2%	Urban

Data Source:

- Series 13 model (Preferred)
 - Workers in areas
 - Population
- Census Data (Alternative)
 - Residents
 - Employment

CAPCOA TRT-9: Car Share Program

Description:

Reduction in VMT based on the implementation of a car-share program. These car-share programs can be either transit station, residential-, or citywide-based.

Data Needed:

- Urban or Suburban Context
- Number of Car-share vehicles

Method:

Assigned maximum reduction allowed (0.7% VMT Reduction)

Table 4: Summary of CAPCOA Measures Considered for Use in Evaluation

Measure		Used in this Analysis	Considered in Forecast Model	Apply Method at Project Level	Not Used
Land Use/ Location	Density	A			
	Design			P	
	Location Efficiency		M		
	Diversity			P	
	Destination Efficiency		M		
	Transit Accessibility			P	
	BMR Housing			P	
Neighborhood/ Site Design	Pedestrian Network	A			
	Traffic Calming			P	
	NEV Network				X
	Car Sharing	A			
	Bicycle Network				X ¹
Parking Policy/Pricing	Parking Supply Limits			P	
	Unbundle Parking			P	
	On-Street Market Pricing			P	
	Residential Parking Permits	A			
Transit System Improvements			M		
Commute Trip Reductions	Voluntary TDM Program	A			
	Mandatory TDM Program			P	
	Transit Fare Subsidy			P	
	Employee Parking Cash Out			P	
	Workplace Parking Pricing			P	
	Alt Work Sched/Telecommuting	A			
	TDM Marketing			P	
	Employer Sponsored Shuttles/Vans			P	
Road Pricing Management					X

Notes: A = Measure was used in the analysis;

M = Measure is addressed through the travel forecast model;

P = Measure is more appropriately addressed at Development Review Stage

X = Measure was not used

¹ = Used method from Moving Cooler Study instead

MOVING COOLER STUDY: URBAN LAND INSTITUTE, 2009

Description:

Method for estimating future bicycle mode share that results from increased bicycle lane densities.

Note: Only length of Class I, Class II, and Class IV bike facilities are calculated

Data Needed:

- Existing Bike Mode Share
- Existing & Planned Bike Network Density

Method:

- 1) Calculate Existing and Planned Bike Network Density.
- 2) $\text{Planned Bike Network Density} - \text{Existing Bike Network Density} = \text{Bike Network Density Change}$
 - a. 1-to-1 relationship between Bike Network Density Change and Mode Share Change
- 3) $\text{Existing Bike Mode Share} + \text{Mode Share Change} = \text{Future Mode Share}$

Data Source:

- Community Plan Updates
 - Bike Network (GIS Files)

C—Analysis Results

The analysis results from applying the methodology presented in Section B depict the effect of applying multimodal mobility strategies on commute patterns for the different land use scenarios in the community plan updates (CPU). The results may provide insight to potential future mode shares associated with community plan updates. The table below provide a summary of the results of this analysis for San Ysidro. The following sections provide a breakdown of each communities existing and future mode share. **Appendix B** contains graphic demonstrations of the results.

San Ysidro Community

Table 5 provides a comparison of the existing, citywide Climate Action Plan (CAP) goals, and 2035 mode share after implementation of the proposed community plan.

Table 5: San Ysidro Mode Share Analysis Results within TPAs

Commute Mode	Existing	CPU 2035 Mode Share CPU	2035 Citywide CAP Goal
Auto	88.3%	69.6%	50%
Transit	8.0%	13.2%*	25%
Walk	3.2%	6.7%	7%
Bike	0.5%	10.6%	18%
Roundtrip Commute Trip Length	25 miles**	20.7 miles	23 miles**

*Includes the Trolley (Purple) Line 562 by 2035, in accordance with San Diego Forward: The Regional Plan

**Source: City of San Diego Climate Action Plan, Dec 2015

Community wide, San Ysidro experiences a shift from vehicle traffic to other modes. The commute mode share for transit increases by 65% over existing to an expected transit mode share of over 13.2%. The walking mode share more than doubles, increasing to 6.7%. This increase is due to new pedestrian facilities. An extensive program of new bicycle facilities within the community results in a 20-fold increase in bicycling, bringing the bicycle mode share to 10.6%.

The increase in transit mode share within the TPA is primarily attributed to the mix of uses with access to the Trolley at the Beyer Blvd and Iris Ave transit stations. The San Ysidro Transit Station near the border functions more as an international commuter facility. In fact, the station is one of the busiest in the entire region, however, most of these crossings are through trips without an origin or destination in the community, with these trips not factoring in the community's mode share of trips to/from work.

Additional Strategies Contributing to Mode Shift Goals and Reduced Commute Trip Lengths

Additional programs, bike and pedestrian facilities, or strategies implemented at the project level may be conducive to achieving further reductions in passenger vehicle trips than what is presented herein. Some strategies are more focused on individual development sites and cannot be quantified on a community wide basis. These additional strategies, which will help further the progress towards meeting citywide CAP goals and are consistent with the community plan include:

- Site design to orient uses toward sidewalks and transit facilities
- Mixed-uses developments that capture internal walk trips
- Improvements to enhance transit accessibility
- Traffic calming to improve the experience for pedestrians and bicyclists
- Bike Share programs
- Project-level amenities consistent with the CAP Checklist (e.g, on-site bicycle amenities, TDM Program, preferential parking spaces for carpool and vanpool)
- Bicycle Facilities above and beyond those called for in the community plans
- Improvements associated with Vision Zero goals

It is also important to remember that mobility infrastructure and commuting patterns extend beyond community and city boundaries, so any community-specific projection relies upon assumptions pertaining to the larger regional mobility network. Quantitative precision in achieving reductions in passenger vehicle trips is an exercise that is most appropriately addressed on a citywide level during the annual monitoring of the CAP as a whole.

Appendix A: Sample Calculations

FUTURE MODE SHARE WITH IMPLEMENTATION OF COMMUNITY PLANS

Step 1

Step 2

Step 3

Step 4

Step 5

Step 6

Step 7

Step 8

Community	Existing Mode Share				Existing		Capcoa VMT Trip Reductions (in %)					Moving Cooler	Home to Work Trips in Peak Period from 2035 Model with Proposed CP								LUT-1				SDT-1 Changes		TRT-9 Changes		Commute Trip Reduction - Changes		Moving Cooler Changes		Mode Share			
	Car	Transit	Walk	Bicycle	VTM/ Capita	% of Region Avg.	LUT-1 Employment and Polulation Density	SDT-1 Walking Ammeniti es	TRT-9 Car Share Program	TRT-1 Commute Trip Reduction (voluntary)	Total	Bicycle Network Density	Car	Transit	Walk	Walk Trips within TAZs	Walk Total	Bicycle	Total	Total with adjusted Walk	Car	Transit	Walk	Bicycle	Car	Walk	Car	Transit	Car	Transit	Car	Bike	Car	Transit	Walk	Bicycle
San Ysidro TPA	88.3%	8.0%	3.2%	0.5%	13.69	67.6%	-1.2%	-2.0%	-0.7%	-2.2%	-6.1%	10.5%	5480	678	113	190	303	61	6333	6522	-66	22	22	22	-110	110	-38	38	-121	121	-605	605	69.6%	13.2%	6.7%	10.6%

Note:

Future Home to Work Trips recieved from SANDAG Series 12 Community Forecast Models (Data Source 3)

Calculation Methods & Examples

Step 1

Existing Mode Share and VMT per Capita

Note:

Existing Mode Share recieved from National Household Travel Survey based on 2014 Census data (Data Source 1)

Note:

Existing VMT per Capita recieved from SANDAG SB743 Model (Data Source 2)

Step 2

CAPCOA LUT-1 VMT Reductions

SANDAG Regional Growth Forecast for Residential and Job Density

Ex. VMT Reduction for following densities;

- Residential Density: $\frac{Density - 7.6}{7.6} \times .07$
- Employment Density: $\frac{Density - 20}{20} \times .07$

Percent VMT reduction taken as difference between Existing and Future % VMT reductions.

Note:

Reductions based on CAPCOA Transportation VMT Reduction Guidelines (Data Source 4)

Step 3

CAPCOA SDT-1 VMT Reductions

Select a VMT reduction based on location and pedestrian facilities available

VMT Reduction	Extent of Pedestrian Accommodations	Context
2%	Connections within study area and to external network	Urban/Suburban
1%	Connections within study area, no external connections	Urban/Suburban
<1%	Connections within study area and to external network	Rural

Step 4

CAPCOA TRT-1 VMT Reductions

- From SANDAG Regional Growth Forecast find residents and jobs in each community.
- Assuming 50% of population are eligible working employees, a ratio of community employment to working population was found.
- The ratio was multiplied by the maximum VMT reduction available for a voluntary Commute Trip Reduction program to find the estimated VMT reduction in each community.

Step 5

Moving Cooler Bike Mode Share

Existing Bike Network Density: $\frac{Existing\ Miles\ of\ Bike\ Lanes\ (Class\ I,Class\ II,Class\ IV)}{Square\ Miles\ of\ Area}$

Planned Bike Network Density: $\frac{Existing+Planned\ Miles\ of\ Bike\ Lanes\ (Class\ I,Class\ II,Class\ IV)}{Square\ Miles\ of\ Area}$

Percent Change*: $Planned\ Bike\ Network\ Density - Existing\ Bike\ Network\ Density$

*A 1:1 ratio between Bike Network Density and Mode Share is assumed (Moving Cooler)

Final Bike Mode Share: $Existing\ Bicycle\ Mode\ Share + Percent\ Change$

Note:

Based on Urban Land Institute Moving Cooler Report (Data Source 5)

Step 6

Calculate Auto Trips removed by Steps 2-5

Auto Trips from model x % Reduction = Auto Trips Removed

Step 7

Calculate Moving Cooler Changes

Bike:

$Moving\ Cooler \times (Peak\ Period\ H\ to\ W\ Trips - Peak\ Period\ H\ to\ W\ Bicycle\ Trips)$

Bike Mode Share

Car:

- (Bike Moving Cooler Changes Calculation)

Step 8

Calculate Future Mode Share

$Future\ Mode\ Share = \frac{Adjusted\ Trips\ by\ Mode}{Total\ Adjusted\ Trips}$

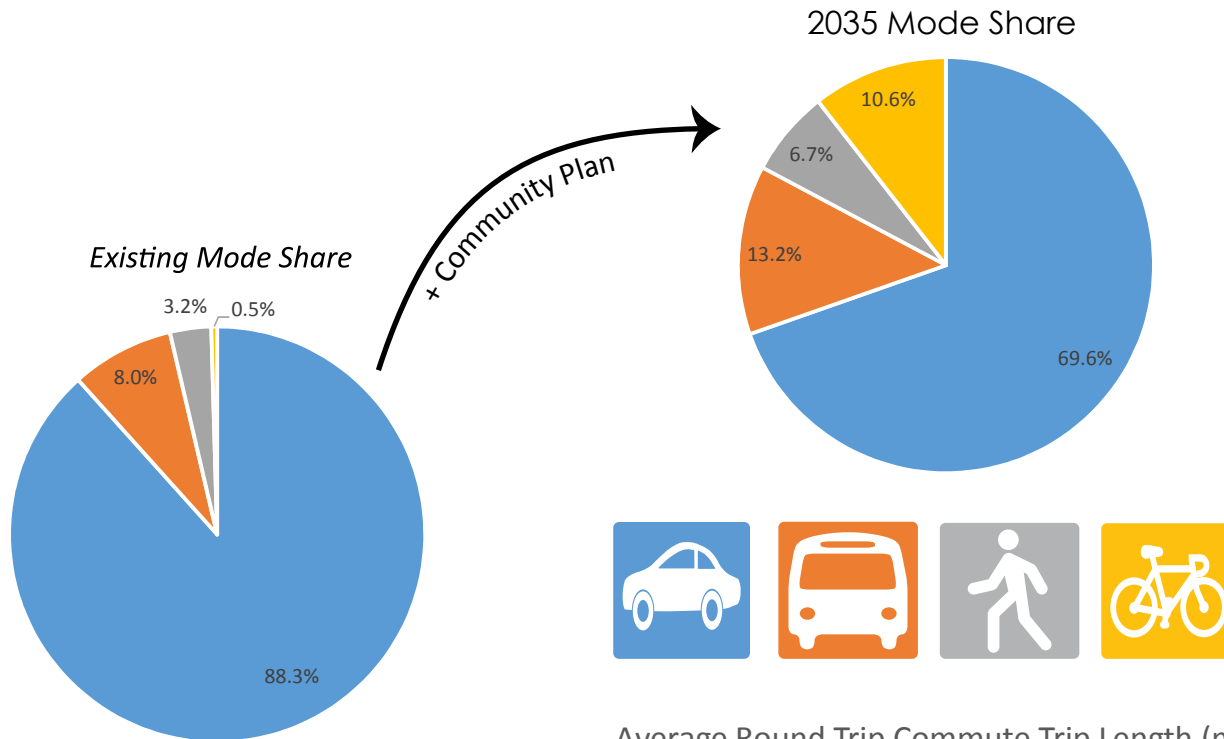
Data Sources:

- National Household Travel Survey (Census 2014)
- SANDAG SB743 Sketch Plot Model
- SANDAG Series 12 Community Model
- CAPCOA Transportation VMT Reductions
- Urban Land Institute Moving Cooler Report

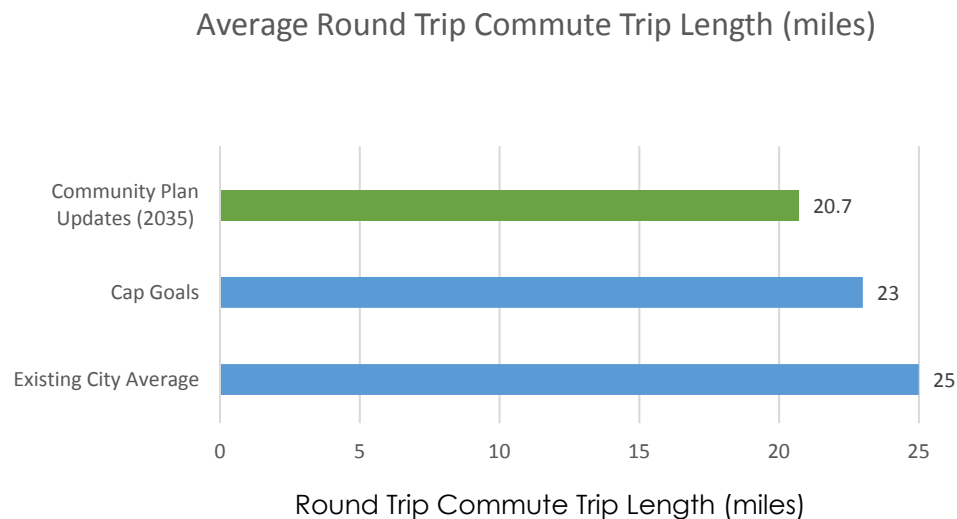
Appendix B: Summary Graphs

San Ysidro Community

Performance Towards Meeting Climate Action Plan Goals



- CAP Mode Share Goals**
- Car Mode Share - 50%
 - Transit Mode Share - 25%
 - Walk Mode Share - 7%
 - Bike Mode Share - 18%
- *Mode Share reflects peak period commute trips within Transit Priority Area (TPA)



Climate Action Plan Actions Summary

The City of San Diego's Climate Action Plan (CAP) lays out five bold strategies to meet 2020 and 2035 greenhouse gas (GHG) emissions targets. Community plan updates play a major role in implementing Strategy 3: Bicycling, Walking, Transit & Land Use. Key CAP-related measures under Strategy 3 include:

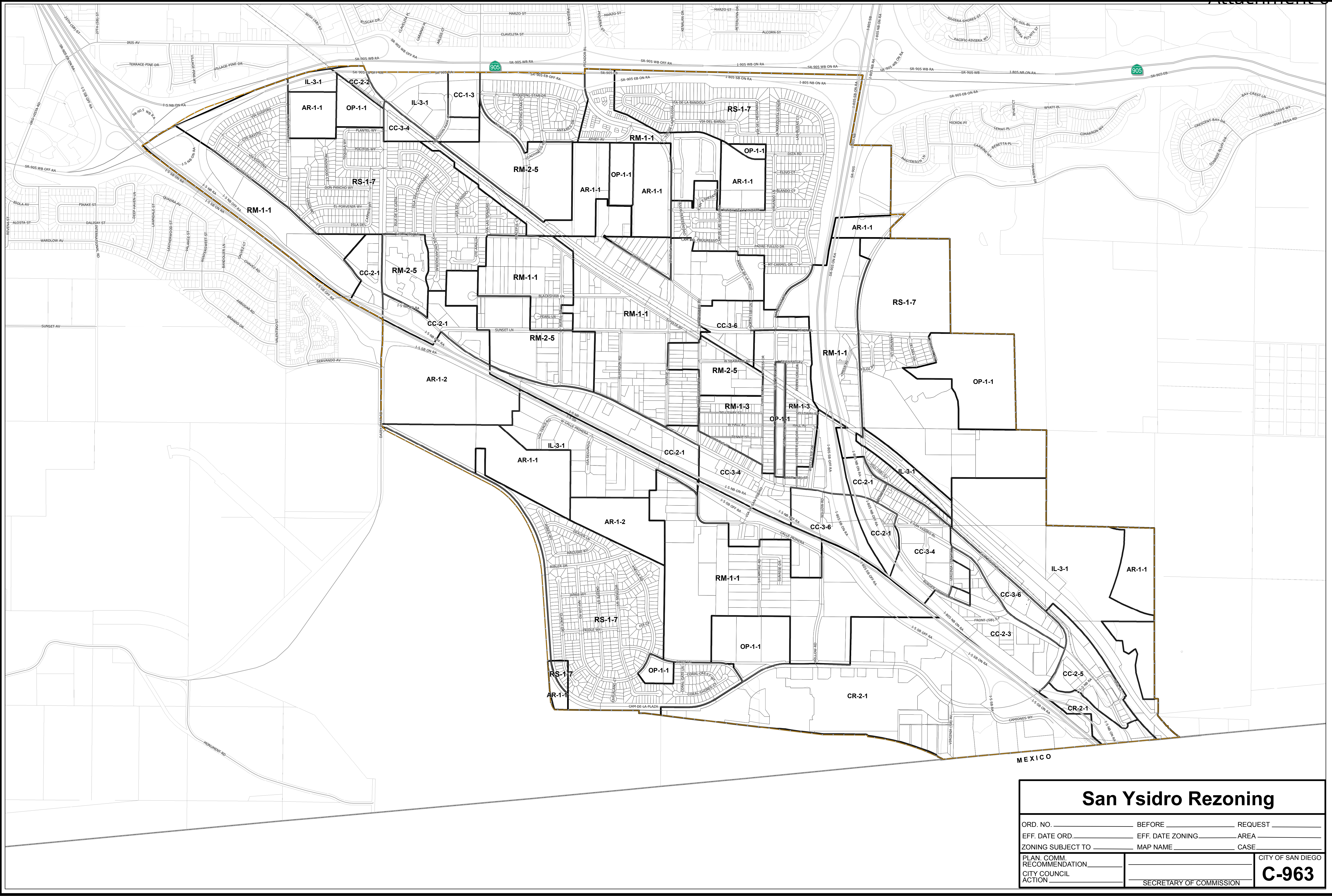
- Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
- Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
- Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.

Emissions reductions attributed to effective land use in Action 3.6 equal 1.0 percent of the total GHG reductions anticipated with implementation of the CAP by 2035 and 4.3 percent of the reductions resulting from local actions. All Strategy 3 Actions mentioned above total 3.6 percent of the total reductions and 14.9 percent of local actions for 2035.

As detailed in the qualitative analysis contained in Attachment 6 of the Planning Commission Report (No. OC-16-067), the San Ysidro community plan update complies with the CAP through: identification of village locations, applying land use designations and implementing zoning to support transit-oriented development, supporting transit operations and access, and designing a multi-modal mobility network, among other measures. Because of the citywide nature of the GHG reductions, the CAP does not include a specified quantitative target applicable to each individual community plan. Just as the General Plan acknowledges that implementation of the City of Villages strategy will vary by community, so too CAP measures require thoughtful discretion in application so that co-benefits are achieved to the maximum extent possible, and City responsibilities to implement additional state laws (related to general plans, environmental justice, water quality, air quality, housing, fire safety, and others topics) are addressed.

Quantitative precision in achieving reductions is an exercise that is most appropriately addressed on a citywide level during the annual monitoring of the CAP as a whole. However, the City is evaluating an analytical approach aimed at quantifying the effect of applying multimodal mobility strategies on commute patterns within Transit Priority Areas. The results may provide insights to potential future mode shares associated with community plan updates. It is important to remember that mobility infrastructure and commuting patterns extend beyond community and city boundaries, so any community-specific projection relies upon assumptions pertaining to the larger regional mobility network.

In addition, while the City has committed to meeting its GHG reduction targets, there is flexibility in how those targets are attained. As stated on page 29 of the CAP, "for identified local ordinance, policy or program actions to achieve 2020 and 2035 GHG reduction targets, the City may substitute equivalent GHG reductions through other local ordinance, policy or program actions." This will allow the City to be responsive to changes in technology and public policy priorities, as well as to seek the most cost-effective and beneficial strategies over the long-term implementation of the CAP.



SAN YSIDRO COMMUNITY PLANNING GROUP

Minutes from April 18, 2016

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

Roll Call: Present: F. Castaneda; M. Chavarin (6:30 pm); D. Flores; M. Freedman; J. Goudeau; B. Gonzalez; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish

Absent: M Aguirre

Quorum of 12 present at Call to Order, Item #2a, 2.b, 5.a

Quorum of 13 present at Item #5.b, 5.c.1, 5.c.2, 5.c.3, 5.c.4.

2. **Consent Items –**

a. **Approval of Published Agenda:** A motion was made by D. Flores and seconded by A. Martinez to approve the Agenda as Published. Motion Passed (12-0-0). Yes: F. Castaneda; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.

b. **Approval of Minutes:** A motion was made by D. Flores and seconded by A. Martinez to approve the Minutes of March 14, 2016 as published. Motion Passed (12-0-0).

Yes: F. Castaneda; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez;

A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.

3. **Announcements:**

- a. **Chairman:**

1. Recognition of Thomas Currie for service from July 2006 to April 2016.
2. Vacancy of one seat for term ending April 2020. Can be filled at next regular meeting.
3. Beyer Community Park Project: coffee with Council Member David Alvarez Thursday April 21 at 5:30 pm, 2240 Delany Dr. Also city Budget Hearing on Thursday May 5 at 9:00 am at City Hall.
4. Sewer Line Replacement: Short segments on Smythe Ave. south of Sunset Lane, and Sycamore Road south of Calle Primera. Exact schedule TBD.

- b. **Board Members:**

1. D. Flores
 - a. Festival Fronteras Art Exhibit, May 6th at the Front, 147 W San Ysidro Blvd., 6 pm
 - b. San Ysidro Day, May 14th 10 am to 4 pm at San Ysidro Park 212 W. Park. Food, Music, Aztec dance, mariachi, games etc.
 - c. Book Presentation on May 17th at 6 pm The Front, 147 West San Ysidro Blvd.
 - d. Grant to Casa Familiar for *Go by Bike* - part of Bike to Work Day, Fri May 20th.
2. F. Castaneda – April 21st Review the county Budget.
3. J. Goudeau – San Ysidro BID/Chamber will be hosting a Clean Up Day on Saturday April 23rd 9 am to 12 pm with a lunch to follow at the SY Community Service Center. Please contact the SYBID at 619.428.5200 for additional information.
4. A. Martinez – Health Care – State passed new regulations 18+ sign ups on May 2nd.
5. B. Gonzalez – Illegal Medical Marijuana Cooperative closed at 159-161 E. San Ysidro Blvd. and one still open at 372 E. San Ysidro Blvd.

c. **Elected Officials and Public Servants:**

1. **Gabriella Dominguez (Council Member David Alvarez)**

- a. Beyer Community Park funding for design is in the 2017 Budget.
- b. Coffee with Council Member Alvarez, Thursday April 21st at 5:30 pm at 2240 Delany Drive.
- c. San Ysidro Library Design Meeting, Friday April 29th at 6:00 pm to 7:30 pm at San Ysidro Civic Center 212 W. Park Ave.
- d. The San Diego Police Offer Retention Crisis is a report prepared by Council Member Alvarez was distributed.
- e. Smythe Creek Channel is being cleaned.

2. **San Diego Police Officer Carlos Lacarra –**

- a. Community Safety Meeting (Gangs) Tuesday May 3rd at San Ysidro High at 6 pm.
- b. Coffee with SDPD Southern Division at Starbucks at 3320 Palm Ave. on April 26th at 10 am and at the Coffee Bean and Tea Leaf at 4463 Camino de la Plaza at 5:00 pm.
- c. Young Men's Group is a 10 week diversion program with guest speakers, including aerosol artists. Contact Ignacio Gomez at Casa Familiar Youth Center 619.621.5417.
- d. Juvenile Hall Open House 2016; Behind the Scenes Tour on May 14th. Continuous tours from 9 am to 1 pm. No Charge. No reservations.

d. **Members of the Public:** None

4. **Public Comment on Matters Not on the Agenda:** None.

5. **Docket Items:**

- a. **Election of Officers:** Election of Chairperson, Vice Chairperson and Secretary from and by the elected members. *"The length of an officer's term shall be two years, except that no person may serve in the same planning group office for more than eight consecutive years. After a period of one year in which that person did not serve as an officer that person shall again be eligible to serve as an officer. If an officer does not have a full eight consecutive years at the time of officer elections, the officer is eligible to serve one additional term"* (SYCPG Bylaws, Art. VII). No current officer is termed out.

1. **Motion made by A. Martinez and seconded by B. Meza to elect Michael Freedman as the Chairperson. No other nominees. Motion passed (12-0-0)**
Yes: F. Castaneda; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.

2. **Motion made by F. Castaneda and seconded by D. Flores to elect Steve Otto as the Vice-Chairperson. No other nominees. Motion passed (12-0-0)**
Yes: F. Castaneda; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.

3. **Motion made by A. Martinez and seconded by R. Moran to elect Jennifer Goudeau as Secretary. No other nominees. Motion passed (12-0-0)**
Yes: F. Castaneda; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.

- b. San Ysidro Health Center Rezone (Francisco Garcia Applicant Representative):**
Item is continuing from March 14, 2016. Applicant is requesting a rezone for a 1.05 acre (45,738 sf) parcel at 209 Foothill Road (APN 638-190-02-00) from RM-1-1 to CSR-1 (what will be CC-3-6 in the SYCP update) for the purpose of adding an additional 66-space employee parking lot. Those commercial zones permit medical offices and parking lot. A second parcel to the southeast of approximately 7,000 sf currently used for parking is also RM-1-1 and should be considered for rezone to CSR-1 (CC-3-6) for consistency. City Planning Dept has several concerns which would be addressed during project review after the application is submitted. **A motion was made by R. Lopez and seconded by B. Gonzalez to recommend approval of the project as presented. Motion passed (13-0-0) Yes: F. Castaneda; M. Chavarin; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None**
- c. San Ysidro Community Plan Update (Staff and Members)** Adopt the follow documents and submit them to the City of San Diego for further action:
- 1. San Ysidro Community Plan Update (3rd or current revised draft) including Land Use Map, Appendix A, and Appendix B**
A motion was made by D. Flores and seconded by S. Otto to adopt the 3rd draft of the San Ysidro Community Plan, including Land Use Map, Appendix A, and Appendix B. Motion passed (13-0-0) Yes: F. Castaneda; M. Chavarin; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.
 - 2. San Ysidro Historic Village Specific Plan (April 2016 draft)**
A motion was made by D. Flores and seconded by B. Meza to adopt the San Ysidro Historic Village Specific Plan dated April 2016. Motion passed (13-0-0) Yes: F. Castaneda; M. Chavarin; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.
 - 3. Proposed Zoning Map (3/23/16 or current) & Sheet C-963**
A motion was made by D. Flores and seconded by J. Goudeau to adopt the proposed Zoning Map dated 3/23/16 and Sheet C-963. Motion passed (13-0-0) Yes: F. Castaneda; M. Chavarin; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.
 - 4. Impact Fee Study (4/12/16 or current) and Project Priority Rankings:** **A motion was made by S. Otto and seconded by A. Martinez to adopt the Impact Fee Study dated 4/12/16 and the San Ysidro CPG Priority Ranking List. Motion passed (13-0-0) Yes: F. Castaneda; M. Chavarin; D. Flores; M. Freedman; B. Gonzalez; J. Goudeau; R. Lopez; A. Martinez; B. Meza; R. Moran; S. Otto; A. Perez; D. Qasawadish. No: None. Abstain: None.**

6. **Subcommittee Reports:**

- a. **Infrastructure & Public Improvements (Otto):** No Meeting.
- b. **San Ysidro Community Plan Update Advisory Committee:** (Freedman) No meeting. Planning an Open House for public review.
- c. **San Ysidro Community Plan Update – Zoning Program (Goudeau):** Dissolve subcommittee. Work program completed.
- d. **San Ysidro Historic District Specific Plan Subcommittee (Flores):** Dissolve subcommittee. Work program completed.

7. **Representative's Reports:**

- a. **SY POE Expansion & Reconfiguration** (Aguirre) No Report.
- b. **SY Smart Border Coalition** (Flores): No Report
- c. **Community Planners Committee** (Meza): No Report.
- d. **Otay Mesa Planning Group** (Martinez): No Report

8. **Adjournment** – Meeting Adjourned at 7:15 p.m.

Next Regular Meeting May 16, 2016.
Minutes submitted by J. Goudeau

San Ysidro Community Plan Update and Associated Documents

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

Precision Park Lane Land Use Designation

Request to retain the industrial land use designation.

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

Project Level Analysis for Mobility Improvements

Requests for additional analysis for future mobility improvements

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

Using MTS Right of Way

Requirements for utilizing MTS right of way

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

Transit-only Lanes

Requests for transit-only lanes

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

Future Transit

Reflect future transit identified by the Regional Plan

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

List of Edits to the 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

3.4.12 Support high-quality transit service which connect San Ysidro to Downtown and sub-regional employment centers, consistent with the SANDAG Regional Plan, including but not limited to the following services:

- a. Trolley (Purple) Line 562
- b. Rapid Bus Route 640A
- c. Rapid Bus Route 688

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 to 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 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

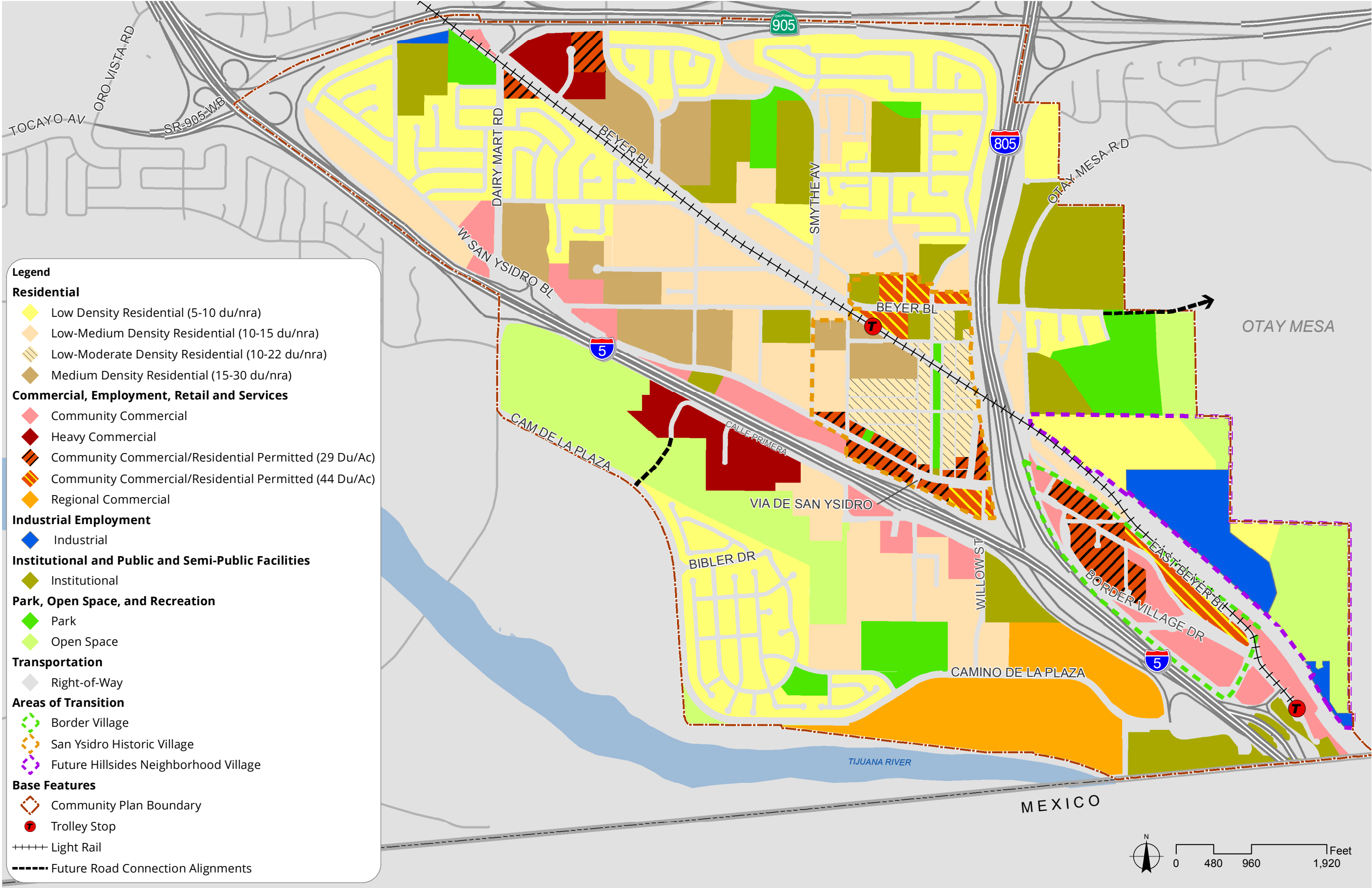


Figure 3-7: Camino de la Plaza and E. San Ysidro Boulevard

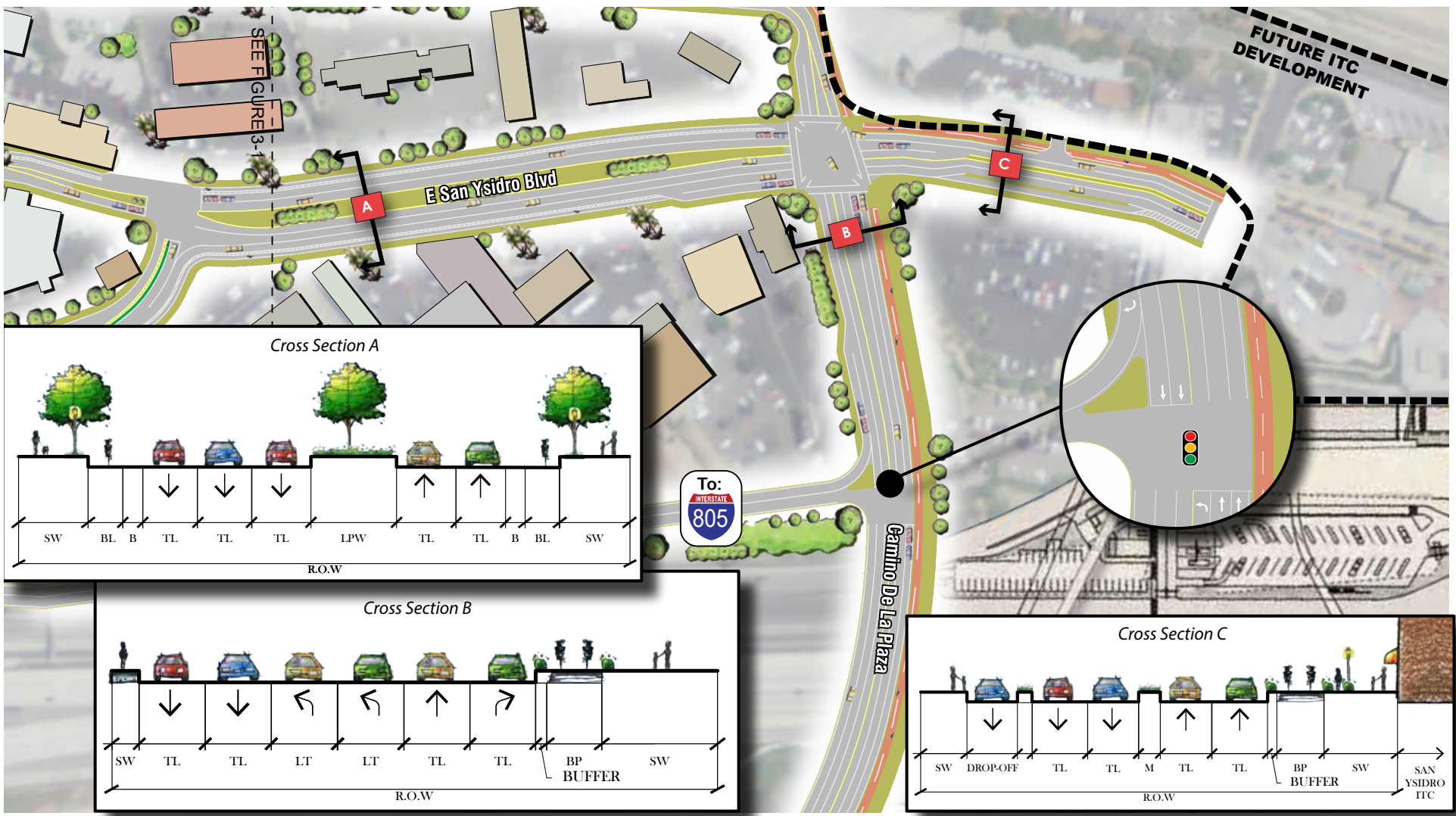
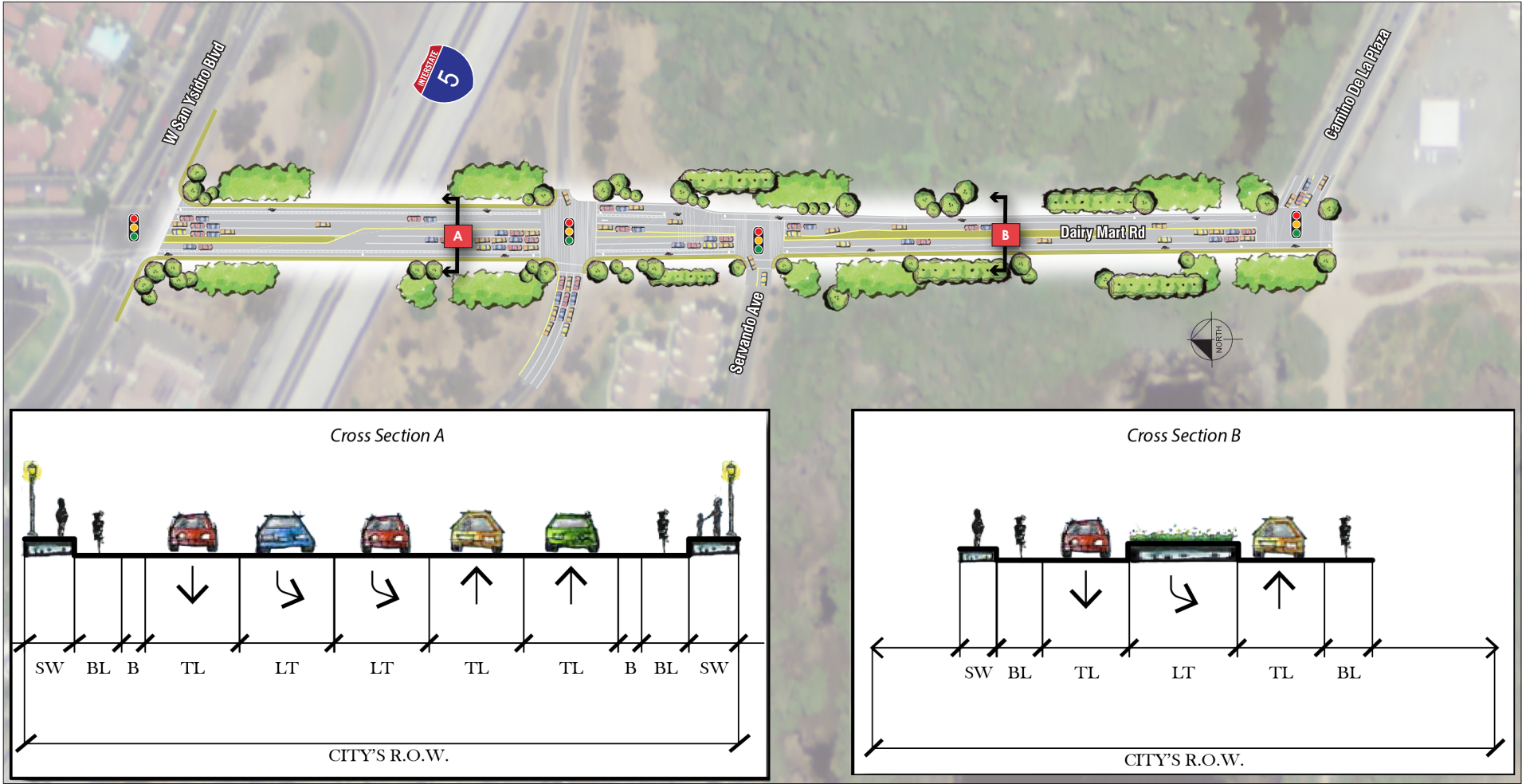



Figure 3-11: Dairy Mart Road



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

The San Ysidro Community Plan Update
Program Environmental Impact Report

Available Under Separate Cover

https://www.sandiego.gov/sites/default/files/final_peir.pdf



THE CITY OF SAN DIEGO
M E M O R A N D U M

DATE: August 16, 2016

TO: Planning Commission

FROM: Rebecca Malone, Environmental Planner, Planning Department

SUBJECT: Errata to the Final Program EIR for the San Ysidro Community Plan Update (SCH No. 2015111012, PTS No. 310690)

Subsequent to distribution of the Final Program Environmental Impact Report (FEIR) for the above referenced project and in response to comments received from the California Department of Fish and Wildlife (CDFW), Letter A-2 in the Response to Comments, the 7.32-acre United States Army Corps of Engineers (USACE) and CDFW conservation easement for wetland mitigation was added to Figures 5.6-5 and 5.6-6 in the Biological Resources Section (Section 5.6). The easement was also referenced in the Project Description (Chapter 3) and the Biological Resources Section (Section 5.6). The revised pages are attached, and this Errata has been uploaded to the Planning Department's CEQA Policy and Review webpage (<https://www.sandiego.gov/planning/programs/ceqa>).

These revisions do not affect the conclusions of the environmental analysis contained within the FEIR. Therefore, in accordance with Section 15088.5 of the California Environmental Quality Act (CEQA), recirculation of the EIR is not required.

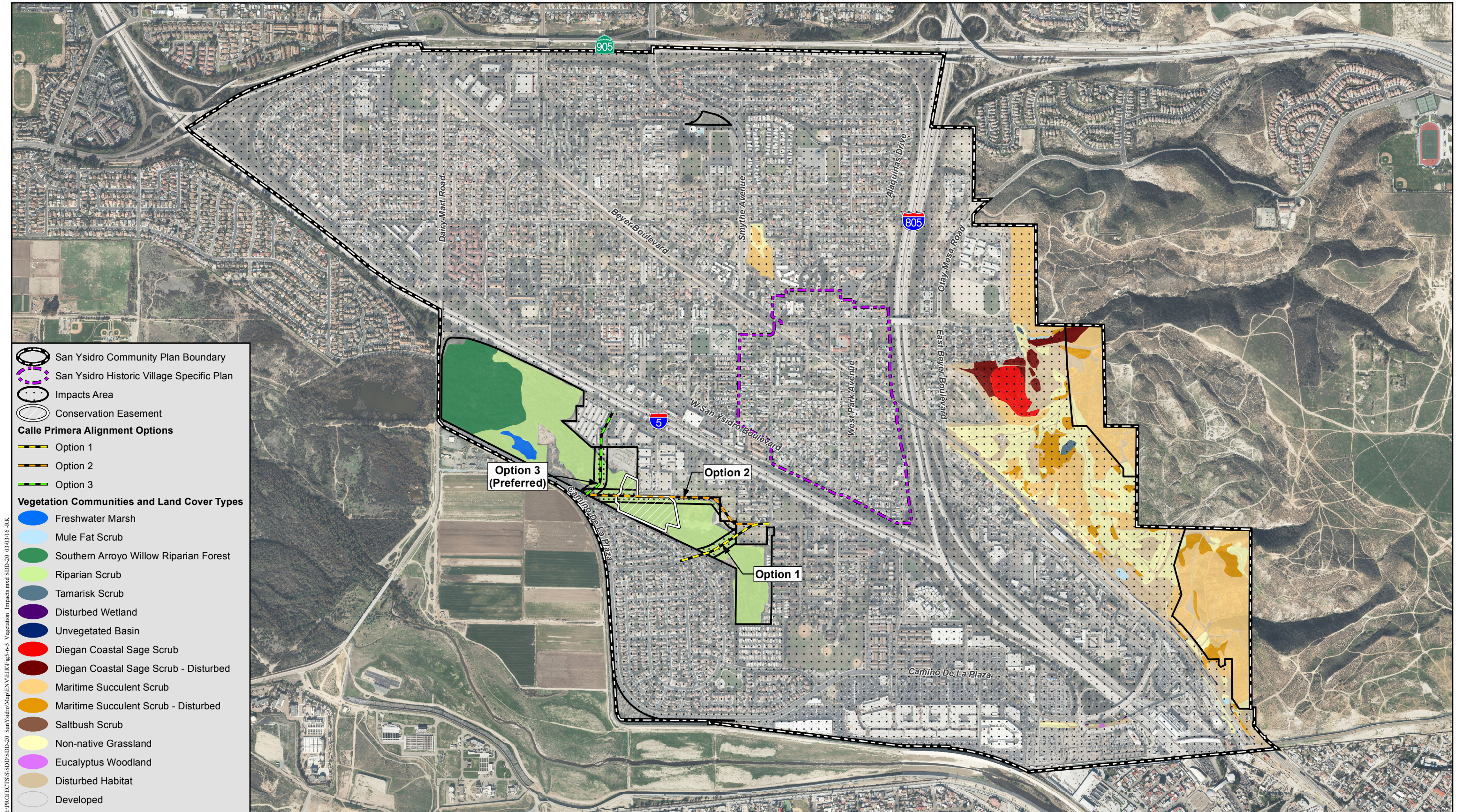
This Errata to the FEIR is being provided to Planning Commission and will be included in the record for consideration with adoption of the San Ysidro Community Plan Update and FEIR certification process.

A handwritten signature in blue ink that reads "Rebecca Malone".

Rebecca Malone, Environmental Planner

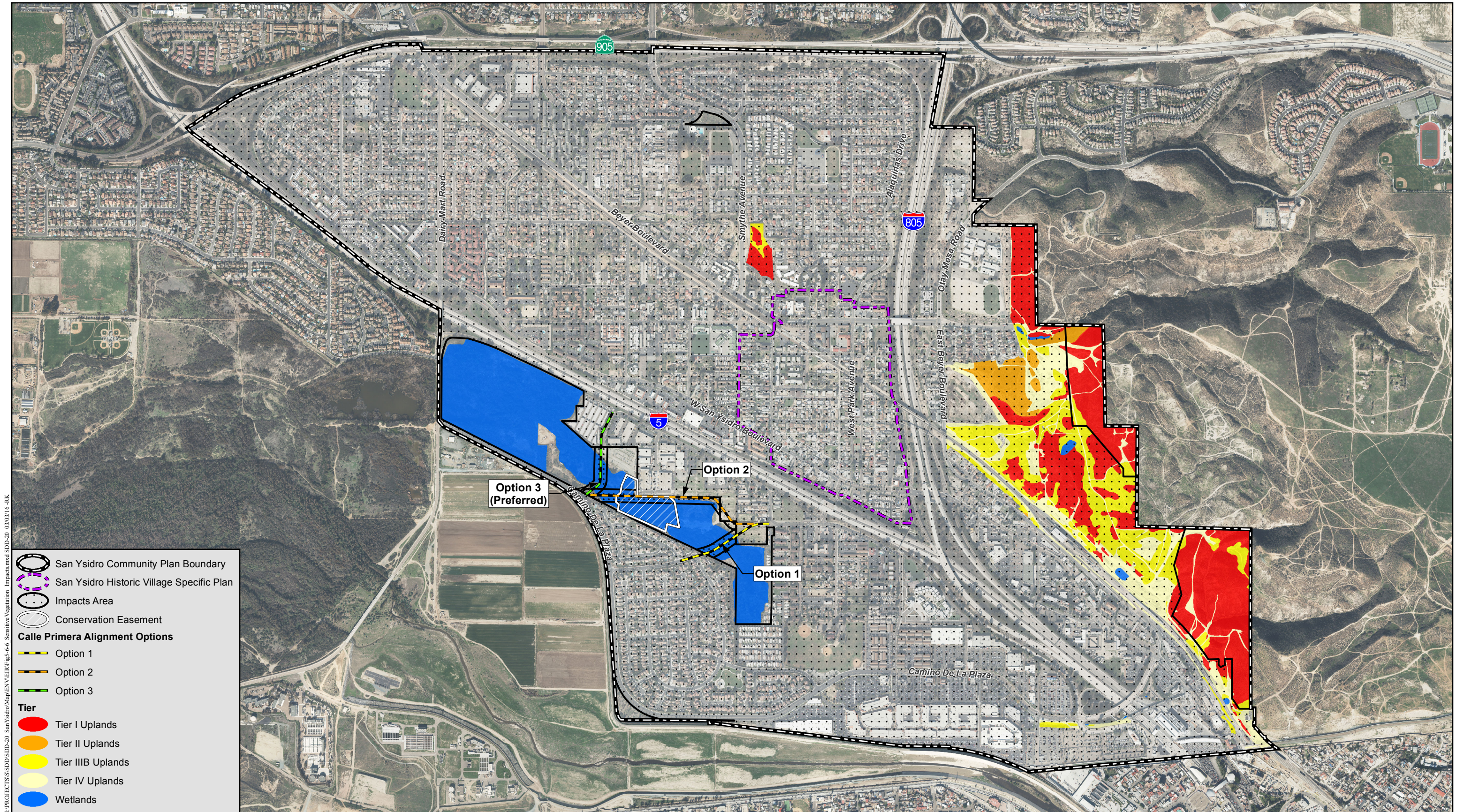
Attachments: Figures 5.6-5 and 5.6-6 (Biological Resources Section)
Pages 3-10 (Project Description) and 5.6-45 (Biological Resources Section)

cc: Project File



Impacts to Vegetation Communities and Land Cover Types

SAN YSIDRO COMMUNITY PLAN UPDATE



Impacts to Sensitive Vegetation Communities

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 5.6-6

**TABLE 3-3
PROPOSED ROADWAY CLASSIFICATION CHANGES
(continued)**

Roadway Segment	Adopted	Proposed
W. San Ysidro Blvd		
Sunset Lane to Averil Road	Modified 4 Lane Collector	2 Lane Collector (with TWLT)
Averil Road to Smythe Ave	Modified 4 Lane Collector	2 Lane Collector (with TWLT)
Smythe Ave to Cottonwood Road	2/3 Lane Major	2 Lane Collector (with TWLT)
Cottonwood Road to Via de San Ysidro	2/3 Lane Major	2 Lane Collector
E. San Ysidro Blvd		
I-805 NB Ramps to Border Village Road (west)	4 Lane Major	4 Lane Collector
Border Village Road (west) to Border Village Road (east)	4 Lane Major	2 Lane Collector
Border Village Road (east) to E. Beyer Blvd/Camino de la Plaza	4 Lane Major	5 Lane Major Arterial
Border Village Road		
San Ysidro Blvd to San Ysidro Blvd	4 Lane Major	2 Lane Collector
Willow Road		
Calle Primera to Camino de la Plaza	4 Lane Collector	2 Lane Collector

The Mobility Element also identifies a modified alignment for a proposed roadway connection included in the Adopted San Ysidro Community Plan (Adopted Plan), which would connect Calle Primera with Camino de la Plaza. The Mobility Element identifies a preferred alignment (Via Tercero) (Option 3) located to the northwest of the alignment shown on the Adopted Plan (Bibler Drive) (Option 1). The Mobility Element also identifies an intermediate alignment located between the preferred alignment and the adopted alignment (Option 2). The Option 2 segment is located within an existing 7.32-acre USACE and CDFW conservation easement for wetland mitigation. The three alignments are illustrated in Figure 3-4, *Calle Primera Alignment Options*.

Walkability

The Mobility Element includes a series of modifications to the existing roadways to promote walkability (see Figure 3-5, *Pedestrian Improvements*). In general, the improvements include improved pedestrian bridges, new or improved sidewalks, and traffic calming measures.

Bicycling

The locations of existing and planned bicycle facilities are illustrated in Figure 3-6, *Bicycle Facility Improvements*. Policies to encourage biking in the community include promoting the construction of bicycle facilities along key roadways and implementing bike share programs and providing bicycle storage facilities.

Goods Movement/Freight Circulation

The Mobility Element establishes policies aimed at accommodating the movement of commercial trucks through the community and minimizing disruption of residential areas. Specific policies focus on adopting a truck route to facilitate access to existing and future industrial/commercial areas and

The proposed extension of Calle Primera also has the potential to impact an existing wetland mitigation area established by the USACE and CDFW. This 7.32-acre conservation easement is located in riparian scrub habitat. As shown in Figure 5.6-5 and 5.6-6, the Calle Primera Option 2 segment would be located within the conservation easement. The Option 1 and preferred Option 3 segment would lie outside the conservation easement and, thus, would avoid impacts to the easement. Additional environmental review would be conducted at the time the extension is proposed to identify actions to reduce impacts, and determine mitigation measures required to avoid or reduce impacts to sensitive biological resources, if approved by the regulatory agencies.

b. Significance of Impacts

According to the City's Significance Determination Thresholds, potential impacts to these sensitive habitats/communities would be significant because they are to lands containing Tier I, II, and IIIB habitats and wetlands, and some of the impacts are in the MHPA.

c. Mitigation Framework

Implementation of the following mitigation measure would reduce impacts on sensitive habitats/communities.

BIO-10: Wetland Habitats: Wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts usually entails a combination of habitat acquisition/preservation, restoration, and/or creation. Typical mitigation ratios, as defined in the City's Biology Guidelines, are identified in Tables 5.6-9a and 5.6-9b, *City of San Diego Wetland Mitigation Ratios (with Biologically Superior Design)* and *City of San Diego Wetland Mitigation Ratios (without Biologically Superior Design Outside of the Coastal Zone)*, respectively.

TABLE 5.6-9a
CITY OF SAN DIEGO WETLAND MITIGATION RATIOS
(with Biologically Superior Design*)

On-Site Habitat Types	Vegetation Community	Mitigation Ratio
Mule fat scrub, Riparian scrub, Tamarisk scrub	Riparian	2:1 to 3:1
Unvegetated basin†	Vernal pool	2:1 to 4:1
Unvegetated basin†	Unvegetated basin with fairy shrimp	2:1 to 4:1

* A Biologically Superior Design includes avoidance, minimization, and compensatory measures, which would result in a net gain in overall function and values of the type of wetland resource over the resources being impacted.

† Unvegetated basin might qualify as either vernal pool, unvegetated basin with fairy shrimp, or neither, depending on which species are found there.

EXHIBIT A
DRAFT CANDIDATE FINDINGS
FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT
FOR THE
SAN YSIDRO COMMUNITY PLAN UPDATE AND SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN
PROJECT NUMBER 310690
SCH No. 2015111012

August 2016

DRAFT

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I. INTRODUCTION

A. Findings of Fact and Statement of Overriding Considerations

The following Candidate Findings are made for the San Ysidro Community Plan Update, as defined in the Final Program Environmental Impact Report (FEIR), and San Ysidro Historic Village Specific Plan (hereinafter respectively referred to as SYCPU and SYHVSP or the "Project"). Unless specifically indicated, these Findings apply to both the SYCPU and the SYHVSP. The environmental impacts of the Project are addressed in the FEIR dated August 2016 (State Clearinghouse No. 2015111012), which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) (Pub. Res. Code §§21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Cal. Code Regs §§15000, *et seq.*) promulgated thereunder, require that the environmental impacts of a project be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the CEQA Guidelines require that certain findings be made before project approval. It is the exclusive discretion of the decision maker certifying the EIR to determine the adequacy of the candidate findings. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental impacts of the project unless the public agency makes one or more written findings for each of those significant impacts, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impact as identified in the Final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation

measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental impacts. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

These requirements also exist in Section 21081 of the CEQA statute. The “changes or alterations” referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impacts of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Should significant and unavoidable impacts remain after changes or alterations are applied to a project, a Statement of Overriding Considerations must be prepared. The statement provides the lead agency’s views on whether the benefits of a project outweigh its unavoidable adverse environmental impacts. Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region- wide or statewide environmental benefits, of a project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental

benefits, of a project outweigh the unavoidable adverse environmental impacts, the adverse environmental impacts may be considered "acceptable."

- (b) When the lead agency approves a project which will result in the occurrence of significant impacts which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed, and considered the FEIR for the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan, State Clearinghouse No. 2015111012, as well as all other information in the record of proceedings on this matter, the following Findings are made by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Project.

The following Findings have been prepared by the Planning Department as candidate findings to be made by the decision-making body.

B. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP), dated November 4, 2015, and all other public notices issued by the City in conjunction with the Project;
- The Draft PEIR (DEIR), dated May 2016;
- The FEIR for the Project, dated August 2016;
- All written comments submitted by agencies or members of the public during the public review comment period on the DEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the DEIR and included in the FEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in Responses to Comments and/or in the FEIR;

- All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and the FEIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings and SOC; and
- Any other relevant materials required to be included in the record of proceedings pursuant to Public Resources Code Section 21167.6(e).

C. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Planning Department, 1010 Second Avenue, 12th Floor, San Diego, CA 92101. The City Planning Department is the custodian of the administrative record for the Project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been, and will be available upon request at the offices of the City Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The Project is located within San Diego County, in the southernmost part of the City and adjacent to the international border with Mexico. The SYCPU area encompasses a total of 1,863 acres, and is generally bounded by State Route (SR-) 905 and the Otay Mesa-Nestor community on the north, the Tijuana River Valley on the west, the Otay Mesa community on the east, and the international border with Mexico on the south. The SYCPU area is urbanized, and largely comprised of residential neighborhoods and commercial centers with the residential neighborhoods generally bounded by freeways and with the commercial uses closest to the international border. Major regional transportation corridors bisect the community, including Interstate (I-) 5, I-805, and SR-905, as well as the Blue Line of the San Diego Trolley.

The SYHVSP area encompasses approximately 112 acres within the SYCPU area, and is bounded by I-805 on the east, I-5 on the south, Smythe Avenue on the west, and West Foothill Road and parcels on the north side of Beyer Boulevard on the north. This area occurs within the geographic center of the SYCPU area, and is primarily comprised of older residential homes along with commercial and civic uses.

B. Project Description and Objectives

Project Objectives

The objectives of the SYCPU are as follows:

- Establish an attractive international border destination for residents, businesses, and visitors.
- Enhance and leverage bicultural and historic traditions and diversity.
- Provide a plan with a mix of land uses that serves residents, generates prosperity, and capitalizes on visitor traffic.
- Increase mobility for pedestrians, cyclists, transit, and automobiles through a border intermodal center, new linkages at key points, and a strong pedestrian focus.
- Identify locations for urban parks, plazas, promenades, and venues that support a variety of events and gatherings.
- Expand park and recreation opportunities, including trail options, and joint use opportunities, promoting a healthy, active community.
- Incorporate sustainability practices, policies, and design features that reduce greenhouse gas emissions, address environmental justice, and contribute to a strong economy.
- Provide a lively, pedestrian-friendly, healthy environment where kids can walk safely to school.
- Facilitate the development of the San Ysidro Historic Village.
- Craft a clear and practical implementation strategy.

Project Description

San Ysidro Community Plan Update

The proposed SYCPU is intended to further express General Plan policies within the San Ysidro community through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. The concurrent rezone would update zoning regulations within the plan area. An updated Impact Fee Study (IFS) would be adopted with the SYCPU to facilitate the implementation of the SYCPU. The SYCPU contains the following eight elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services & Safety; Recreation; Conservation; and Historic Preservation. Each of these elements identifies a series of goals and policies intended to guide future development within the San Ysidro community.

The Land Use Element establishes the distribution and pattern of land uses throughout the community. The Land Use Element also contains community-specific policies for the future development of residential, commercial/mixed-use, institutional, and village-designated areas within the San Ysidro community. In general, the Land Use Element incorporates the concepts of smart growth by increasing the number of residential units around existing transit stations. In addition, it would increase the maximum number of residential units by 1,662 units.

The Mobility Element is intended to improve mobility throughout the community through the development of a balanced multi-modal transportation network, and sets forth goals and policies relating to complete streets, transit, and transportation demand management (TDM).

The Urban Design Element is intended to establish goals and policies that enhance the urban fabric of San Ysidro while retaining the historic elements that contribute to the overall character of the community. The Urban Design Element establishes direction for village design, neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation.

The Economic Prosperity Element establishes goals focused on increasing opportunities for densification of residential and commercial development, while protecting the existing strong neighborhoods.

The Public Facilities, Services, and Safety Element addresses the capacity and needs for future services. It also contains policies related to fire-rescue, police, storm water, water and sewer infrastructure, waste management, libraries, schools, and public utilities.

The Recreation Element is intended to assure that the recreational needs of the community are met. It establishes goals and policies for population-based parks, resource-based parks, recreation facilities, and open space within the community.

The Conservation Element contains policies on how to meet the City's sustainable development goals in areas that have been identified as suitable for development. Water is identified as a critical issue, as well as the need for urban runoff management techniques.

The Historic Preservation Element contains specific recommendations to address the history and cultural resources, unique to San Ysidro, in order to encourage protection and appreciation of these resources.

San Ysidro Historic Village Specific Plan

The SYHVSP is a comprehensive planning document that will implement the vision for the SYCPU for this Specific Plan Area. The overall goal of the Specific Plan is to create an attractive, intensified urban environment with a mix of land uses surrounding the Beyer Trolley Station and along San Ysidro Boulevard, while preserving the low-scale single- and multi-family character of the residential areas. The Specific Plan Area contains the following five land use designations: Low-Medium Density Residential, Medium Density Residential, Community Commercial (Residential

Permitted), Institutional, and Park. The Specific Plan sets forth a number of policies and guidelines to promote mobility including enhanced sidewalks, pedestrian crossings, and bikeways.

III. SUMMARY OF IMPACTS

Significant But Mitigated

The FEIR identifies the following direct and/or cumulatively significant impacts associated with the Project which are considered **significant but will be reduced to less than significant** with implementation of the community plan goals and policies in combination with mitigation measures identified in the FEIR:

- Biological Resources (excludes SYHVSP)
 - Sensitive Species (Direct)
 - Sensitive Habitats (Direct)
 - Wetlands (Direct)
- Geology and Soils (Excludes SYHVSP)
 - Geologic Hazards (Direct)
- Historical Resources
 - Archaeological Resources (Direct)
 - Tribal Cultural Resources (Direct)
- Noise
 - Noise Levels (Direct)
 - Vibration (Direct)
- Paleontological Resources
 - Paleontological Resources (Direct)

Significant and Unavoidable

The FEIR identifies the following direct and/or cumulatively significant impacts associated with the SYCPU and SYHVSP which are considered **significant and unavoidable because feasible mitigation measures do not exist or are not sufficient to reduce impacts to less than significant**.

- Transportation Circulation
 - Roadway Segments (Cumulative)
 - Intersections (Cumulative)
 - Freeway Segments (Cumulative)
- Air Quality
 - Construction Emissions (Direct and Cumulative)
 - Operation Emissions (Direct and Cumulative)
 - Cumulative Emissions (Direct and Cumulative)
 - Toxic Air Contaminants (Direct and Cumulative)
- Historical Resources
 - Historical Resources (Direct and Cumulative)

Less Than Significant

The FEIR concludes that the SYCPU will have **no significant (direct or cumulative) impacts**, and require no mitigation measures with respect to the following issues:

- Agriculture and Forestry Resources
- Air Quality
 - Regional Air Quality Plan Conformance
- Biological Resources
 - Sensitive Species (Cumulative)
 - Sensitive Habitats (Cumulative)
 - Wetlands (Cumulative)
 - Wildlife Movement (Direct and Cumulative)
- Conservation Planning (Direct and Cumulative)
 - Edge Effects (Direct and Cumulative)
 - Policy Conformance (Direct and Cumulative)
 - Invasive Species (Direct and Cumulative)

- Geology and Soils
 - Geologic Hazards (Cumulative)
 - Erosion and Sedimentation (Direct and Cumulative)
 - Geologic Stability (Direct and Cumulative)
- Historical Resources
 - Archaeological Resources (Cumulative)
 - Tribal Cultural Resources (Cumulative)
- Energy Conservation
- Greenhouse Gas Emissions
- Human Health/Public Safety/Hazardous Materials
- Hydrology, Water Quality, and Drainage
- Land Use
- Mineral Resources
- Noise
 - Regulatory Conformance (Direct and Cumulative)
 - Noise Levels (Cumulative)
 - Vibration (Cumulative)
 - Construction Noise (Direct and Cumulative)
 - Airport Noise (Direct and Cumulative)
- Paleontological Resources
 - Paleontological Resources (Cumulative)
- Population and Housing
- Public Services
- Public Utilities

- Transportation/Circulation
 - Roadway Segments (Direct)
 - Intersections (Direct)
 - Freeway Segments (Direct)
 - Alternative Transportation (Direct and Cumulative)
- Visual Effects and Neighborhood Character

IV. FINDINGS REGARDING SIGNIFICANT IMPACTS

A. Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance (CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1))

The City, having independently reviewed and considered the information contained in the FEIR and the public record for the Project, finds, pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which will mitigate or avoid the significant impacts on the environment related to the following issues:

NOISE

Compatibility of Land Uses with City Noise Regulations (Issue 1)

Significant Impact

A potentially significant impact will occur if future development, in accordance with the Project, occurs within areas where noise levels will exceed standards established by the General Plan and/or the Noise Ordinance.

Facts in Support of Finding

The potentially significant impacts will be mitigated to below a level of significance with implementation of the Mitigation Measure NOI-1, identified in Section 5.5 of the FEIR. Implementation of this mitigation measure will require a site-specific acoustical analysis be performed prior to the approval of building permits for new development where people will be exposed to noise exceeding normally acceptable levels. This acoustical analysis shall be performed for the following land uses: single-family homes, senior housing, and mobile homes (where exterior noise levels range between 60 and 65 CNEL); multi-family homes and mixed-use/commercial and residential (where exterior noise levels range between 65 and 70 CNEL); and all land uses where noise levels exceed the conditionally compatible exterior noise exposure levels, as defined in the City's Land Use/Noise Compatibility Guidelines. The acoustical analysis shall be conducted to ensure that barriers, building design, and/or location are capable of maintaining interior noise levels at 45

CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.

Rationale and Conclusion

Mitigation Measure NOI-1 assures that future development that may expose noise sensitive land uses will comply with City standards. The mitigation measure, along with implementation of local, state, and federal noise control laws, will reduce potentially significant impacts related to noise to less than significant for future development.

NOISE

Vibration Impacts (Issue 3)

Significant Impact

A potentially significant impact will occur if future development, in accordance with the Project, occurs within areas exposed to unacceptable levels of ground-borne vibration.

Facts in Support of Finding

The potentially significant impact will be mitigated to below a level of significance with implementation of the Mitigation Measure NOI-2, as identified in Section 5.5 of the FEIR. Implementation of this mitigation measure will require that a site-specific vibration study be prepared for vibration-sensitive, land uses within the screening distances defined by the Federal Transit Administration (FTA) for potential vibration impacts related to train activity. Development will be required to implement recommended measures within the technical study to ensure that vibration levels meet the FTA criteria.

Rationale and Conclusion

Mitigation Measure NOI-2 will assure that vibration levels will be below a level of significance for future vibration-sensitive development. Implementation of actions pursuant to Mitigation Measure NOI-2 will reduce impacts related to vibration to less than significant for future development.

BIOLOGICAL RESOURCES

Sensitive Species (Issue 1)

Significant Impact

Implementation of the SYCPU has the potential to significantly impact sensitive plant and wildlife species directly through the loss of habitat or indirectly by placing development adjacent to a Multi Habitat Planning Area (MHPA).

As no sensitive species occur within the SYHVSP area, no significant impacts would occur from this component of the Project.

Facts in Support of Finding

Sensitive Plant Species

The potentially significant impact to sensitive plant species will be mitigated to below a level of significance with implementation of the Mitigation Measure BIO-1, as identified in Section 5.6 of the FEIR. Implementation of Mitigation Measure BIO-1 requires a qualified biologist survey for sensitive plants in the spring of a year with adequate rainfall, prior to initiating construction activities in a given area. If a survey cannot be conducted due to inadequate rainfall, then the project applicant shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping, and potential to occur analysis, or whether construction must be postponed until spring rare plant survey data is collected.

Sensitive Wildlife Species

The potentially significant impact to sensitive wildlife species will be mitigated to below a level of significance with implementation of the Mitigation Measures BIO-2 through 9, as identified in Section 5.6 of the FEIR. Prior to the construction of future development in the Project area, protocol surveys and habitat assessments will be conducted to confirm the presence or suitability of habitat for sensitive species. If the presence of a specific sensitive species is determined, then the corresponding mitigation for the respective species will be followed.

Mitigation Measure BIO-8 will be implemented to protect nesting birds from construction impacts, and will require site-specific biological resources surveys be conducted in accordance with the City Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation will be required to comply with the federal Endangered Species Act, Migratory Bird Treaty Act (MBTA), California Fish and Game Code, Multiple Species Conservation Plan (MSCP), and/or Environmentally Sensitive Lands (ESL) Regulations. Construction will not be allowed until it can be demonstrated that activities will not result in noise levels exceeding 60 dBA L_{eq} at the edge of habitat occupied by sensitive birds during their respective breeding seasons.

Mitigation Measure BIO-9 will be implemented for impacts to other wildlife species and will require site-specific biology surveys be conducted to identify any other sensitive or MSCP-Covered species present on a future development within the Project area. Impacts to most sensitive and MSCP-Covered species will be mitigated by habitat-based mitigation, as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In this case, the project-level biological survey report will define additional species-specific mitigation. For MSCP-Covered species, conditions from the MSCP Subarea Plan will be implemented where applicable.

Rationale and Conclusion

Implementation of actions pursuant to Mitigation Measures BIO-1 through BIO-9, combined with SYCPU policies promoting the preservation of significant resources and compliance with the City's MSCP, will reduce impacts to sensitive species to less than significant for future development.

BIOLOGICAL RESOURCES

Sensitive Habitats (Issue 2)

Significant Impact

Implementation of the SYCPU could have a substantial adverse impact on Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

As no sensitive species occur within the SYHVSP area, no significant impacts would occur from this component of the Project.

Facts in Support of Finding

Implementation of the SYCPU has the potential to impact up to approximately 3.8 acres of wetland communities and 98.4 acres of Tier I, II, and IIIB habitats. These impacts could occur directly through removal or indirectly by placing development adjacent to sensitive vegetation communities. Construction of the extension of Calle Primera to Camino de la Plaza will be responsible for most, if not all, of the potential impacts to wetlands associated with implementation of the SYCPU.

The potentially significant impact on sensitive habitats will be mitigated to below a level of significance with implementation of the Mitigation Measures BIO-10 and BIO-11, as identified in Section 5.6 of the FEIR. Implementation of these mitigation measures will require that, wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts will likely include habitat acquisition/preservation, restoration, and/or creation. Also, wherever feasible, impacts to sensitive upland vegetation communities shall be avoided. Where avoidance is not feasible, sensitive upland vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation. For individual project impacts that will not exceed 5 acres (in some cases up to 10 acres), an in-lieu contribution may be made to the City's Habitat Acquisition Fund.

Rationale and Conclusion

Implementation of actions pursuant to Mitigation Measures BIO-10 and BIO-11, combined with SYCPU policies promoting the preservation of significant resources and compliance with the City's MSCP, will assure that future development requires site-specific environmental review, analysis of

potential impacts of biological resources, and implementation of appropriate mitigation to reduce impacts to sensitive habitat to less than significant.

BIOLOGICAL RESOURCES

Wetlands (Issue 3)

Significant Impact

Implementation of the SYCPU could have a substantial adverse effect on wetlands through direct removal, filling, hydrological interruption, or other means.

As no wetlands occur within the SYHVSP area, no significant impacts would occur from this component of the Project.

Facts in Support of Finding

The potentially significant impact will be mitigated to below a level of significance with implementation of the Mitigation Measures BIO-10, as identified in Section 5.6 of the FEIR. Implementation of this mitigation measure will require that, wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts will include habitat acquisition/preservation, restoration, and/or creation.

There are seven vegetation communities in the SYCPU area that are likely jurisdictional wetlands (southern arroyo willow riparian forest, riparian scrub, mule fat scrub, freshwater marsh, tamarisk scrub, disturbed wetland, and unvegetated basin). Additionally, the National Wetlands Inventory shows areas mapped as "riverine," which may be jurisdictional non-wetland waters.

Implementation of the SYCPU has the potential to impact wetlands (and non-wetland waters) directly through their loss or indirectly by placing development adjacent to them in the MHPA. These impacts will be associated with construction of the extension of Calle Primera. These impacts will be significant because these resources are regulated by the City, CDFW, USACE, RWQCB, and USFWS (if listed species are present).

Rationale and Conclusion

Implementation of the Mitigation Measure BIO-10 requiring the avoidance of wetlands where feasible, and where avoidance is infeasible, the mitigation for loss of wetlands will reduce impacts of the SYCPU on wetlands to less than significant.

HISTORICAL RESOURCES

Archaeological or Tribal Cultural Resources Impacts (Issue 1)

Significant Impact

The implementation of the Project could result in significant impacts to historical or archaeological resources resulting from the alteration, including the adverse physical or aesthetic effects and/or the destruction, of an archaeological, tribal, and/or historical resource or human remains.

Facts in Support of Finding

Archaeological Resources

The potentially significant impact to archaeological resources will be mitigated to less than significant with implementation of the Mitigation Measure HIST-1, as identified in Section 5.7 of the FEIR. Implementation of this mitigation measure will require that prior to issuance of any permit for a future development that could directly affect an archaeological resource, the City shall require a survey by a qualified archaeologist to determine the presence of archaeological resources, and define appropriate mitigation for any significant resources which may be impacted by the development activity.

Arrangements for long-term curation will be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation will be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register.

Tribal Cultural Resources

The potentially significant impact to tribal resources will be mitigated to less than significant with implementation of the Mitigation Measure HIST-1, as identified in Section 5.7 of the FEIR. Implementation of this mitigation measure will require consultation with native tribes and mitigation of any resources determined to be significant tribal resources.

Rationale and Conclusion

Archaeological Resources

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources and compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, will reduce impacts to archaeological or tribal cultural resources to less than significant for future development.

HISTORICAL RESOURCES

Religious or Sacred Impacts (Issue 2)

Significant Impact

Implementation of the Project could result in significant impacts to existing religious or sacred uses related to future development within the Project area.

Facts in Support of Finding

The potentially significant impacts will be mitigated to below a level of significance with implementation of the Mitigation Measure HIST-1, as described above.

Rationale and Conclusion

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources and compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, will reduce impacts to less than significant.

HISTORICAL RESOURCES

Human Remains (Issue 3)

Significant Impact

Implementation of the Project could result in significant impacts to human remains resulting from excavation associated with new development.

Facts in Support of Finding

The potentially significant impact to human remains will be mitigated to less than significant with implementation of the Mitigation Measure HIST-1, as identified in Section 5.7 of the FEIR. This mitigation measure identifies specific actions to be taken if human remains are encountered.

Rationale and Conclusion

Implementation of actions pursuant to Mitigation Measure HIST-1 will reduce impacts to less than significant.

PALEONTOLOGICAL RESOURCES

Paleontological Resources (Issue 1)

Significant Impact

Implementation of the Project could result in significant impacts to areas where soil formations have a moderate to high potential for containing important paleontological deposits.

Facts in Support of Finding

The potentially significant impact will be mitigated to below a level of significance with implementation of the Mitigation Measure PALEO-1, as identified in Section 5.16 of the FEIR. Implementation of this mitigation measure will require that, prior to the approval of subsequent development, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis. If the potential for significant paleontological resources exists, the mitigation measure requires monitoring of disturbance to fossil-bearing formations and recovery of significant fossils which are encountered.

Rationale and Conclusion

Mitigation Measure PALEO-1 assures that future development will be required to recover any significant paleontological resources encountered and will reduce impacts to less than significant.

GEOLOGY AND SOILS

Geologic Hazards (Issue 1)

Significant Impact

Significant public safety risks could affect future development in areas along the eastern portion of the SYCPU area that exhibit moderate to high landslide risk.

As no landslide risk areas exist within the SYHVSP, no geologic hazards would occur.

Facts in Support of Finding

The potentially significant impact will be mitigated to less than significant with implementation of Mitigation Measure GEO-1. This mitigation measure will require that, prior to issuance of the first building permit on vacant land located within geologic hazard categories 21 or 22, a comprehensive geotechnical investigation will be conducted to address all vacant land within these categories. The geotechnical investigation will characterize the limit/extent of the slide areas, the engineering characteristics of the soil material and the hydrogeologic conditions. The results of the investigation will be adequate to develop a 3-dimensional model of the slide, and perform slope stability analyses.

The investigation will also evaluate the impact of the development on the stability of the adjoining properties.

The investigation will identify remedial measures necessary to stabilize slopes to factor of safety of 1.5 or greater. Measures will include, but not be limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, and/or the use of protective barriers. As required by the City Engineer, these remedial measures will be implemented prior to issuance of the first building permit within the affected area. Subsequent development will demonstrate that the necessary remedial measures have been completed, or demonstrate that the development will implement equivalent remedial measures, to the satisfaction of the City Engineer, to reduce landslide effects to less than significant based on subsequent geotechnical analysis.

Rationale and Conclusion

Mitigation Measure GEO-1 will assure that impacts from landslides will be reduced to less than significant.

B. Findings Regarding Mitigation Measures Which are the Responsibility of Another Agency (CEQA §21081(a)(2)) and CEQA Guidelines §15091(a)(2))

The City, having reviewed and considered the information contained in the Final EIR and the Record of Proceedings, finds pursuant to CEQA §21081(a)(2) and CEQA Guidelines §15091(a)(2) that there are changes or alterations which could reduce significant impacts that are within the responsibility and jurisdiction of another public agency.

TRANSPORTATION

Freeways (Issue 1)

Significant Impact

Implementation of the Project will result in cumulatively significant impacts to the following freeways within the Project area: I-5, I-805 and SR-905.

Facts in Support of Finding

Improvements identified in the Regional Plan (RP) prepared by the San Diego Association of Government (SANDAG) would reduce freeway segment impacts associated with the Project. However, implementation of these improvements are outside the City's control. Caltrans is responsible for approving and implementing improvements to the state freeway system. Thus, mitigation for freeway impacts are the responsibility of Caltrans.

Rationale and Conclusion

As mitigation for freeway impacts is the primary responsibility of Caltrans, impacts to freeways are considered significant and unavoidable.

AIR QUALITY

Criteria Pollutants (Cumulative) (Issue 2)

Significant Impact

Implementation of the Project will result in a cumulatively significant impact as a result emissions during construction and operation of the future development that will contribute to criteria pollutant levels within the San Diego Air Basin that currently exceed state and federal levels.

Facts in Support of Finding

Implementation of the Regional Air Quality Strategy (RAQS) prepared by the San Diego Air Pollution Control District (APCD) is the primary means for reducing the cumulative impacts of future development within the San Diego Air Basin (SDAB). While the City has the ability through its Climate Action Plan (CAP), its General and Community Plans, and CEQA authority to reduce criteria pollutants generated by future development, the City does not have the ability to enforce criteria pollutant reduction measures on sources within the San Diego Basin that are beyond its jurisdiction.

Rationale and Conclusion

As the City is unable to enforce regional air quality controls needed to mitigate impacts, cumulative impacts of the project related to criteria pollutant levels within the SDAB are considered significant and unavoidable.

C. Findings Regarding Infeasible Mitigation Measures (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

In addition to the significant unavoidable impacts which are cited in the “B” Findings, above, the Project will have significant and unavoidable impacts in the following issue areas:

HISTORICAL RESOURCES

Historical (Built Environment) Impacts (Issue 1)

Significant and Unavoidable Impact

Implementation of the SYCPU could result in unavoidable significant impacts related to the alteration of historical resources resulting from new development.

Facts in Support of Finding

Implementation of actions pursuant to Mitigation Measure HIST-2, as listed in Section 5.7.3 of the FEIR, will reduce impacts to historic buildings, structures, and objects. Implementation of this mitigation measure will require that, prior to issuance of any permit for a future development that will directly or indirectly affect a building/structure in excess of 45 years of age, the City shall

determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the City's Historical Guidelines. Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.

While the implementation of this mitigation measure will reduce historical resources impacts, the ability of this measure to adequately protect significant historic structures cannot be assured at the program level. Thus, potential significant impacts to important historical resources are considered significant and unavoidable at the program level.

Rationale and Conclusion

Although the City will implement Mitigation Measure HIST-2 and apply relevant goals and objectives of the SYCPU to reduce impacts to historic resources, the ability of these measures to fully mitigate potential impacts to significant historical resources cannot be determined at this time. Thus, historical resource impacts are determined to be significant and unavoidable at the program level.

TRANSPORTATION

Roadway Segments and Intersections (Issue 1)

Significant Impact

Traffic associated with the Project will result in significant cumulative impacts on selected roadway segments and intersections by raising traffic volumes to an unacceptable level of service.

Facts in Support of Finding

Tables 5.2-12 through 5.2-15 of the FEIR identify a number of improvements that would reduce impacts of the Project on local roadway segments and intersections. Improvements within Tables 5.2-12 and 5.2-13 are included in the IFS, and will be implemented based on funding generated by development fees and other funding sources. Other improvements are identified in Tables 5.2-14 and 5.2-15 but are not included in the IFS because they were determined to be infeasible for other reasons (smart growth consistency or insufficient right-of-way). While implementation of the improvements identified in Tables 5.2-12 through 5.2-15 would reduce impacts on roadway segments and intersections to acceptable levels, the City cannot assure that these improvements would be implemented for one or more of the following reasons:

- Full funding and construction cannot be assured at the time the improvement is needed;
- Implementation of the improvement is contrary to the overall goal of promoting smart growth and alternative forms of transportation in the community; or

- Sufficient right-of-way does not exist to construct the improvement.

Funding and Construction Timing

As discussed earlier, many of the roadway and intersection improvements are included in the IFS. While it is the City's intent to apply development impact fees and other funding sources toward constructing these improvements, the improvements would not be constructed until sufficient funds have been collected. As a result, the improvements may not be constructed coincident with the need, or may not be constructed at all if sufficient funds are not available. Although Mitigation Measures TRF-1 through 9, and 11 through 35 are included in the IFS and are included in the MMRP, they are considered unable to assure mitigation to a less than significant level due to funding and timing issues.

Implementation of Mitigation Measure TRF-40 is even more tenuous because this improvement is not included in the IFS and, thus, has no reliable source of funds. Such improvements were not included in the IFS because they were determined to be infeasible for other reasons (smart growth consistency or insufficient right-of-way).

Smart Growth Consistency

One of the primary principles of smart growth is to encourage the use of alternative forms of transportation by discouraging reliance on the private automobile. As the improvements identified in Tables 5.2-12 through 5.2-15 would reduce traffic congestion and encourage the automobile use, several of the mitigation measures are considered inconsistent with the overall goals of the City's General Plan, SYCPU, and Climate Action Plan. Additionally, roadway and intersection widening could impact existing or proposed sidewalks or bicycle facilities, which would discourage walking and bicycling. As such, the following mitigation measures are considered infeasible due to inconsistency with adopted City policies: TRF-10, 36, 37, 39, 42, 46, 50, and 56.

Insufficient Right-of-Way

Due the degree of development adjacent to some of the improvements identified in Tables 5.2-12 through 5.2-15, construction of those improvements is considered technically and physically infeasible due to the impact on the adjacent development and the high cost of acquiring additional right-of-way. These measures include TRF-38, 41, 43 through 45, 47, 49, and 51 through 55. Furthermore, demolition of existing buildings would generate additional environmental impacts associated with air quality, noise, GHGs, and solid waste.

Rationale and Conclusion

Although improvements are identified in the FEIR that would reduce impacts to local roadways and intersections, the City is unable to rely on these measures to reduce the impacts to less than significant levels for three reasons. First, adequate funding for the construction of improvements cannot be guaranteed; nor can the timing of construction relative to the need (the mitigation is

feasible but the timing necessary to ensure less than significant impacts is infeasible). Second, although some of the identified improvements would reduce traffic congestion, their implementation would be contrary to achieving the smart growth goals of the General Plan, SYCPU, and Climate Action Plan. Lastly, surrounding development restricts the ability to obtain sufficient right-of-way to construct some of the identified improvements. Thus, impacts of the Project on local roadway segments and intersections will be significant and unavoidable.

D. Findings Regarding Alternatives (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

Because the Project will cause one or more unavoidable significant environmental impacts, the City must make findings with respect to the alternatives to the Project considered in the FEIR, evaluating whether these alternatives could feasibly avoid or substantially lessen the Project's unavoidable significant environmental impacts while achieving most of its objectives (listed in Section II.E above and Section 3.3 of the FEIR).

The City, having reviewed and considered the information contained in the FEIR and the Record of Proceedings, and pursuant to Public Resource Code §21081(a)(3) and State CEQA Guidelines §15091(a)(3), makes the following findings with respect to the alternatives identified in the FEIR.

Background

The FEIR evaluated the following alternatives:

- No Project Alternative (Adopted Community Plan);
- Lower-Density Alternative;
- Higher-Density Alternative; and
- No Calle Primera Extension.

These project alternatives are summarized below, along with the findings relevant to each alternative.

No Project Alternative (Adopted Community Plan)

Under the No Project Alternative, the Adopted Community Plan would continue to guide development in San Ysidro. Unlike the proposed SYCPU, the Adopted Community Plan does not embrace the principles of smart growth or the City of Villages Strategy. As a result, development in accordance with the Adopted Community Plan would not include the SYHVSP concept, nor would it focus new development on the San Diego Trolley stations within the community plan area. The Adopted Community Plan would result in 1,662 fewer residential units than the proposed SYCPU, and would eliminate all of the mixed-use commercial/residential areas included in the SYCPU.

Potentially Significant Impacts

Significant impacts of the No Project Alternative are summarized below.

- Air Quality
 - Construction Emissions (Direct and Cumulative)
 - Operation Emissions (Direct and Cumulative)
 - Cumulative Emissions (Direct and Cumulative)
 - Toxic Air Contaminants (Direct and Cumulative)
- Greenhouse Gas Emissions
 - Plan Inconsistency (Cumulative)
- Biological Resources
 - Sensitive Species (Direct)
 - Sensitive Habitats (Direct)
 - Wetlands (Direct)
- Geology and Soils (Excludes SYHVSP)
 - Geologic Hazards (Direct)
- Historical Resources
 - Archaeological Resources (Direct)
 - Tribal Cultural Resources (Direct)
- Noise
 - Noise Levels (Direct)
 - Vibration (Direct)
- Paleontological Resources
 - Paleontological Resources (Direct)
- Traffic Circulation
 - Roadway Segments (Cumulative)

- Intersections (Cumulative)
- Freeway Segments (Cumulative)
- Alternative Transportation (Direct and Cumulative)
- Historical Resources
 - Historical Resources (Direct and Cumulative)

Finding and Supporting Facts

Development pursuant to the No Project Alternative would not eliminate any of the significant impacts associated with the Project. In fact, it would result in an additional significant impact related to alternative transportation in light of the fact that the Adopted Community Plan does not include the smart growth principles of the Project.

The estimated reduction of 1,662 residential units, associated with the No Project Alternative, would result in a proportionate reduction in criteria pollutants and GHG emissions, and the number of new residences potentially exposed to traffic noise and train vibration. However, these benefits would be offset by the increase in traffic anticipated to occur without the application of smart growth principles. It would also be inconsistent with the City's Climate Action Plan as it would not focus development in Transit Priority Areas. The FEIR concluded that even though the development potential would be reduced in comparison with the Project, the number of daily automobile trips would increase by nearly 34,000 daily trips without inclusion of the smart growth principles. This increase in traffic would offset the reduction in criteria pollutants and GHG emissions related to the reduction in the number of residential units expected at buildout of the community.

The No Project Alternative would not achieve several key General Plan policies designed to encourage the City of Villages Strategy, and therefore, would not be consistent with the Climate Action Plan. Specifically, it would not achieve Policy LU-A.7 which encourages community plans to "Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services." Given the presence of two trolley stations and bus service in the community, San Ysidro is well suited to achieve this goal. Secondly, Policy LU-A.8 encourages the City to "determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses." San Ysidro's two TPAs offer opportunities to achieve this goal.

The No Project Alternative would also be contrary to Policy ME-B.9 of the General Plan Mobility Element which strives to "Make transit planning an integral component of long range planning documents and the development review process." With less residential units, the No Project Alternative would not promote the goals of the Housing Element to increase the number and types of housing available.

Lastly, the No Project Alternative would not include the SYHVSP. Without the SYHVSP, future development within the historic area of the community will not be enhanced through a comprehensive set of development criteria and policies intended to guide future development to promote the concepts of smart growth while preserving the historic character of the area.

Rationale and Conclusion

The No Project Alternative is rejected as infeasible because it would not eliminate or substantially reduce any of the significant impacts associated with the Project, and, in fact, would result in an additional significant transportation impact by failing to encourage the use of transportation alternatives. Furthermore, without implementation of the City of Villages Strategy, the No Project Alternative would actually result in more automobile trips and greater GHG emissions despite the reduced number of residential units. The increase in automobile trips would proportionately increase the emission of criteria pollutants and GHG emissions. Lastly, the No Project Alternative would fail to meet the General Plan's goals to increase housing within the City.

Further, the No Project Alternative is infeasible because it will not meet the General Plan policy regarding preparation of community plan updates. Specifically, Policy LU-C.1 requires that the update process "establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies." It further states that community plan updates are important to "maintain consistency between community plans and General Plan, as together they represent the City's comprehensive plan."

Lower-Density Alternative

The Lower-Density Alternative is focused on reducing traffic and related impacts associated with criteria pollutants, GHG emissions, and noise in comparison with the Project. Reductions in traffic would be accomplished by reducing the number of residential units and commercial space since these two uses are the highest traffic generators. To reduce the number of residential units, the Lower-Density Alternative would eliminate the emphasis placed on increasing mixed-use residential/commercial areas, thereby eliminating the 1,558 residential units proposed in the mixed-use commercial designations with the Project. Without the emphasis on mixed-use in commercial areas, the Lower-Density Alternative would not accommodate a specific plan area along the lines of the SYHVSP. In addition, the Lower-Density Alternative would retain the land currently designated for industrial development which would decrease the amount of commercial land included in the proposed Project by 18 acres.

Potentially Significant Impacts

Significant impacts of the Lower-Density Alternative are summarized below.

- Air Quality
 - Construction Emissions (Direct and Cumulative)
 - Operation Emissions (Direct and Cumulative)
 - Cumulative Emissions (Direct and Cumulative)
 - Toxic Air Contaminants (Direct and Cumulative)
- Greenhouse Gas Emissions
 - Plan Inconsistency (Cumulative)
- Biological Resources (excludes SYHVSP)
 - Sensitive Species (Direct)
 - Sensitive Habitats (Direct)
 - Wetlands (Direct)
- Geology and Soils (Excludes SYHVSP)
 - Geologic Hazards (Direct)
- Historical Resources
 - Archaeological Resources (Direct)
 - Tribal Cultural Resources (Direct)
- Noise
 - Noise Levels (Direct)
 - Vibration (Direct)
- Paleontological Resources
 - Paleontological Resources (Direct)
- Traffic Circulation
 - Roadway Segments (Cumulative)

- Intersections (Cumulative)
- Freeway Segments (Cumulative)
- Alternative Transportation (Direct and Cumulative)
- Historical Resources
 - Historical Resources (Direct and Cumulative)

Finding and Supporting Facts

Development pursuant to the Lower-Density Alternative would not eliminate any of the significant impacts associated with the Project. In fact, as with the No Project Alternative, it would result in an additional significant impact related to alternative transportation in light of the fact that the alternative would not promote the smart growth principles of the Project.

The estimated reduction of 1,558 residential units, associated with the Lower-Density Alternative, would result in a proportionate reduction in criteria pollutants and GHG emissions, and the number of new residences exposed to traffic noise and train vibration. However, as with the No Project Alternative, these benefits would be offset by the increase in traffic anticipated to occur without the application of smart growth principles to future development in the community. It would also be inconsistent with the City's Climate Action Plan as it would not focus development in Transit Priority Areas. This increase in traffic will offset the reduction in criteria pollutants and GHG emissions related to the reduction in the number of residential units expected at buildout of the community.

As with the No Project Alternative, the Lower Density Alternative would not achieve several key General Plan policies designed to encourage the City of Villages Strategy including LU-A.7, LU-A.8 and ME-B.9, and therefore, would not be consistent with the Climate Action Plan. With less residential units, this alternative would not promote the goals of the Housing Element to increase the number and types of housing available. Lastly, the No Project Alternative would not include the SYHVSP to enhance future development within the central part of the community while preserving the historic character.

Rationale and Conclusion

The Lower-Density Alternative is rejected as infeasible because it would not eliminate or substantially reduce any of the significant impacts associated with the Project, and, in fact, would result in an additional significant transportation and GHG impacts by failing to encourage the use of transportation alternatives. Furthermore, without implementation of the City of Villages Strategy, the Lower-Density Alternative would actually result in more automobile trips despite the reduced number of residential units. The increase in automobile trips would proportionately increase the emission of criteria pollutants and GHG emissions. Lastly, the Lower-Density Alternative would fail to meet the General Plan's goals to increase housing within the City.

Higher-Density Alternative

The Higher-Density Alternative represents additional development intensity that was considered during the initial formulation of the Project. The Higher-Density Alternative includes more residential and commercial development as well as more park land. The alternative maximizes opportunities for residential, commercial and related development, and further promotes the principles of mixed-use development, smart growth, and the City of Villages Strategy. This alternative also includes designated specific plan areas similar to the Project which provide mixed-use areas with high-density residential development in proximity to existing/proposed transit facilities. Unlike the No Project and Lower-Density Alternatives, the emphasis on smart growth would avoid a significant impact related to transportation alternatives and GHG emissions.

Potentially Significant Impacts

Significant impacts of the Higher-Density Alternative are summarized below.

- Air Quality
 - Construction Emissions (Direct and Cumulative)
 - Operation Emissions (Direct and Cumulative)
 - Cumulative Emissions (Direct and Cumulative)
 - Toxic Air Contaminants (Direct and Cumulative)
- Biological Resources (excludes SYHVSP)
 - Sensitive Species (Direct)
 - Sensitive Habitats (Direct)
 - Wetlands (Direct)
- Geology and Soils (Excludes SYHVSP)
 - Geologic Hazards (Direct)
- Historical Resources
 - Archaeological Resources (Direct)
 - Tribal Cultural Resources (Direct)
- Noise
 - Noise Levels (Direct)

- Vibration (Direct)
- Paleontological Resources
 - Paleontological Resources (Direct)
- Traffic Circulation
 - Roadway Segments (Cumulative)
 - Intersections (Cumulative)
 - Freeway Segments (Cumulative)
- Historical Resources
 - Historical Resources (Direct and Cumulative)

Finding and Supporting Facts

Development pursuant to the Higher-Density Alternative would not eliminate or substantially reduce any of the significant impacts associated with the Project. Although, like the Project, this alternative would promote the City of Villages Strategy, the anticipated increase in the number of residential units and commercial development would generate more automobile trips than the Project. Consequently, this alternative will increase the intensity of impacts on traffic circulation, criteria pollutants, and GHG emissions with respect to the Project (although it would also be consistent overall with the Climate Action Plan). Similarly, the increase in the number of residential units associated with the Higher-Density Alternative will increase the number of sensitive receptor exposed to traffic noise and train vibration.

Rationale and Conclusion

The Higher-Density Alternative is rejected as infeasible because it would increase environmental impacts with respect to the Project without offering sufficient benefits to offset the increased level of impact.

No Calle Primera Extension Alternative

Under the No Calle Primera Extension Alternative, proposed land use designation/zoning changes, related policies, and other associated project elements would be identical to the Project, except that the extension of Calle Primera would not be included.

Potentially Significant Impacts

Significant impacts of the No Calle Primera Extension Alternative are summarized below.

- Air Quality
 - Construction Emissions (Direct and Cumulative)
 - Operation Emissions (Direct and Cumulative)
 - Cumulative Emissions (Direct and Cumulative)
 - Toxic Air Contaminants (Direct and Cumulative)
- Biological Resources (excludes SYHVSP)
 - Sensitive Species (Direct)
 - Sensitive Habitats (Direct)
 - Wetlands (Direct)
- Geology and Soils (Excludes SYHVSP)
 - Geologic Hazards (Direct)
- Historical Resources
 - Archaeological Resources (Direct)
 - Tribal Cultural Resources (Direct)
- Noise
 - Noise Levels (Direct)
 - Vibration (Direct)
- Paleontological Resources
 - Paleontological Resources (Direct)
- Traffic Circulation
 - Roadway Segments (Cumulative)
 - Intersections (Cumulative)
 - Freeway Segments (Cumulative)
- Historical Resources
 - Historical Resources (Direct and Cumulative)

Finding and Supporting Facts

The No Calle Primera Extension Alternative would reduce impacts to several issues related to biological resources, historical resources, noise, and paleontological issues compared to the Project. Specifically, this alternative would eliminate impacts to MHPA wetlands and associated direct/indirect effects to sensitive species (including the endangered least Bell's vireo). Eliminating this roadway connection would also reduce the increase in traffic noise that would be experienced by residences that would be located along streets with higher traffic volumes due to the extension.

Rationale and Conclusion

While the No Calle Primera Alternative is the environmentally superior alternative, this alternative would not meet the most basic project objectives outlined in Section 3.1.4 of the FEIR. Furthermore, the removal of this road, while it reduces some impacts related to biological resources, historical resources, noise, and paleontological resources, there would be an increase in impacts related to traffic/circulation, GHG emissions, and public services. Although it would reduce the impacts to biological resources, it would not enhance traffic flow within the community. Without the extension, motorists would be required to continue to travel longer distances to reach the regional transportation routes (e.g., I-5 and I-805). This increase in vehicle miles travelled would result in greater GHG emissions, and would be inconsistent with the policies related to circulation. This alternative would also remove a means for additional police and fire access to the commercial uses on Calle Primera and the residential uses in the San Ysidro South Neighborhood.

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EXHIBIT B

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STATEMENT OF OVERRIDING CONSIDERATIONS (PUBLIC RESOURCES CODE §21081(b))

REGARDING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

FOR THE SAN YSIDRO COMMUNITY PLAN UPDATE

AND

SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN UPDATE

PROJECT NO. 310690

SCH NO. 2015111012

August 2016

STATEMENT OF OVERRIDING CONSIDERATIONS
(PUBLIC RESOURCES CODE §21081(b))

Pursuant to Section 21081(b) of CEQA and CEQA Guidelines §15093 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the San Ysidro Community Plan Update (CPU), and San Ysidro Historic Village Specific Plan (hereinafter respectively referred to as SYCPU and SYHVSP or the "Project"), as defined in the Final Program Environmental Impact Report (FEIR). As set forth in the Findings, the Project will result in unavoidable adverse direct impacts related to air quality and historical resources, and unavoidable adverse cumulative impacts related to air quality, historical resources, and transportation/circulation.

The City Council of the City of San Diego, (i) having independently reviewed the information in the EIR and the record of proceedings; (ii) having made a reasonable and good faith effort to eliminate or substantially lessen the significant impacts resulting from the Project to the extent feasible by adopting the mitigation measures identified in the EIR; and (iii) having balanced the benefits of the project against the significant environmental impacts, chooses to approve the project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, and other benefits of the project render the significant environmental impacts acceptable.

The following statement identifies why, in the City Council's judgment, the benefits of the Project outweigh the unavoidable significant impacts. Each of these benefits serves as an independent basis for overriding all significant and unavoidable impacts. Any one of the reasons set forth below is sufficient to justify approval of the project. Substantial evidence supports the various benefits and such evidence can be found either in the preceding sections, which are incorporated by reference into this section, the EIR, or in documents that comprise the Record of Proceedings in this matter.

A. FINDINGS FOR STATEMENT OF OVERRIDING CONSIDERATIONS

1. The Community Plan Update will provide a comprehensive guide for growth and development in the San Ysidro community.

The CPU provides a comprehensive guide for future growth and development within the San Ysidro community, and implements the vision developed by community stakeholders during the update process. The overarching guiding principal includes focusing future growth and development into distinct village areas; thereby preserving the surrounding established low-density residential neighborhoods and designated open space areas. This strategy provides a blueprint for future development that strengthens the San Ysidro community's established character as diverse urban neighborhoods through the creation of appropriate land uses, sufficient public facilities, and development policies as a component of the City of San Diego's General Plan.

The CPU includes goals and policies that will: (1) facilitate development of residential, commercial/mixed-use, institutional, and village-designated areas; (2) improve mobility throughout the community through the development of a balanced multi-modal transportation network and locate additional housing near transit, (3) establish direction for village design, neighborhoods,

community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes; a variety of housing types to meet the housing demands in the; a diversify of commercial and industrial uses that serve local, community and regional needs; and adequate public facilities and institutional resources that serve the needs of the community. The Community Plan Public Facilities, Safety, and Services Element includes policies that support the development of infrastructure to support future growth.

The CPU also contains more detailed land use guidance for defined areas known as Specific Plans to further assure that the increased land use intensities proposed in these areas will be appropriately designed. In addition, the CPU is accompanied by an Impact Fee Study (IFS) that will assure that funds are collected and available in a timely manner to implement the infrastructure needed to support future development with the overall San Ysidro community as well as the specific plan areas.

2. The Community Plan implements the General Plan's City of Villages Strategy by providing balanced land use plans that meet the needs of the San Ysidro community.

One of the primary goals of the City's General Plan is to implement the City of Villages Strategy on the community plan level by directing new development into already urbanized areas which promotes the integration of housing, employment, civic, and transit uses. The CPU is consistent with the City of Villages Strategy. It places an emphasis on directing population growth into mixed-use activity centers (villages) that are pedestrian-friendly and linked to an improved regional transit system. The CPU identifies two village areas: San Ysidro Historic Village, and Border Village. The village area land uses, goals, and policies focus future growth and development in close proximity to transit nodes and commercial corridors in accordance with the City of Villages Strategy.

The CPU policies related to villages are reinforced by the rezoning effort to apply citywide base zones that have a pedestrian focus. In addition, the CPU includes detailed planning and design policies for the San Ysidro Historic Village through the inclusion of a Specific Plan. The Specific Plan will contain a mix of uses, with higher density allowed near the high frequency transit stops as well as promote new commercial, residential, and mixed-use development throughout the Village area.

The CPU also implements the City of Villages Strategy by encouraging new housing on remnant vacant and underutilized parcels designated for multifamily. The CPU also encourages alternative housing options, such as collaborative housing in which residents actively participate and live cooperatively, senior housing, granny flats, and multi-generational housing. New ideas for creating affordable senior-friendly housing and retrofitting existing structures with multi-units are encouraged.

3. Plan adoption and implementation will support the City of Villages strategy through the implementation of additional housing and mixed uses near job/employment centers.

In comparison with the existing Community Plan, the CPU would allow for up to an additional 1,762 residential units to be developed within the community and contribute to the ability of the City to meet the overall demand for future housing. As discussed earlier, these additional residential units would be located in the Village areas to allow residents to take advantage for transit and improved mobility. Furthermore, the CPU provides affordable single- and multi-family housing throughout the proposed community area, thus enabling a wide range of economic levels and age groups to live within these communities.

Section 2.2 of the CPU Land Use Element includes housing policies designed to develop housing that responds to the surrounding neighborhoods, preserves and rehabilitates existing single-family homes and assures adequate services including schools, parks and shopping. The policies also incorporate the goal of the City's General Plan Housing Element to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities.

4. The Community Plan provides a more effective means to protect and enhance character and function than existing land use controls.

The Community Plan area are largely urbanized and built out. The Community Plan builds upon the adopted Community Plan's goal for respecting the existing character of the communities while strengthening linkages and connectivity, improving the built environment, creating mixed-use walkable neighborhoods and preserving open space. The Community Plan seeks to encourage an urban form that reflects the existing and evolving character and provides an attractive built environment.

Development completed in accordance with the Community Plan would occur in an existing urbanized area with established public transportation infrastructure, which may reduce vehicle trips and miles traveled and support walking as a transportation choice. In addition, implementation of the policies contained in the Land Use, Mobility, Urban Design, and Recreation Elements would improve mobility, including access to recreation areas through the development of a balanced, multi-modal transportation network. Implementation of proposed Land Use policies in Section 2.5, Village Areas, support the integration of transit within mixed use residential and employment areas and encourages the creation of safe and direct bicycle and pedestrian connections to provided multi-modal access, while preserving the low-scale single- and multi-family character of the surrounding neighborhoods.

The Land Use Element defines Village Areas and key corridors where future growth is targeted within both communities in order to fulfill the General Plan's City of Villages strategy. The Specific Plan area incentivizes reinvestment through supplemental development regulations including additional height allowance, reduced parking requirements while also ensuring character enhancements and pedestrian access by requiring "paseos", pedestrian pathways between private properties, in order to build from the existing pedestrian network of alleys and cut through. These supplemental regulations can be found in the Land Use chapter of the Specific Plan and are intended to spur development flexibility and create an attractive, intensified urban environment with a mix of land uses surrounding the Beyer Boulevard Trolley Station and along San Ysidro Boulevard, while preserving the character of the residential areas and highlighting the unique public spaces in the area.

The Recreation and Conservation Elements contain policies aimed at improving public access and active recreational opportunities through the creation of bicycle and pedestrian pathways linkages to the existing park system in San Ysidro and the adjacent Tijuana River Valley community plan area. The intent of the Mobility Element is to provide a cohesive transportation network, the Element specifically address transit services and facilities, including highlighting the presence of trolley stations, improving the environment surrounding bus and trolley stops and focuses on the community infrastructure to access the transit by walking and biking. Urban Design Element encourages pedestrian-oriented design, multi-modal connections, a comprehensive wayfinding, and streetscape design that will promote walkability and support both the village concepts.

The Community Plan provides for growth and development through the assumed buildout year of 2035 by providing a foundation for development that builds on established character as reinvestment occurs in the urbanized areas. These specific factors support the decision to approve the project despite the significant unavoidable impacts identified in the FEIR.

5. The CPU promotes the City's Complete Streets policy by restoring a more balanced street environment that prioritizes public transit, walking, and bicycling over private vehicle movement.

Effective January 1, 2011, state law requires that cities address complete streets upon revisions to their general plan circulation elements. The specific requirement is to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." The City's General Plan Mobility Element as adopted in 2008 meets this requirement. In fact, the Mobility Element is cited as an example of a general plan that has multi-modal goals and policies, and the City's Street Design Manual is listed as an example of a multi-modal transportation implementation document in the "Update to the General Plan Guidelines: Complete Streets and the Circulation Element," published by the State Office of Planning & Research (December 2010).

The CPU's Mobility Element promotes the concept of "complete streets," in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users including pedestrians, bicyclists, motorists, and public transport users. The Mobility Element includes the following multi-modal goals; Pedestrian-friendly facilities throughout the community with emphasis on the San Ysidro Historic Village and Border Village areas in order to minimize or reduce pedestrian/ vehicles conflicts; a complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network; high-quality public transit as the preferred transportation mode for employees and residents centered on transit oriented development and individuals using the border crossing; and a circulation system that provides for complete streets and adequate capacity and improved regional access for vehicle traffic.

Recommended improvements in the Mobility Element were developed with the consideration of implementing complete streets on the community's existing roadways. Policies that address pedestrian mobility include Policies 3.2.1 through 3.2.14. Additional pedestrian related policies may be found in Sections 4.5 and 4.6 of the CPU. Policy UD-A-9 regarding transit integration and UD-D-3 regarding pedestrian-orientated design focus on integrating development towards the street and creating and improving pedestrian access to trolley stations and bus stops to capitalize on access to transit, boost transit ridership, and reduce reliance on single occupancy vehicle driving.

The CPU supports, refines, and implements the City's Bicycle Master Plan. This includes the provision of a Class I Bike Path from the Port of Entry through the Border Village, San Ysidro Historic Village to the Beyer Blvd Trolley Station and north along Beyer towards Otay-Mesa Nestor. Class II bikeways would be provided along Camino de la Plaza connecting to the Port of Entry to the Tijuana River Valley and Otay-Mesa Nestor community to the north and Otay Mesa community to the east. The bike routes for a community network that ultimately will connect to the regional bike network, including the Border Access Corridor. The Community Plan also encourages bikeways within the village areas to connect to trail heads, recreation areas, schools, activity centers and services.

The Community Plan provides for the use of street design and traffic calming/management solutions to improve pedestrian safety and also includes an Urban Design Element, which encourages the village design to be both pedestrian and transit-oriented with goals and policies for activating vibrant village cores with attractive streetscaping, public art, architecture, and public facilities.

6. The Community Plan implements the City's goal to incorporate its General Plan policies and goals into its neighborhoods as part of its long term community plan update process.

The Community Plan is superior in meeting the General Plan's Guiding Principles and the goals generated by the community planning group and stakeholders because it maintains established low density neighborhoods, provides employment lands, and increases residential development opportunities along the existing transit corridors to densities that support transit. The zones that have been identified for commercial uses allow for transit supportive floor area ratios (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. The Community Plan implements the major goals of the City's General Plan Housing Element with the provision of sufficient housing for all income groups and providing affordable housing opportunities consistent with a land use pattern which promotes infill development and socioeconomic equity, while facilitating compliance with all applicable federal, state, and local laws and regulations.

The increased residential density included in the preferred land use plan will assist in meeting the City's affordable housing needs and implement the Community Plan housing policies, found in the Land Use Element's Section 2.2 and the General Plan's Land Use Element policies in Section H, Balanced Communities and Equitable Development, for a mix of housing types and the integration of affordable housing within village areas. The villages are consistent with the General Plan's guiding principles, the City of Villages strategy, and the Community Plan policies for diverse, balanced, compact, and walkable mixed-use villages that are linked to public facilities, to recreation opportunities, and to employment centers by walkways, bikeways, transit, roadways, and freeways.

The Community Plan's Urban Design Element and the General Plan's Urban Design Element policies UD-A.1 – UD-A.17 contained in Section A General Urban Design, policies UD-B.1 – UD-B.8 in Section B Distinctive Neighborhoods and Residential Design, and policies UB-C.1- UD-C.8 in Section C Mixed-Use Villages and Commercial Areas provide policy direction for village areas, streetscape improvements, building character, street trees, and sustainability features, gateways, and view corridors that respect the community's natural setting, strengthens linkages and connectivity, improves the built environment, and creates mixed-use walkable villages.

These fundamental recommendations that are based on the General Plan policies cited not only will create diverse new housing near job/employment centers with transit opportunities; but will maintain the existing low density neighborhoods and historic districts, preserve open space resources while intensifying the nodes surrounding the transit stations and along the transit corridors in San Ysidro. Therefore, the Community Plan is consistent with the General Plan's Guiding Principles and each Community Plan's land use goals that were generated with the community during the update process.

These specific factors support the decision to approve the project despite the significant unavoidable impacts identified in the FEIR.

7. The Community Plan implements strategies in the Climate Action Plan.

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by a number of targets and actions, which together will meet GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal established in former Governor Arnold Schwarzenegger's Executive Order S-3-05.

One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies that promote increased capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. These concepts are consistent with the General Plan's Mobility Element and the City of Villages Strategy, and include a focus on increased capacity in Transit Priority Areas (TPAs).

The CPU and San Ysidro Historic Village Specific Plan provide site-specific recommendations consistent with these land use and mobility strategies. The Community Plan identifies neighborhood villages within Transportation Planning Areas (TPAs), and the land use and zoning associated with the CPU 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 CPU 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.

The CPU 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 to enhance streetscapes in the community. Plan policies require new development to retain significant and mature trees, where feasible and supports public outreach efforts to educate business owners, residents, and school children on the care of, and environmental benefits of, shade-producing street trees and develops strategies for contributing to the canopy goal outlined in the CAP.

I. CONCLUSION

For the foregoing reasons, the City finds that the Project's adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the Project. Therefore, the City has adopted this Statement of Overriding Considerations.

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EXHIBIT C

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
 SAN YSIDRO COMMUNITY PLAN UPDATE (SYCPU)
 AND THE
 SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN (SYHVSP)
 ENVIRONMENTAL IMPACT REPORT No. 310690
 SCH No. 2015111012**

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Planning Department, 1010 Second Avenue, Suite 1200, East Tower, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report No. 310690, SCH No. 2015111012 are further described below. Section 15097 of the CEQA Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an EIR (including associated Findings), to ensure that the associated mitigation measures are implemented. The MMRP identifies the mitigation measures, specifies the entity (or entities) responsible for monitoring and reporting, and notes when in the process monitoring and reporting should be conducted.

Pursuant to Public Resources Code Section 21081.6, an MMRP is only required for impacts identified as significant or potentially significant in the EIR analysis. Accordingly, based on the evaluation in Section 5.0 of the PEIR, Environmental Analysis, this MMRP addresses the following potentially significant impacts requiring mitigation:

- SYCPU: transportation/circulation, air quality, noise, biological resources, historical resources, geologic hazard, and paleontological resources.
- SYHVSP: transportation/circulation, air quality, noise, historical resources, and paleontological resources.

San Ysidro Community Plan Update

Transportation/Circulation

Roadway Segments

a. Impacts

Full implementation of the SYCPU would have a cumulatively significant impact at 31 roadway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F.

b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce cumulative roadway segment impacts (Table 11.1, *Roadway Segment Mitigation Measures*). As discussed in the Findings, a number of these mitigation measures are considered infeasible either because they would conflict with the smart growth and/or City of Villages Strategy, or are precluded by surrounding development. These measures are not included in this MMRP.

**TABLE 11-1
ROADWAY SEGMENT MITIGATION MEASURES**

Mitigation Measure Number	Road Segment	Improvement
TRF-1	Beyer Blvd: Cottonwood Road to West Park Avenue	Widen the roadway to a 4-lane major arterial and install a raised median.
TRF-2	Beyer Blvd : West Park Avenue to East Beyer Blvd	Widen the roadway to a 4-lane major arterial and install a raised median.
TRF-3	Smythe Avenue : SR-905 Eastbound Ramp to Beyer Blvd	Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane.
TRF-4	Smythe Avenue : South Vista Avenue to Sunset Lane	Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.
TRF-5	Dairy Mart Road: West San Ysidro Blvd to I-5 Southbound Ramps	Widen the roadway to a 4-lane collector.
TRF-6	Dairy Mart Road: I-5 SB Ramps to Servando Avenue	Widen the roadway to a 4-lane collector.

**TABLE 11-1
ROADWAY SEGMENT MITIGATION MEASURES
(Continued)**

Mitigation Measure Number	Road Segment	Improvement
TRF-40	Dairy Mart Road: Servando Avenue to Camino de la Plaza	Construct a raised median.
TRF-7	East San Ysidro Blvd: Border Village Road (east) to East Beyer Blvd/ Camino de la Plaza	Widen the roadway to a 5-lane major arterial and install a raised median.
TRF-8	East San Ysidro Blvd: East Beyer Blvd/Camino de la Plaza to Rail Court	Widen the roadway to a 4-lane major arterial and install a raised median.

TRF-9	Via de San Ysidro : West San Ysidro Blvd to I-5 NB Ramps	Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane.
TRF-11	Calle Primera: Rancho del Rio Estates to Via de San Ysidro	Widen the roadway to a 3-lane collector.
TRF-12	Camino de la Plaza: I-5 SB Ramp to East San Ysidro Blvd	Widen the roadway to a 4-lane major arterial and install a raised median.

¹ Located within SYHVSP

c. Mitigation Funding, Timing, and Responsibility

As discussed in Section 5.2 of the PEIR and the Findings, implementation of the roadway segment improvements cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation. Potential funding sources are anticipated to potentially include development fees, individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., SANDAG).

Mitigation timing would be driven by the implementation schedule of individual (project level) development related to specific impacts within the SYCPU, along with the availability of funding as outlined above. The overall responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties. Documentation of mitigation-related construction efforts, for example, could be provided by contractors through submittal of daily or weekly construction logs (with verification by City staff as applicable).

Intersections

a. Impacts

Full implementation of the SYCPU would have a cumulative significant impact at 25 intersections. The impacts at these intersections would occur because the increase in delay would exceed the allowable threshold.

b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce intersection impacts (Table 11.2, *Intersection Mitigation Measures*). As discussed in the Findings, several of these mitigation measures are considered infeasible either because they would conflict with the smart growth and/or City of Villages Strategy, or are precluded by surrounding development. These measures are not included in this MMRP.

c. Mitigation Funding, Timing, and Responsibility

As discussed in Section 5.2 of the PEIR and the Findings, implementation of the intersection improvements cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation. Potential funding sources are anticipated to potentially include development fees, individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., SANDAG).

**TABLE 11-2
INTERSECTION MITIGATION MEASURES**

Mitigation Measure Number	Intersection Number¹	Intersection	Improvement
TRF-13	1	Beyer Blvd and Iris Avenue/ SR-905 WB Ramps	Realign west leg of intersection to the north accommodate an exclusive EB left-turn lane.
TRF-14	2	Beyer Blvd and Dairy Mart Road/SR 905 EB Ramps	Restripe WB right-turn lane into a WB through/right-turn lane.
TRF-15	4 ²	Smythe Crossing and Beyer Blvd	Install traffic signal. (High Priority CIP)
TRF-16	5 ²	Beyer Blvd and Smythe Avenue	Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase.
TRF-17	6 ²	W. Park Avenue/Alaquinas Drive and Beyer Blvd	Install an additional SB left-turn lane and an exclusive NB right-turn lane.
TRF-18	10	Dairy Mart Road and South Vista Lane	Install traffic signal.
TRF-19	15 ²	Smythe Avenue and Sunset Lane	Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane.
TRF-20	18	West San Ysidro Blvd and Howard Avenue	Install single lane roundabout.
TRF-21	22	West San Ysidro Blvd and Averil Road	Install single lane roundabout or signalize. (High Priority CIP)
TRF-22	29	East San Ysidro Blvd and I-805 NB Ramps	Install an additional WB right-turn lane.
TRF-23	31	Border Village (south) and E. San Ysidro Blvd	Install a free NB right-turn lane.
TRF-24	33	I-5 NB Ramp and E. San Ysidro Blvd	Install a new on-ramp to the I-805 freeway.
TRF-25	34	Via de San Ysidro and I-5 NB Ramps	Install traffic signal.
TRF-26	35	Via de San Ysidro and I-5 SB Ramp/Calle Primera	Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP)

**TABLE 11-2
INTERSECTION MITIGATION MEASURES
(Continued)**

Mitigation Measure Number	Intersection Number¹	Intersection	Improvement
TRF-27	36	Calle Primera/Willow Road and Via de San Ysidro	Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP)
TRF-28	37	Dairy Mart Road and I-5 SB Ramps	Install an additional EB left-turn lane.
TRF-29	38	Dairy Mart Road and Servando Avenue	Install traffic signal.
TRF-30	39	Dairy Mart Road and Camino de la Plaza	Install traffic signal.
TRF-31	41	Willow Road and Camino de la Plaza	Provide an exclusive WB right-turn lane and add split signal timing phasing for NB and SB movements.
TRF-32	42	Camino de la Plaza and I-5 SB ramps	Provide additional lanes for the southbound ramps
TRF-33	45	East San Ysidro Blvd and Center Street	Relocate I-805 SB off-ramp to align with Center Street.
TRF-34	47 ²	Vista Lane and Smythe Crossing	Install traffic signal.
TRF-35	48	Camino de la Plaza and Virginia Avenue	Install traffic signal and provide a second WB left-turn lane.

¹ Refer to Figure 5.2-2 for intersection locations.

² Located within SYHVSP.

Freeway Segments

a. Impacts

As described in Section 5.2 of the PEIR, three freeway segments would have significant cumulative impacts with implementation of the proposed SYCPU.

b. Mitigation Framework

Freeway improvements identified in the SANDAG Regional Transportation Plan (RTP) would enhance operations along the freeway noted segments. However, these improvements are not within the full control of the City. Thus, no project-related mitigation measures exist.

c. Mitigation Funding, Timing, and Responsibility

As discussed above, no mitigation measures to reduce impacts on freeways are within full control of the City. Furthermore, related funding sources are also currently unknown, but may include SANDAG and/or Caltrans, as noted. Similarly, the timing and responsibility for mitigation monitoring, enforcement and

reporting are currently unknown, although it is assumed that both the City and Caltrans would be involved in mitigation monitoring, enforcement and reporting.

Air Quality

Conformance to Federal and State Ambient Air Quality Standards

a. Impacts

Based on the evaluation in Section 5.3 of the PEIR, Air Quality, the SYCPU would result in emissions of air pollutants during both the construction phase and operational phase of future development. Operational emissions would be associated with vehicle trips generated by the SYCPU development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the emissions would exceed the screening-level thresholds for volatile organic compounds (VOCs), carbon monoxide (CO), respirable particulate matter with an aerodynamic diameter of 10 microns or less (PM10), and fine particulate matter with an aerodynamic diameter of 2.5 microns or less (PM2.5), and would result in a significant impact for air quality.

b. Mitigation Framework

The following mitigation measures would reduce potential impacts related to conformance with State and federal air quality standards from implementation of the SYCPU.

- AQ-1:** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in Mitigation Measure AQ-2, below.
- AQ-2** For future development that would exceed daily emissions thresholds established by the City of San Diego, best available control measures/technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology includes:
- a) Minimizing simultaneous operation of multiple pieces of construction equipment;
 - b) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment;
 - c) Use of alternative fueled construction equipment;
 - d) Dust control measures for construction sites to minimize fugitive dust, (e.g. watering, soil stabilizers, and speed limits); and/or
 - e) Minimizing idling time by construction vehicles.
- AQ-3** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic

congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on and off site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

AQ-4 To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall incorporate a CO hot spot analysis, or other appropriate analyses, as determined by the City. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 5.3-2 or Table 5.3-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following:

- Installation of electric vehicle charging stations;
- Improve walkability design and pedestrian network;
- Increase transit accessibility and frequency by incorporating Bus Rapid Transit routes included in the SANDAG Regional Plan; and
- Limit parking supply and unbundle parking costs. Lower parking supply below ITE rates and separate parking costs from property costs.

AQ-5 In order to reduce energy consumption from future development, applications (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site where street lighting is proposed.

c. Mitigation Funding, Timing, and Responsibility

Funding for applicable elements of the described air quality mitigation measures would be provided on a project-specific basis by the associated property owner, developers, and/or construction contractors.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to and during construction. Responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties as described above for roadway segments in Section 11.2.1, *Transportation/Circulation*.

Cumulatively Considerable Net Increase of Criteria Pollutants

a. Impacts

As described in Section 5.3 of the PEIR, criteria pollutant emissions under the SYCPU could contribute to existing violations of their respective standards. Because it cannot be demonstrated at the programmatic

level that future development would not exceed applicable air quality standards, associated impacts are considered cumulatively considerable and significant.

b. Mitigation Framework

Implementation of the mitigation measures identified above for conformance to State and federal ambient air quality standards (AQ-1 through AQ-5) would also reduce criteria pollutant emissions.

c. Mitigation Funding, Timing, and Responsibility

Funding, timing, and responsibility considerations for Mitigation Measures AQ-1 through AQ-5 would be the same as those described above for conformance to State and federal ambient air quality standards.

Impacts to Sensitive Receptors

a. Impacts

The analysis in Section 5.3 of the PEIR concludes that sensitive receptors/land uses would be subject to significant impacts related to CO hot spots, and exposure of sensitive land uses to DPM as a result of SYCPU implementation.

b. Mitigation Framework

The following mitigation measure, in addition to Mitigation Measures AQ-3 and AQ-4, as described above in this section, would reduce potential impacts to sensitive receptors from SYCPU-related exposure to CO hot spots and DPMs.

AQ-6: Prior to the issuance of building permits for any facility within the buffer area identified by CARB for TACs, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.3-4.

c. Mitigation Funding, Timing, and Responsibility

Funding, timing, and responsibility considerations for Mitigation Measures AQ-3, AQ-4 and AQ-6 would be the same as those described above for Mitigation Measures AQ-1 through AQ-5 under the discussion of conformance to State and federal ambient air quality standards.

Noise

Compatibility of Proposed Land Uses with City Noise Guidelines

a. Impacts

Traffic increases attributable to the implementation of the SYCPU would result in traffic-related noise levels of over 60 CNEL along several major roadways. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur.

b. Mitigation Framework

Consistent with the General Plan Policy NE-A.4, the following measure would be required to ensure that noise-sensitive land uses are not exposed to noise levels in excess of City standards.

NOI-1: Where new development would expose people to noise exceeding normally acceptable levels, a site-specific acoustical analysis shall be performed prior to the approval of building permits for:

- Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 CNEL.
- Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL.
- All land uses where noise levels exceed the conditionally compatible exterior noise exposure levels as defined in the City's Land Use/Noise Compatibility Guidelines.

The acoustical analysis shall be conducted to ensure that barriers, building design and/or location are capable of maintaining interior noise levels at 45 CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Vibration

a. Impacts

Potential sources of ground-borne vibration are the in the SYCPU area include Trolley and freight train traffic, both of which utilize existing tracks that bisect the Community Plan area diagonally from northwest to southeast. As described in Section 5.5 of the PEIR, the FTA provides screening distances for land uses that may be subject to vibration impacts from a commuter rail. For Category 1 uses, such as vibration-sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses, such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional facilities, is 120 feet.

Land use designations proposed by the SYCPU would allow land uses associated with Categories 1, 2, and 3. Therefore, future development pursuant to the SYCPU has the potential to locate new vibration-sensitive land uses within the screening distance of the railroad tracks. Because new development proposed within the noted screening distances would require further analysis to assess vibration, potential impacts related to ground-borne vibration are considered potentially significant.

b. Mitigation Framework

The following mitigation measure would reduce potential vibration-related impacts from implementation of the SYCPU.

NOI-2: A site-specific vibration study shall be prepared for proposed land uses within FTA screening distances for potential vibration impacts related to train activity. Proposed development shall implement recommended measures within the technical study to ensure that vibration impacts meet the FTA criteria for vibration impacts.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Biological Resources

Sensitive Species

a. Impacts

Implementation of the SYCPU has the potential to impact a number of sensitive plant and wildlife species (as outlined in Section 5.6 of the PEIR, Biological Resources), both directly through the loss of habitat, and indirectly by placing development adjacent to the MHPA. Potential impacts to federal or State listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW Special Animals List would likely be significant. Additionally, impacts to active bird nests of species protected by the federal Migratory Bird Treaty Act and California Fish and Game Code are not allowed, and would be significant.

b. Mitigation Framework

The following mitigation measures would reduce potential impacts on sensitive species from implementation of the SYCPU.

BIO-1: Sensitive Plants. A qualified biologist shall survey for sensitive plants in the spring of a year with adequate rainfall prior to initiating construction activities in a given area. If a survey cannot be conducted due to inadequate rainfall, then the project proponent shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping and potential to occur analysis, and what mitigation would be required, or whether construction must be postponed until spring rare plant survey data is collected.

Adherence to the MSCP Subarea Plan Appendix A (i.e. Conditions of Coverage) and securing comparable habitat to the impacted habitat at the required ratio(s) (i.e., a habitat-based approach to mitigation; see Tables 5.6-9a, 5.6-9b, and 5.6-10 in Mitigation Measures BIO-9 and

BIO-10) shall mitigate for direct impacts to most sensitive plant species (e.g., MSCP Covered Species).

Impacts to federal or State listed plant species shall first be avoided, where feasible, and where not feasible, impacts shall be compensated through salvage and relocation via a transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant species at ratios, in accordance with the City's Biology Guidelines. A qualified biologist shall prepare a City- and Wildlife Agency-approved Restoration Plan that shall indicate where restoration would take place. The restoration plan shall also identify the goals of the restoration, responsible parties, methods of restoration implementation, maintenance and monitoring requirements, final success criteria, and contingency measures, and notice of completion requirements.

Impacts to moderately sensitive plant species (California Rare Plant Rank 1 or 2 species) shall be avoided, where feasible, and where not feasible, impacts shall be mitigated through reseeding (with locally collected seed stock) or relocation. Where reseeding or salvage and relocation is required, the project proponent shall identify a qualified Habitat Restoration Specialist to be approved by the City. The Habitat Restoration Specialist shall prepare and implement a Restoration Plan to be approved by the City for reseeding or salvaging and relocating sensitive plant species.

BIO-2: Fairy Shrimp. Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed, if suitable habitat could be affected, to confirm the presence/absence of San Diego fairy shrimp and Riverside fairy shrimp. If San Diego fairy shrimp and/or Riverside fairy shrimp are identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. A draft Vernal Pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. Mitigation for impacts to fairy shrimp within the SYCPU Vernal Pool HCP areas would be required to comply with an individual project, USFWS biological opinion/take permit and/or the Vernal Pool HCP (if adopted and applicable for a given specific project).

BIO-3: Quino Checkerspot Butterfly. Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed to confirm the presence/absence of the Quino checkerspot butterfly, if suitable habitat could be affected. If the butterfly is identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. If authorization is obtained, mitigation measures such as the avoidance of occupied habitat and/or the acquisition of occupied habitat shall be developed in consultation with the USFWS and the City.

BIO-4: Coastal California Gnatcatcher. Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed within the MHPA in suitable habitat for the coastal California gnatcatcher, if suitable habitat could be affected. If the species is determined to occupy a site, the loss of occupied habitat (potentially Diegan coastal sage scrub and maritime succulent scrub) shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for sensitive upland habitats in Mitigation Measure BIO-11 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8).

BIO-5: Least Bell's Vireo. Prior to the issuance of construction permits for future projects in the SYCPU area (specifically for the extension of Calle Primera), a protocol survey shall be completed in suitable habitat for the least Bell's vireo if suitable habitat could be affected. If the species is

determined to be present, the loss of occupied habitat shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for wetland communities in Mitigation Measure BIO-10 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8).

BIO-6: Burrowing Owl. During discretionary analysis for future specific projects in the SYCPU area habitat assessments shall be conducted on undeveloped or disturbed land following guidelines and protocol established in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Should burrowing owl habitat or sign be encountered on or within 150 meters of a project site, breeding season surveys shall be conducted according to the protocol (CDFW 2012). If occupancy is determined, site-specific avoidance and mitigation measures shall be developed. Measures to avoid and minimize impacts to burrowing owl may include take avoidance (pre-construction) surveys and the use of buffers, screens, or other measures to minimize impacts during project activities.

BIO-7: Coastal Cactus Wren. Prior to issuance of construction permits for future projects in the SYCPU area, a habitat assessment shall be conducted, if suitable habitat could be affected, to determine its presence or absence. If the species is present, mitigation measures shall include area-specific management directives contained in the MSCP for the coastal cactus wren that include the restoration of maritime succulent scrub with propagation of cactus patches within the MHPA, adaptive management of cactus wren habitat, monitoring of populations, and compliance with the MHPA Land Use Adjacency Guidelines to reduce detrimental edge effects. No clearing of occupied habitat may occur from the period of February 15 to August 15. In addition, if unoccupied CACW habitat is impacted, standard mitigation measures for CACW plant salvage and relocation to existing restoration areas shall be included for site-specific projects.

BIO-8: Nesting Birds. To reduce potentially significant impacts that would interfere with avian nesting within the SYCPU area, measures to be incorporated into project-level construction activities shall include the following, as applicable:

- Site-specific biological resources surveys (e.g., for the coastal California gnatcatcher, burrowing owl, raptors, etc.) shall be conducted in accordance with latest City's Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation shall also be completed as required to comply with the federal Endangered Species Act, MBTA, California Fish and Game Code, MSCP, and/or ESL Regulations. The MSCP specifies a 300-foot avoidance area for active Cooper's hawk nests and a 900-foot avoidance area for active northern harrier nests.
- In accordance with the noise component of the City's standard MHPA Land Use Adjacency Guideline mitigation measures, there shall be no clearing, grubbing, grading, or other construction activities during the breeding seasons for cactus wren, least Bell's vireo, and/or coastal California gnatcatcher (cactus wren, February 15-August 15; least Bell's vireo, March 15-September 15; coastal California gnatcatcher, March 1-August 15; burrowing owl February 1-August 31) until it can be demonstrated that construction activities would not result in noise levels exceeding 60 dB(A) L_{EQ} at the edge of their occupied habitat(s).
- Work near active nests of any species must include suitable noise abatement measures to ensure construction noise levels at the MHPA boundary would not exceed 60 dB(A) L_{EQ} .

Implementation of the Mitigation Framework identified above would reduce significant program-level (and project-level impacts) to sensitive species to less than significant.

BIO-9: Other Wildlife Species. Site-specific biology surveys shall be conducted to identify any other sensitive or MSCP Covered species present on each future project in the SYCPU area, including but not limited to the potential species listed in Table 5.6-4. Impacts to most sensitive and MSCP Covered species will be mitigated by habitat-based mitigation, as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In that case, the project-level biological survey report shall justify why species-specific mitigation is necessary. For MSCP Covered species, conditions from MSCP Subarea Plan Appendix A shall be implemented where applicable, such as measures to discourage Argentine ants on projects occupied by coast horned lizard.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation measures related to sensitive species would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to issuance of construction permits BIO-1 through BIO-7 and 9, or prior to/during construction activities (BIO-8). Responsibility for biology-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Sensitive Habitats

a. Impacts

As described Section 5.6 of the PEIR, implementation of the SYCPU (including the three options for extending Calle Primera) would potentially impact sensitive habitats, including up to approximately 3.8 acres of wetland communities, and 98.4 acres of Tier I, II, and IIIB habitats (refer to Tables 5.6-7 and 5.6-8 of the PEIR, *Potential Impacts to Sensitive Habitats/Communities* and *Potential Impacts to Sensitive Communities from the Three Calle Primera Options*, respectively). These impacts could occur both directly through habitat removal or indirectly by placing development adjacent to sensitive vegetation communities.

b. Mitigation Framework

The following mitigation measures would reduce potential impacts on sensitive habitats from implementation of the SYCPU.

BIO-10: Wetland Habitats: Wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts usually entails a combination of habitat acquisition/preservation, restoration, and/or creation. Typical mitigation ratios, as defined in the City's Biology Guidelines, are identified in Tables 11-3 and 11-4, *City of San Diego Wetland Mitigation Ratios (with Biologically Superior Design)* and *City of San Diego Wetland Mitigation Ratios (without Biologically Superior Design Outside of the Coastal Zone)*, respectively.

**TABLE 11-3
CITY OF SAN DIEGO WETLAND MITIGATION RATIOS
(with Biologically Superior Design*)**

Vegetation Community	Mitigation Ratio
Riparian	2:1 to 3:1

Vernal pool	2:1 to 4:1
Unvegetated basin with fairy shrimp	2:1 to 4:1

* A Biologically Superior Design includes avoidance, minimization, and compensatory measures, which would result in a net gain in overall function and values of the type of wetland resource over the resources being impacted.

TABLE 11-4
CITY OF SAN DIEGO WETLAND MITIGATION RATIOS
(without Biologically Superior Design Outside of the Coastal Zone)

Vegetation Community	Mitigation Ratio
Riparian	4:1 to 6:1
Vernal pool	4:1 to 8:1
Unvegetated basin with fairy shrimp	4:1 to 8:1

BIO-11: Upland Habitats: Wherever feasible, impacts to sensitive upland vegetation communities shall be avoided. Where avoidance is not feasible, sensitive upland vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation—or a combination thereof. Mitigation for impacts to sensitive upland vegetation would be required in accordance with the ratios in Table 5.6-10, *Mitigation Ratios for Impacts to Upland Vegetation Communities*, per the City's Biology Guidelines. The habitat types that would be impacted by the project and require mitigation are shown in bold in Table 10. The SYCPU would also impact Disturbed Land and Eucalyptus Woodland, which are classified as Tier IV, and do not require mitigation. For individual project impacts that would not exceed 5 acres (in some cases up to 10 acres), an in-lieu contribution may be made to the City's Habitat Acquisition Fund.

**TABLE 11-5
MITIGATION RATIOS FOR IMPACTS
TO UPLAND VEGETATION COMMUNITIES**

Tier	Habitat Type	Mitigation Ratios			
TIER 1 (rare uplands)	Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub Maritime Succulent Scrub Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands	Location of Preservation			
		Location of Impact	Inside* Outside	Inside 2:1 1:1	Outside 3:1 2:1
TIER II (uncommon uplands)	Coastal Sage Scrub (CSS) CSS/Chaparral	Location of Preservation			
		Location of Impact	Inside* Outside	Inside 1:1 1:1	Outside 2:1 1.5:1
TIER III A (common uplands)	Mixed Chaparral Chamise Chaparral	Location of Preservation			
		Location of Impact	Inside* Outside	Inside 2:1 1:1	Outside 3:1 2:1
TIER III B (common uplands)	Non-Native Grasslands	Location of Preservation			
		Location of Impact	Inside* Outside	Inside 1:1 0.5:1	Outside 1.5:1 1:1

* For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I- III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation measures related to sensitive habitats would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to (e.g., avoidance through design), during (e.g., avoidance through monitoring and/or restoration/creation), or after construction (e.g., acquisition). Responsibility for biology-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Wetlands

a. Impacts

As described Section 5.6 of the PEIR, implementation of the SYCPU would potentially impact up to approximately 3.8 acres of wetland habitats (refer to Tables 5.6-7 and 5.6-8 of the PEIR). These impacts could occur both directly through habitat removal, or indirectly by placing development adjacent to sensitive wetland communities.

b. Mitigation Framework

Implementation of Mitigation Measure BIO-10, as described above under Sensitive Habitats, would reduce significant program-level (and project-level) impacts to wetlands to less than significant.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to wetlands would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for wetland-related mitigation monitoring, enforcement and reporting would be the same as that described above under Sensitive Habitats.

Geology

Geologic Hazard

a. Impacts

As described in Section 5.15.1.2, the eastern portion of the SYCPU area, which is included in the Hillside Specific Plan area designated by the SYCPU, includes a number of known landslide-prone areas. Future development in these areas would be exposed to potentially significant impacts related to landslides.

b. Mitigation Framework

The following mitigation measure would reduce potential impacts related to landslide potential from implementation of the SYCPU.

GEO-1: Geologic Hazard: Prior to issuance of the first building permit on vacant land located within geologic hazard categories 21 or 22, a comprehensive geotechnical investigation shall be conducted that will address all vacant land within these categories. The geotechnical investigation will characterize the limit/extent of the slide areas, the engineering characteristics of the soil material(s) which comprises the slip plane(s), and the hydrogeologic conditions within and in the areas surrounding the slides. The results of the investigation will be adequate to develop a 3-dimensional model of the slide, and to perform slope stability analyses. The investigation will also evaluate the impact of the proposed development on the stability of the adjoining properties.

The investigation shall identify remedial mitigation measures that would be necessary to stabilize slopes to factor of safety of 1.5 or greater. Mitigation measures shall include, but not be limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, and/or the use of protective barriers. As required by the City

Engineer, these remedial measures will be implemented prior to issuance of the first building permit within the affected area. Subsequent development shall demonstrate that the necessary remedial measures have been completed, or demonstrate that the development will implement equivalent remedial measures, to the satisfaction of the City Engineer, to reduce landslide effects to less than significant based on subsequent geotechnical analysis.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described geologic hazard mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Historical Resources

Archaeological and Historical Resources

a. Impacts

As described in Section 5.7, *Historical Resources*, of the PEIR, the SYCPU area includes both known and potential historical and archeological resources. As a result, future development pursuant to the SYCPU could have a significant impact on important historical or archaeological resources.

b. Mitigation Framework

Archaeological Resources

The following mitigation measures would reduce potential impacts on historical resources from implementation of the SYCPU.

HIST-1: Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU area that could directly affect an archaeological resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the

archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

Step 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible

designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that

would reduce the impacts to less than significant; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

Historical Resources

HIST-2: Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- a) Preparing a historic resource management plan;
- b) Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- c) Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- d) Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;
- e) Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.; and
- f) Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to less than significant. If required, mitigation programs can also be included in the report.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to archaeological and historical resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation Measures HIST-1 and HIST-2 would be implemented prior to issuance of any permit for a future development project under the SYCPU that could directly affect either: (1) an archaeological resource; or (2) a building/structure in excess of 45 years of age that has been determined to be historically significant by the City. Responsibility for mitigation monitoring, enforcement and reporting related to archaeological and historical resources would be with the City of San Diego.

Religious and Sacred Resources

a. Impacts

As described in Section 5.7 of the PEIR, important religious or sacred resources are anticipated to occur within the SYCPU area. As a result, future development pursuant to the SYCPU could have a significant impact on important religious or sacred resources.

b. Mitigation Framework

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to religious and sacred resources.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to religious and sacred resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to religious and sacred resources would be the same as that described above under Archaeological and Historical Resources.

Human Remains

a. Impacts

As described in Section 5.7 of the PEIR, human remains could potentially occur within the SYCPU area. As a result, future development pursuant to the SYCPU could result in significant impacts to human remains.

b. Mitigation Framework

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to human remains.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to human remains would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to human remains would be the same as that described above under Archaeological and Historical Resources.

Paleontological Resources

Paleontological Resources

a. Impacts

As described in Section 5.16, *Paleontological Resources*, of the PEIR, the SYCPU area includes geologic formations with moderate (Lindavista Formation) or high (Bay Point, San Diego and Otay formations) potential for the occurrence of sensitive paleontological resources. As a result, future development pursuant to the SYCPU could have a significant impact on sensitive paleontological resources.

b. Mitigation Framework

The following mitigation measure would reduce potential impacts on paleontological resources from implementation of the SYCPU.

PALEO-1: Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
 - Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
 - Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
 - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
 - Monitoring is always required when grading on a fossil recovery site or a known fossil location.
 - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
 - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
 - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to paleontological resources would be provided on a project-specific basis by the associated property owners and/or developers.

As noted in Mitigation Measure PALEO-1, applicable elements of this measure would be implemented prior to issuance of any construction permits, during construction, and post-construction. Responsibility for mitigation monitoring, enforcement and reporting related to paleontological resources would be with the City of San Diego.

San Ysidro Historic Village Specific Plan

Transportation/Circulation

Roadway Segments

a. Impacts

Full implementation of the SYCPU and SYHVSP have a cumulatively significant impact on four roadway segments within the SYHVSP.

b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce roadway segments impacts (Table 11.1). As discussed in the Findings, the mitigation measures which would mitigate segment impacts related to the SYHSVP are considered infeasible either because they would conflict with the smart growth and/or City of Villages Strategy, or are precluded by surrounding development.

c. Mitigation Funding, Timing, and Responsibility

Based on the program level of analysis for the SYHVSP and the Findings, there are no feasible mitigation measures for the four impacted roadway segments in the SYHVSP.

Intersections

Roadway Segments

a. Impacts

Full implementation of the SYCPU and SYHVSP would have a significant impact on five intersections within the SYHVSP.

b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce intersection impacts (Table 11.2). Mitigation Measures identified in Table 11.6, *Potential SYHVSP Intersection Mitigation Measures*, would apply to the SYHVSP.

**TABLE 11-6
POTENTIAL SYHVSP INTERSECTION MITIGATION MEASURES**

Mitigation Measure Number	Road Segment	Improvement
TRF-15	Smythe Crossing and Beyer Blvd	Install traffic signal. (High Priority CIP)
TRF-16	Beyer Blvd and Smythe Avenue	Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase.
TRF-17	W. Park Avenue/Alaquinas Drive and Beyer Blvd	Install an additional SB left-turn lane and an exclusive NB right-turn lane.
TRF-19	Smythe Avenue and Sunset Lane	Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane.
TRF-34	Vista Lane and Smythe Crossing	Install traffic signal.

Air Quality

Conformance to Federal and State Ambient Air Quality Standards

a. Impacts

Based on the evaluation in Section 5.3 of the PEIR, *Air Quality*, the SYHVSP would result in emissions of air pollutants during both the construction phase and operational phase of future development. Operational emissions would be associated with vehicle trips generated by the SYHVSP development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the emissions would exceed the screening-level thresholds for volatile organic compounds (VOCs), carbon monoxide (CO), respirable particulate matter with an aerodynamic diameter of 10 microns or less (PM₁₀), and fine particulate matter with an aerodynamic diameter of 2.5 microns or less (PM_{2.5}), and would result in a significant impact for air quality.

b. Mitigation Framework

The following mitigation measures would reduce potential impacts related to conformance with State and federal air quality standards from implementation of the SYHVSP.

- AQ-1:** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify

potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in Mitigation Measure AQ-2, below.

- AQ-2** For individual construction project that would exceed daily emissions thresholds established by the City of San Diego, best available control measures/technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology include:
- f) Minimizing simultaneous operation of multiple pieces of construction equipment;
 - g) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment;
 - h) Use of alternative fueled construction equipment;
 - i) Dust control measures for construction sites to minimize fugitive dust, (e.g. watering, soil stabilizers, and speed limits); and/or
 - j) Minimizing idling time by construction vehicles.
- AQ-3** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on and off site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.
- AQ-4** To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall incorporate a CO hot spot analysis, or other appropriate analyses, as determined by the City. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 2 or Table 4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following:
- Installation of electric vehicle charging stations;
 - Improve walkability design and pedestrian network;
 - Increase transit accessibility and frequency by incorporating Bus Rapid Transit routes included in the SANDAG Regional Plan; and
 - Limit parking supply and unbundle parking costs. Lower parking supply below ITE rates and separate parking costs from property costs.

- AQ-5** In order to reduce energy consumption from future development, applications (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site where street lighting is proposed.

c. Mitigation Funding, Timing, and Responsibility

Funding for applicable elements of the described air quality mitigation measures would be provided on a project-specific basis by the associated property owner, developers, and/or construction contractors.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYHVSP, with mitigation for individual projects generally to be implemented prior to and during construction. Responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties as described above for roadway segments in Section 11.3.1, *Transportation/Circulation*.

Cumulatively Considerable Net Increase of Criteria Pollutants

a. Impacts

As described above in this section, the proposed SYHVSP would conflict with implementation of the RAQS and SIP, and operational regional emissions could result in significant impacts with respect to State and federal air quality standards. As a result, associated impacts related to conformance with State and federal AAQS would be cumulatively considerable and significant.

b. Mitigation Framework

Implementation of the mitigation measures identified above for conformance to State and federal ambient air quality standards (AQ-1 through AQ-4) would also reduce criteria pollutant emissions.

c. Mitigation Funding, Timing, and Responsibility

Funding, timing, and responsibility considerations for Mitigation Measures AQ-1 through AQ-4 would be the same as those described above for conformance to State and federal ambient air quality standards.

Impacts to Sensitive Receptors

a. Impacts

The analysis in Section 5.3 of the PEIR concludes that sensitive receptors/land uses would be subject to significant impacts related to CO hot spots, and exposure of sensitive land uses to DPM as a result of SYHVSP implementation.

b. Mitigation Framework

The following mitigation measure, in addition to Mitigation Measures AQ-3 and AQ-4, as described above in this section, would reduce potential impacts to sensitive receptors from SYHVSP-related exposure to CO hot spots and DPMs.

AQ-6: Prior to the issuance of building permits for any facility within the buffer area identified by CARB for TACs, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.3-4.

c. Mitigation Funding, Timing, and Responsibility

Funding, timing, and responsibility considerations for Mitigation Measures AQ-3, AQ-4 and AQ-6 would be the same as those described above for Mitigation Measures AQ-1 through AQ-5 under the discussion of conformance to State and federal ambient air quality standards.

d. Mitigation Funding, Timing, and Responsibility

Funding, timing, and responsibility considerations for Mitigation Measures AQ-5 and AQ-6 would be the same as those described above for Mitigation Measures AQ-1 through AQ-4 under the discussion of conformance to State and federal ambient air quality standards.

Noise

Compatibility of Proposed Land Uses with City Noise Guidelines

a. Impacts

Traffic increases attributable to the implementation of the SYHVSP would result in traffic-related noise levels of over 60 CNEL along several major roadways. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur.

b. Mitigation Framework

Consistent with the General Plan Policy NE-A.4, the following measure would be required to ensure that noise-sensitive land uses are not exposed to noise levels in excess of City standards.

NOI-1: Where new development would expose people to noise exceeding normally acceptable levels, a site-specific acoustical analysis shall be performed prior to the approval of building permits for:

- Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 CNEL.
- Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL.
- All land uses where noise levels exceed the conditionally compatible exterior noise exposure levels as defined in the City's Land Use/Noise Compatibility Guidelines.

The acoustical analysis shall be conducted to ensure that barriers, building design and/or location are capable of maintaining interior noise levels at 45 CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.

As described in Section 5.5, *Noise*, of the PEIR, because the ability of future development to achieve applicable noise level standards through implementation of Mitigation Measure NOI-1 cannot be determined at the programmatic level, the associated noise impacts from SYHVSP implementation are considered potentially significant and unavoidable.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYHVSP, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Vibration

a. Impacts

Potential sources of ground-borne vibration are the in the SYHVSP area include Trolley and freight train traffic, both of which utilize existing tracks that bisect the Community Plan area diagonally from northwest to southeast. As described in Section 5.5 of the PEIR, the FTA provides screening distances for land uses that may be subject to vibration impacts from a commuter rail. For Category 1 uses, such as vibration-sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses, such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet.

Land use designations proposed by the SYHVSP would allow land uses associated with Categories 1, 2, and 3. Therefore, future development pursuant to the SYHVSP has the potential to locate new vibration-sensitive land uses within the screening distance of the railroad tracks. Because new development proposed within the noted screening distances would require further analysis to assess vibration, potential impacts related to ground-borne vibration are considered potentially significant.

b. Mitigation Framework

The following mitigation measure would reduce potential vibration-related impacts from implementation of the SYHVSP.

NOI-2 A site-specific vibration study shall be prepared for proposed land uses within FTA screening distances for potential vibration impacts related to train activity. Proposed development shall implement recommended measures within the technical study to ensure that vibration impacts meet the FTA criteria for vibration impacts.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYHVSP, with mitigation for individual projects

generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

Historical Resources

Archaeological and Historical Resources

a. Impacts

As described in Section 5.7, *Historical Resources*, of the PEIR, the SYHVSP area includes three structures designated as historically significant, and may also encompass subsurface (unknown) archeological resources. As a result, future development pursuant to the SYHVSP could have a significant impact on important historical or archaeological resources.

b. Mitigation Framework

Archaeological Resources

The following mitigation measures would reduce potential impacts on historical resources from implementation of the SYCPU.

HIST-1: Prior to issuance of any permit for a future development project implemented in accordance with the SYHVSP area that could directly affect an archaeological resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time.

Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

Step 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to less than significant; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional

cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

Historical Resources

HIST-2: Prior to issuance of any permit for a future development project implemented in accordance with the SYHVSP that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- a) Preparing a historic resource management plan;
- b) Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing

buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

- c) Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- d) Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;
- e) Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.; and
- f) Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to less than significant. If required, mitigation programs can also be included in the report.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to archaeological and historical resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation Measures HIST-1 and HIST-2 would be implemented prior to issuance of any permit for a future development project under the SYHVSP that could directly affect either: (1) an archaeological resource; or (2) a building/structure in excess of 45 years of age that has been determined to be historically significant by the City. Responsibility for mitigation monitoring, enforcement and reporting related to archaeological and historical resources would be with the City of San Diego.

Religious and Sacred Resources

a. Impacts

As described in Section 5.7, *Historical Resources*, of the PEIR, important religious or sacred resources may occur within the SYHVSP area. As a result, future development pursuant to the Specific Plan could have a significant impact on important religious or sacred resources.

b. Mitigation Framework

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to religious and sacred resources.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to religious and sacred resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to religious and sacred resources would be the same as that described above under Archaeological and Historical Resources.

Human Remains

a. Impacts

As described in Section 5.7 of the PEIR, human remains could potentially occur within the SYHVSP area. As a result, future development pursuant to the Specific Plan could result in significant impacts to human remains.

b. Mitigation Measures

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to human remains.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to human remains would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to human remains would be the same as that described above under Archaeological and Historical Resources.

Paleontological Resources

Paleontological Resources

a. Impacts

As described in Section 5.16, Paleontological Resources, of the PEIR, the SYHVSP area includes two geologic units with high potential for the occurrence of sensitive paleontological resources, the Bay Point and San Diego formations. While essentially the entire SYHVSP area has been previously disturbed and developed with existing urban uses, grading and excavation associated with future development activities could potentially encounter undisturbed portions of the noted formations and result in significant impacts to sensitive paleontological resources.

b. Mitigation Framework

The following mitigation measures would reduce potential impacts on paleontological resources from implementation of the SYCPU.

PALEO-1: Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the

project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
 - Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
 - Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
 - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
 - Monitoring is always required when grading on a fossil recovery site or a known fossil location.
 - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
 - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
 - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation related to paleontological resources would be provided on a project-specific basis by the associated property owners and/or developers.

As noted in Mitigation Measure PALEO-1, applicable elements of this measure would be implemented prior to issuance of any construction permits, during construction, and post-construction. Responsibility for mitigation monitoring, enforcement and reporting related to paleontological resources would be with the City of San Diego.



Historic Context Statement

Final
March 28, 2011

San Ysidro

San Diego, CA

Prepared for:
California Office of Historic Preservation

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I. Introduction

Purpose

In June 2009 the City of San Diego received a grant through the Certified Local Government (CLG) program to prepare a reconnaissance level survey for the community of San Ysidro. The City prepared the historic context statement and contracted with Page & Turnbull for the field work and preparation of the survey report. The survey was undertaken in support of the San Ysidro Community Plan Update scheduled to be completed by the City Planning & Community Investment Department in 2012. The survey will be used as background information for the Historic Preservation Element of the community plan, and will be used by the City, the public, consultants, and other interested parties to identify significant historic resources within San Ysidro.

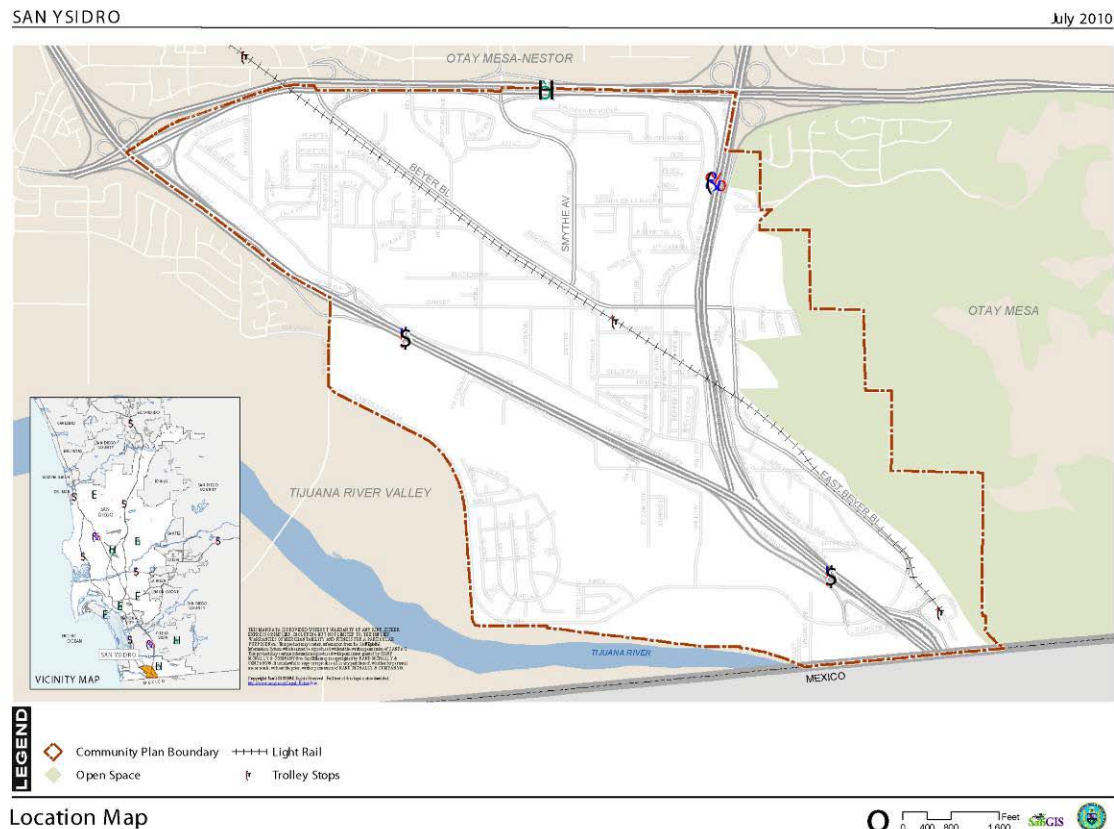
The activity which is the subject of this context statement and survey has been financed in part with Federal funds from the National Park Service, Department of the Interior, through the California Office of Historic Preservation. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior or the California Office of Historic Preservation, nor does mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or the California Office of Historic Preservation.

Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental federally-assisted programs on the basis of race, color, sex, age, disability, or national origin. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to:

Director, Equal Opportunity Program
U.S. Department of the Interior
National Park Service
P.O. Box 37127
Washington, D.C. 20013-7127

Definition of Geographical Area

This context statement addresses the community of San Ysidro, located in the City of San Diego. San Ysidro is located adjacent to the U.S./Mexico border and includes approximately 1,863 acres. San Ysidro is bounded by I-905 to the north, the Tijuana River Valley to the west, the Otay Mesa community to the east, and the international border with Mexico to the south (Figure 1).



**Figure 1. San Ysidro outlined in Red
with City Boundaries**
(Source: City of San Diego, July 2010)

Research Design and Methodology

Investigations for the historic context statement included archival research and field work to define property types. The historic context statement is organized chronologically, with sections that correspond to major periods in San Ysidro's history. The organization of these sections was based on significant events in San Ysidro's history such as the formation of Little Landers and annexation to the City of San Diego. The document follows:

- *Secretary of the Interior's Standards and Guidelines for Preservation Planning;*
- *National Register Bulletin No. 15 - How to Apply the National Register Criteria for Evaluation;*
- *National Register Bulletin No. 16B - How to Complete the National Register Multiple Property Documentation Form;* and

- *National Register Bulletin 24 Guidelines for Local Surveys: A Basis for Preservation Planning.*¹

Archival research included an examination of various documents at local repositories regarding the history of San Ysidro. Primary sources reviewed include street maps, subdivision maps, newspaper articles, and historic photographs. Secondary sources included books, journals, periodicals, historic resource reports, previous survey reports, and internet sources. In addition, oral interviews were conducted with select members of the San Ysidro and San Diego community, based upon recommendations offered by the City of San Diego Planning Department.

How to Use This Document

The San Ysidro Historic Context Statement identifies development patterns and significant properties in the area. The document is organized as follows:

- **Section 1. Introduction** provides an introduction to the document and definition of geographic boundaries
- **Section II. Existing Surveys, Studies & Reports** summarizes previous historic resource survey work in the San Ysidro survey area.
- **Section III. Guidelines for Evaluation** provides a definition of each of the major property types found in the survey area (residential, commercial, civic/institutional and industrial), and guidelines to evaluate the significance and integrity of these properties.
- **Section IV. Historic Context** includes a narrative of the area's developmental history. This history is broken into five periods which are defined by events, themes, and development trends. Property types associated with each of the five periods are identified and analyzed. Analysis includes an architectural description, a list of character-defining features, an evaluation of historic significance, and a summary of integrity considerations.
- **Section V. Conclusions & Recommendations** provides a summary of the findings of the historic context and recommendations for future work.

¹ The Secretary of the Interior's Standards and Guidelines for Preservation Planning can be found at <http://www.nps.gov/history/hps/pad/PlngStds/index.htm#std1>. The National Register Bulletins can be found at <http://www.nps.gov/history/nr/publications/bulletins.htm>.

II. Existing Surveys, Studies & Reports

A number of prior surveys were conducted within the boundaries of the San Ysidro survey area. The following section identifies which surveys and inventories are on file with the City of San Diego Planning Department.

1989 Survey

The City of San Diego surveyed an area of the community of San Ysidro in 1989. The survey area was selected by the R/UDAT (Regional/Urban Design Assistance Team) based on recommendations made in a study completed in 1987. The survey focused on the area referred to as "El Pueblito Viejo" and was bounded by Beyer Boulevard on the north, both sides of San Ysidro Boulevard on the south, both sides of Smythe Avenue on the west, and to East Beyer Boulevard on the east. In addition, El Toreador Motel and the International Building were included in the 1989 survey. Of the 128 buildings surveyed in 1989, four were found to be potentially eligible for the National Register, two were found to be potentially eligible for the California Register, and twenty-four were found to be eligible for the San Diego Register.

San Diego Historic Register

The San Diego Historic Register is the City of San Diego's official register of locally-designated historic resources, which are designated by the San Diego Historical Resources Board. The 1989 Survey covered San Ysidro's central historic core via an intensive-level survey. Historic Resources Inventory (HRI) forms were completed for all buildings in the 1989 Survey area, and these forms included basic descriptive information. City staff selected twenty-seven of the buildings for intensive research and more information regarding the significance of these structures can be found on the HRI forms.

Three buildings in San Ysidro are listed on the San Diego Historic Register. This includes the following:

- HRB #236, El Toreador Motel, 631 San Ysidro Boulevard
- HRB #451, San Ysidro Public Library, 101-105 San Ysidro Boulevard
- HRB #820, Harry and Amanda Rundell House, 123 East Seaward Avenue

In addition, the U.S. Custom House located on the U.S./Mexico border is listed in the National Register of Historic Places.

III. Guidelines for Evaluation

The following section reviews themes significant to the developmental history of San Ysidro, and defines major property types which are representative of these themes. For each property type, the forms, styles, construction types, and significance are described. The section concludes with general guidelines for evaluating each property type for the national, state, and local historical registers.

Summary of Significant Themes

This document divides the history of San Ysidro from pre-history to the present into five time periods or eras based on important events and development trends:

- Pre-History and Spanish Period (pre-1800 – 1822)
- Rancho Period and Early Border History (1822 – 1908)
- An Agricultural Community (1906 – 1964)
- Development of a Border Town (1916 – 1956)
- Annexation to the City of San Diego (1957 – Present)

Within each era, the following themes are discussed relative to the growth and evolution of the built environment in San Ysidro:

- Residential Development
- Commercial Development
- Institutional and Government Development

Definition of Property Types

In San Ysidro, the vast majority of the development is residential and includes primarily single-family dwellings. Examples of multiple-family dwellings consist of one-story duplexes, one-story bungalow courts, and two-story apartment buildings. Commercial uses are primarily relegated to San Ysidro Boulevard. Institutional properties include churches, a public library, and civic auditorium.

The town's park, located between East Park and West Park avenues, is San Ysidro's only major landscape feature that is not associated with a specific individual property. The neighborhood is characterized by combination of street grid and curving streets with no notable monuments or street furniture, bridges, or linear features.

Residential Properties

Single-Family Dwellings

Buildings designed as single-family dwellings are the primary building type found throughout San Ysidro. Most of these dwellings, built between 1909 and 1950, represent small working-class and middle-class homes. Houses constructed between 1950 and 1969 are also present, with a majority located in the northern portion of the planning area. Single-family houses in San Ysidro represent a range of sizes, architectural styles, and construction dates. Many in San Ysidro tend to be rendered in styles ranging from Vernacular and Craftsman to Mid-Century Ranch. In most cases, they are one story in height, of wood-frame construction, and exhibit little to moderate detailing and ornamentation. Single-family residences are most easily distinguished by their single primary entrance. This feature sets single-family dwellings apart from apartment buildings or duplex dwellings, which feature a separate entry for each residential unit within the building.

Multiple-Family Dwellings

Less common than single-family residences, a few properties in the survey area were purpose-built as multiple-family residences taking the form of duplexes, bungalow courts, and apartment buildings. The relative scarcity of multiple-family dwellings is likely due to the rural nature and relatively slow growth of San Ysidro up to the mid-twentieth century. A duplex consists of two residential units arranged side-by-side within a single building. A duplex is usually one story in height, with one residential unit occupying all of the stories on each side of the building. Bungalow courts are groupings of fully- or semi-detached units arranged in parallel rows or a U-shaped configuration facing a central drive or courtyard. Apartment buildings are typically two stories in height, and feature one or more entrances to interior hallways, which lead to doors for each unit. Like single-family houses, multiple-family dwellings can exhibit any number of architectural styles, forms, construction types and materials. Many in San Ysidro tend to be rendered in styles ranging from Vernacular to Mission Revival and Contemporary styles.

Significance of Residential Buildings

Residential buildings in San Ysidro can be considered very significant, as they directly reflect the patterns of development and the socio-economic conditions of the town's most influential historic periods. Residential properties can be significant as individual resources or as a district.

Commercial Properties

Historic commercial development in San Ysidro occurred primarily along San Ysidro Boulevard. The historic commercial buildings in the area exhibit a divergent variety of physical traits, but can be categorized as one- to two-story buildings. Many were constructed in the 1920s, and feature Spanish Eclectic style or other commercial style characteristics popular during that era.

Significance of Commercial Buildings

Commercial buildings are significant for their role in providing goods and services to a growing community. Historic commercial properties in San Ysidro reflect various periods in the area's history. They are capable of conveying the needs and activities of San Ysidro's residents, as well as patterns of development in the town.

Institutional and Government Properties

San Ysidro has few historic civic or institutional properties. In total, the institutional and government properties include: two churches, a public library, and a civic auditorium. The two churches are Comunidad Cristiana Torre Fuerte (formerly Our Lady of Mt. Carmel Church) at 114 W. Hall Avenue (constructed in 1927), and the Daniel F. Romero Center for Border Ministries (formerly the San Ysidro Community Church) at 173 W. Hall Avenue (constructed in 1924). These churches are designed in the Mission Revival style. Both are relatively small buildings situated on residential-size parcels and have simple designs.

Significance of Institutional and Government Properties

Civic and institutional buildings are likely to have significance under the themes of development and growth identified in this context statement because they represent the demographics of the neighborhood/community. Churches are often long-standing institutions and are important factors in the city's cultural and social activities. San Ysidro was historically dominated by residential uses, and institutions like the two churches, library, and civic auditorium represent the town's religious, social and cultural identity; providing common touchstones for many residents of San Ysidro.

Evaluation Criteria

The following discussion of significance and integrity of the identified property types provides the basis for evaluations of resources located in San Ysidro. It is important to note that each property is unique; therefore significance and integrity evaluation must be conducted on a case-by-case basis. These guidelines should be implemented as an overlay to the particular facts and circumstances of each individual resource or district.

National Register of Historic Places & California Register of Historical Resources

The National Register of Historic Places (NRHP) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Typically, resources over fifty years of age are eligible for listing in the National Register if they meet any one of the four criteria of significance (A through D) and if they sufficiently retain historic integrity. However, resources under fifty years of age can be determined eligible if it can be demonstrated that they are of "exceptional importance," or if they are contributors to a potential historic district. National Register criteria are defined in depth in *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*. The California Register of Historical Resources (CRHR) follows nearly identical guidelines to those used by the NRHP, but identifies the Criteria for Evaluation numerically.

The four basic criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National or California registers are:

<i>NRHP Criteria</i>	<i>CRHR Criteria</i>
A. Associated with events that have made a significant contribution to the broad patterns of our history; or	1. Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
B. Associated with the lives of persons significant in our past	2. Associated with the lives of persons important to local, California, or national history; or
C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.	3. Embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values.
D. Has yielded, or may be likely to yield, information important in prehistory or history. ²	4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A resource can be considered significant to American history, architecture, archaeology, engineering, and culture on a national, state, or local level.

² Any archaeological artifact found on a property in San Ysidro has the potential to yield knowledge of history and could therefore prove significant under this criterion. However, analysis under this criterion is beyond the scope of this report.

Properties significant under these criteria would also likely be eligible for local listing in the City of San Diego Register.

City of San Diego Register

Although based on NRHP and CRHR criteria, the City of San Diego designation criteria differ in order and quantity from the federal and state registers. The Historical Resources Guidelines of the Land Development Manual (a supplement to the Municipal Code) states that any improvement, building, structure, sign, interior element, fixture, feature, site, place, district or object may be designated as historical by the City of San Diego Historical Resources Board (HRB) if it meets one or more of the following criteria:

- A. Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development.
- B. Is identified with persons or events significant in local, state or national history.
- C. Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of indigenous materials or craftsmanship.
- D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman.
- E. Is listed or has been determined eligible by the National Park Service for listing on the NRHP of Historic Places or is listed or has been determined eligible by the California State Office of Historic Preservation for listing on the California Register of Historical Resources.
- F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

In addition to meeting one or more of the above criteria, a City of San Diego Register-eligible property must also retain sufficient integrity to convey its significance. Although the City's municipal code does use a 45 year threshold to review properties which may be adversely impacted by development, a property need not be 45 years of age to be eligible for listing in the City's register. In addition, the recently adopted *Guidelines for the Application of Historical Resources Board Designation Criteria* provide guidance on the application of local designation criteria.

Though the order and quantity of the San Diego criteria differ from the NRHP and California CRHR, the following parallel relationships can be established:

NRHP and CRHR Criteria	San Diego (HRB) Criteria
Criterion A/Criterion 1	HRB Criterion A and B (Events)
Criterion B/Criterion 2	HRB Criterion B (Persons)
Criterion C/Criterion 3	HRB Criteria C and D
Criterion D/Criterion 4 ³	HRB Criterion A (Archaeology)

HRB Criterion A parallels the NRHP Criterion A/CRHR Criterion 1 as it refers to historic events, but stands apart as a special element of the City's, a community's, or a neighborhood's historical, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development. As stated in the *Guidelines for the Application of Historical Resources Board Designation Criteria* adopted by the City's HRB, "Special elements of development refer to a resource that is distinct among others of its kind or that surpass the usual in significance." When Criterion A is applied to archaeological resources, it closely aligns with NRHP Criterion D or CRHR Criteria 4. Therefore, this document will consider HRB Criterion A separately from the other NRHP/CRHR criterion within the registration requirements for each property type.

HRB Criterion E is only applied to properties determined eligible for the NRHP or CRHR; therefore, registration requirements related to this criterion are not necessary. In addition, HRB Criterion F is applied to contributors in historic districts, but the district is determined eligible under one of the other criteria (HRB A-D); therefore registration requirements are not necessary.

Integrity

In addition to qualifying for listing under at least one of the NRHP/California Register criteria, a property must be shown to have sufficient historic integrity. The concept of integrity is essential to identifying the important physical characteristics of historic resources and in evaluating adverse changes to them. Integrity is defined as "the authenticity of an historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."⁴ The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource's eligibility for listing in the NRHP and/or the California Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred. The original location of a property, complemented by its setting, is required to express the property's integrity of location.
- Design is the combination of elements that create the form, plans, space, structure and style of the property. Features which must be in place to express a property's integrity of design are its form, massing, construction method, architectural style, and architectural details (including fenestration pattern).
- Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s). Features which must be in place to express a property's integrity of setting are its location, relationship to the street, and intact surroundings (i.e. neighborhood or rural).

³ NRHP Criterion D and CRHR Criterion 4 typically apply to archaeological resources. The prehistoric context of San Ysidro will be addressed in a separate document and analysis under this criterion will be addressed at that time.

⁴ California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001) 11.

- Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property. Features which must be in place to express a property's integrity of materials are its construction method and architectural details.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. Features which must be in place to express a property's integrity of workmanship are its construction method and architectural details.
- Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. Features which must be in place to express a property's integrity of feeling are its overall design quality, which may include form, massing, architectural style, architectural details, and surroundings.
- Association is the direct link between an important historic event or person and a historic property. Features which must be in place to express a property's integrity of association are its use and its overall design quality.

For evaluating whether a building conveys its historic significance, a resource either possesses integrity or it does not. However, gradations of integrity are sometimes helpful for city planning purposes; consequently, the following information may be of use.

For planning purposes, a property that has *exceptional integrity* will generally retain all of its character-defining features, and will rate highly in all aspects of integrity. A property with exceptional integrity will have undergone few or no alterations since its original construction, and will not have been moved from its original location. In the case of a property associated with a significant person, retention of the physical features that convey the property's association with that person is critical. A property with exceptional significance must also retain all features from the period when it was associated with a significant person (including later alterations). Properties with exceptional significance should be given high priority in preservation planning efforts.

Generally, a property that has *sufficient integrity* for listing in the national, state, or local historical register will retain a majority of its character-defining features, and will retain enough aspects of integrity to convey its significance. The aspects of integrity necessary depend on the reason the property is significant. Increased age and rarity of the property type may lower the threshold required for sufficient integrity. High priority is typically placed on integrity of design, materials, and workmanship for properties significant under Criterion C/3, while for properties significant under Criterion A/1 or B/2, these aspects are only necessary to the extent that they help the property convey integrity of feeling and/or association. Similarly, integrity of location and setting are crucial for properties significant under Criterion A/1, but are typically less important for properties significant under Criterion B/2 or C/3. For properties significant under all criteria, it is possible for some materials to be replaced without drastically affecting integrity of design, as long as these alterations are subordinate to the overall character of the building. For example, minor alterations such as window replacement may be acceptable in residential districts, but not in an individual property designed by a master architect.

IV. Historic Context

This section provides a discussion of each historic period, theme, and property type relative to broad patterns of city development in San Ysidro.

Prior to European settlement, the San Ysidro region was inhabited by the Kumeyaay (also known as Diegueño) Native Americans. The valleys and mesas of the Tijuana River Valley including the area of San Ysidro were relatively undisturbed throughout the Spanish period (1769-1822). Most of San Diego was placed under the jurisdiction of the Mission San Diego de Alcalá and due to its distance from the pueblo and mission, San Ysidro remained undeveloped. The Mexican period (1822-1846) would bring the first significant developments to the area of San Ysidro through the Mexican land grant system.

No architectural resources are known to exist from San Ysidro's early Native American and Spanish periods. However, archaeological artifacts discovered from this period are likely to yield information about the life and culture of the Kumeyaay, and are thus assumed to be significant under Criterion D (Information Potential).⁵

Rancho Period and Early Border History (1822 – 1908)

Residential, Commercial, and Transportation Development

Ranchos

After Mexico achieved independence from Spain in 1822, San Diego became part of the Mexican Republic. The Mexican government began issuing land grants in the early 1820s and created a system of large agricultural estates or ranchos. In 1829 Santiago Arguello Moraga, commandant of the Presidio of San Diego received Rancho Tia Juana, a 10,000 acre rancho located in the vicinity of present day Tijuana and San Ysidro.⁶ Arguello's son, Emigdio acquired the adjacent Rancho Melijo in 1833. Rancho Melijo has been described as "bounded by Rancho National of San Diego, the Rancho of Tijuana, the hill range of San Antonio and the road leading to Lower California."⁷ The Arguellos constructed an adobe house known as La Punta in 1834 or 1835 on Rancho Melijo; this was one of the only structures in the area until the late 1800s.⁸ Other than the ranchos, there was no development in the area until after the Treaty of Guadalupe Hildago in 1848 which established the US/Mexican border south of San Ysidro.

By the mid 1860s, temporary markers were erected at 258 locations across the 1,200 mile border between Brownsville, Texas and San Diego.⁹ The border would remain unfenced until 1910 when a barb wire fence with steel posts was installed from the coast to Otay Mountain. In 1871, the first officers were assigned to patrol the U.S. side of the border in San Ysidro. Two years later in 1873, the first border customs building (no longer extant) in San Ysidro was built on the Mexican side of the border.¹⁰

⁵ The analysis of resources under Criterion D is beyond the scope of this report.

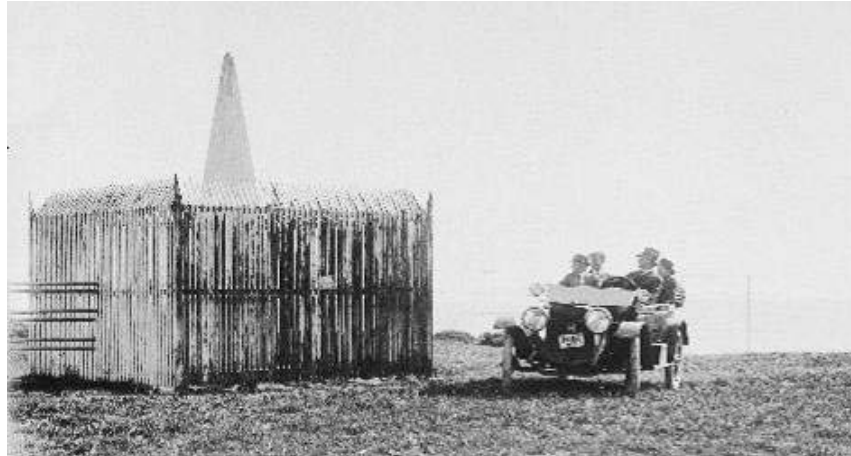
⁶ Charles W. Hughes, CWH & Associates, "An Historical Overview: Border Field and Its Environs, 1769-1890" (Report prepared for California Parks and Recreation Department, San Diego Coast District), January 2009, 13. The location of Rancho Tijuana has been difficult to confirm as the original documents have not been found. There are documents that describe a ranch in the vicinity of San Ysidro and have led scholars to believe a ranch house was located directly on the U.S./Mexico border.

⁷ Hughes, 13.

⁸ Ibid.

⁹ Judy Berryman and Linda Roth, Roth and Associates, "San Ysidro Historic Resources Survey" (Report prepared for the City of San Diego Planning Department), August 1989, 6.

¹⁰ Berryman and Roth, 7.



Automobile parked near a US-Mexico boundary marker, 16 April 1913.
(Source: San Diego Historical Society)

California Southern Railroad and Tia Juana City

In 1885, the arrival of the California Southern Railroad connected San Diego with the transcontinental Atchison, Topeka, and Santa Fe line in Barstow. The railroad spurred the “Great Boom” in San Diego between 1885 and 1887, wherein the city experienced a population increase unparalleled in its history. Homesteads began to spring up along the rail line including in the area of San Ysidro. In addition, the number of subdivisions filed across the City during this period increased exponentially.¹¹ The area that is now San Ysidro was part of this boom in subdivisions, as the real estate firm of Hart and Stern developed Tia Juana City on the U.S. side of the border in 1887. The town consisted of a single street of wood frame buildings and a few scattered houses. Shortly after it was settled, Tia Juana City had a drug store, saloon, hotel, and boot shop.¹² As one city developed on the U.S. side of the border, another city also called Tijuana developed on the Mexican side of the border. None of the buildings from Tia Juana City remain; the site is now occupied by the Las Americas Premium Outlets, south of San Ysidro on the west side of Interstate 5 and immediately adjacent to the Mexican border.



Tia Juana City, 1887.

(Source: Ray Brandes, *San Diego: An Illustrated History* (Los Angeles: Rosebud Books, 1981) 86).

Commercial Development and Tourism

Along with an upswing in the real estate market, tourists visiting San Diego traveled through San Ysidro on their way to Tijuana. The mineral baths at the Tijuana Hot Springs Hotel at Agua Caliente was only a few miles south of the border and was a main attraction.¹³ Other activities

¹¹ Wendy Tinsley, “How Cities Grow: A History of San Diego’s Neighborhood Development Patterns: 1769-1955” (master’s thesis, San Diego State University, 2003), 10.

¹² “Tia Juana,” *Otay Press*, March 29, 1888. San Diego Historical Society subject files.

¹³ Sinéad Ni Ghabháin and Sarah Stringer-Bowsher, ASM Affiliates, Inc., “San Ysidro Port of Entry Cultural and Historical Resource Inventory and Evaluation” (Report prepared for U.S. General Services Administration), July 2009, 14.

that brought tourists across the border included horse races, bullfights, cockfights, and native dances.¹⁴ The tourist trade stimulated development in San Ysidro and by 1889, there were twenty-one buildings, a running spring, and a cemetery between Tia Juana on the U.S. side of the border and Tijuana on the Mexico side of the border. Two years later there were thirty to forty homes in Tia Juana.

A flood in 1891 washed out twenty-five of those homes forcing the settlers who remained to move to higher ground.¹⁵ Another flood in 1895 devastated the community and caused more damage than the flood of 1891.¹⁶ Following the flood of 1895, settlers rebuilt their homes and re-established their ranches on higher ground. Tia Juana City on the U.S. side of the border was not immediately rebuilt, though the location was later redeveloped as San Ysidro (named by George Smythe, leader of the Little Landers Colony, in 1909). Meanwhile, the town on the Mexico side of the border would become the City of Tijuana. One of the earliest settlers, George Belcher and his family, settled in what was to become San Ysidro and constructed their home around this time.¹⁷ Belcher's land and home would eventually become the headquarters for Little Landers Colony in the next phase of town's development, the house functioning as the San Ysidro Hotel for newcomers working to build their houses.

Summary

The Ranch Period and Early Border History (1822 – 1908) is important as the earliest period of Anglo settlement in the San Ysidro area, including the brief existence of the first American town (Tia Juana City) on the north side of the Tijuana River, as well as establishment of the first ranches. Of these ranches, the Belcher homestead is the oldest surviving building in San Ysidro, and continued to be used during the next period of development.

Associated Property Types

The only known property to have survived from the rancho period of San Ysidro's history is the Belcher farmhouse located at 133 San Ysidro Boulevard. As no other buildings from the period remain, it is presumed that other residential wood-frame structures would have been built in addition to adobe structures. There may have also been small wood-frame commercial buildings and sheds or other supporting agricultural structures like water storage; however none of these appear to have survived. Other property types that no longer appear to exist include border markers. Limited information from this period exists, but it appears that the landscape was minimally altered during this ranching period. The town's streets were not platted until a later date. No information exists to indicate whether the location of Tia Juana City's small commercial strip coincides with San Ysidro's present day commercial corridor, San Ysidro Boulevard.¹⁸

Residential

Architectural Description: Residential

The only known property to have survived from the rancho period of San Ysidro's history is the Belcher family home located on San Ysidro Boulevard. Historic photos (see page 19) indicate the two-story building originally was a vernacular farmhouse that featured wood lap siding and vertical divided light windows. In addition, a central, partial porch along the south façade was covered by a flat roof supported with simple wood posts. Pairs of windows flanked both sides of the porch on the first and second stories. A single window at the second story was centered above the porch. Historic photos also indicate a large lawn and wood fence were located on the south side of the building where San Ysidro Boulevard currently is located.

¹⁴ Lawrence D. Taylor, "The Wild Frontier Moves South: U.S. Entrepreneurs and the Growth of Tijuana's Vice Industry, 1908-1935," *The Journal of San Diego History* 48, no. 3 (2002): 206.

¹⁵ Berryman and Roth, 7.

¹⁶ "Lost in 1885 flood border Marker recovered", *Star News*, May 6, 1979. San Diego Historical Society subject files.

¹⁷ Berryman and Roth, 7. The exact construction date of the Belcher home is not known. Some documentation indicates it could have been built as early as 1895; other documentation indicates a 1901 date of construction.

¹⁸ No detailed maps were uncovered of Tia Juana City.

The building retained its wood lap siding and windows in 1989 at the time of the last San Ysidro survey. However, since the last survey, the building has been altered. Windows have been replaced with aluminum vertical sliders and the building has been covered with a rough stucco finish. It is not known if the wood lap siding is present under the stucco. The building does retain its massing and form, including the side gable roof and south porch. Landscaping has been completely altered from a large open plot of land to a small lot hemmed in by San Ysidro Boulevard and a tall metal fence to the south, and commercial buildings to the east and west.

The presence of the Belcher home did shape later landscape features and land-use patterns. Because the ranch property was purchased by the Little Landers colony in the early twentieth century and the house was used as the colony's headquarters and hotel, San Ysidro's residential street plan was developed on former ranch land close by. Also, the town's primary commercial corridor, San Ysidro Boulevard, was constructed to run directly in front of the house, which was later used as a hotel and has since been used as a boarding house for many years.



133 San Ysidro Boulevard, ca. 1895-1901. Originally the Belcher family home later converted to the San Ysidro Hotel.

(Source: Page & Turnbull, January 2010)

Character-Defining Features: Residential

Given only one property has been identified to be associated with this theme, the following character-defining features have been identified:

- Vernacular style
- Wood-frame construction
- Location on former rancho and homestead lands
- Two-story height
- Side-gable roof
- Front porch
- Brick chimneys

Significance: Residential

Single-family residential properties from the Rancho and Early Border period (1822 – 1908) are significant because of their early association with the history of San Ysidro, as well as their rarity.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Event)

Given the rarity of resources, should a residence (or commercial building, shed, or other agricultural building) dating to the rancho period or homesteading era be located, it is significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with the development of San Ysidro as a community for homesteaders and ranchers in the early 20th century. However, this is rather unlikely, since a thorough survey of the planning area has been conducted and the only known resource is the Belcher house. The Belcher farmhouse may be considered significant at the local or regional level for its association with the early homesteading and ranching history in San Ysidro. In addition, should any objects such as border markers be found to be associated with the establishment of the border these may be eligible under this criterion at the local and state levels. It is unlikely that these objects would be found significant at the national level.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Person)

A residence or structure may be eligible under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual from the early rancho or homesteading period of San Ysidro. Due to the rarity of this property type, a property associated with a prominent individual will likely be the only remaining example of the person's achievements, and therefore would be significant at the local or regional level.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

Due to the rarity of resources from the rancho period, a residence or structure from this period may be eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a type, period, or method of construction. It is unlikely that any adobe or wood-frame building from this period will be discovered, as the only known building to have survived is the Belcher farmhouse. The adobe built by the Arguellos was demolished in 1953 during construction of Interstate 5. It is unlikely that a master architect, builder, designer, or engineer worked on a residence in San Ysidro during the rancho period, but should a resource be found it would likely be eligible as a rare example of a designed property.

HRB Criterion A

A residence dating to the rancho period such as the Belcher farmhouse may be eligible under HRB Criterion A as a special element of the historical development of San Ysidro. As the oldest building in San Ysidro, the building reflects the early homesteading era of San Ysidro's history and is a significant landmark in the community.

Integrity Considerations: Residential

A residential property must retain sufficient integrity to convey its significance to be eligible for listing in the local, state, or national historical registers. A residential building from the rancho and homesteading period that has sufficient integrity will retain a majority of the character-defining features, including vernacular style, wood-frame construction, location on former rancho and homestead land, two-story height, side-gable roof, front porch, and brick chimneys.

Given the rarity of the property type, a property need not retain all of its character-defining features. A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B (event) should retain integrity of location, design and association, at a minimum. A lower level of integrity for setting would be acceptable as the agricultural setting of San Ysidro has changed since this very early period.

A residence significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B (person) should retain integrity of location, design, feeling, and association as the physical fabric and related function that conveys the connection to the individual is critical. Later alterations may not affect the integrity of properties significant under this criterion if the significant person was still connected to the property when the alterations were completed.

A residence significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance. Due to the rarity of the property type, alterations may be acceptable (replacement of windows or small additions) as long as the property retains its essential features and overall form.

A property significant under HRB Criterion A should retain integrity of location, setting, feeling, and association.

An Agricultural Community (1909 – 1964)

Following the floods of the late 19th century, settlers re-established their homesteads and the small town that had started to develop along the U.S./Mexico border. The small town became an agricultural community in the model of the Country Life Movement, and was known as the Little Landers' Colony No. 1 (Little Landers) at San Ysidro. The town was named San Ysidro after the original rancho grant along the Tia Juana River Valley, which had been named for the patron saint of farmers. The Little Landers colony struggled in its early years due to the availability of water, but by 1912 the community was well established. Dairies carried on the agricultural business in San Ysidro after the collapse of Little Landers, and maintained a rural belt around the town for a number of years. Agricultural uses continued in San Ysidro after World War II as border traffic in San Ysidro related to tourism and commercial interests increased. The Bracero Program (1942-1964), which was an agreement between the U.S. and Mexican governments that allowed Mexicans to temporarily work in the U.S. on farms and ranches, contributed significantly to cross border traffic during this time.

Residential, Agricultural, and Community Development

Establishment of Little Landers

In 1908, William E. Smythe, agricultural reformer, gave a speech at the Garrick Theatre at 6th and B Streets in San Diego, where he announced the opening of the Little Landers Colony within the boundaries of present day San Ysidro.¹⁹ Smythe, a renowned leader of the national reclamation movement and George P. Hall, former Chairman of the California State Board of Horticulture, selected the site of Belcher Ranch in the Tia Juana River Valley as the location for this agrarian community. Little Landers was modeled after Smythe's principles of cooperative farming and agricultural utopian ideals, popular throughout the country in the early 20th century in response to the industrial revolution and cramped conditions of urban living. Smythe's concept included owning a residential town lot and at least an acre of agricultural land. The motto of the settlement – "A Little Land and a Living" espoused the idea that a family could earn a livelihood from cultivating an acre of land.²⁰ In addition, the proximity of Little Landers to the City of San Diego was emphasized as a market to sell the colony's produce.

Formal incorporation of the Little Landers Corporation occurred on August 1, 1908 and their holdings increased to 550 acres later that year.²¹ Smythe purchased 550 acres of the ranch, including 150 acres along the valley floor, 400 acres along the hillside, and the farmhouse itself, for \$15,000 from Belcher. The valley floor contained about 150 acres while 400 acres lay along the adjacent mesas. Lower level lands were valued for their fertile soil and access to water. Streets and parks were marked out by plow furrows and town lots and acres by stakes. Building lots, 50 feet by 120 feet, in the town sold for \$250 and one acre tracts down closer to the river and on the mesas sold from \$350 to \$550 depending on location and soil quality.²² Just northeast of the old Belcher farmhouse on San Ysidro Boulevard, streets were laid out in a grid pattern with a long rectangular swath of land set aside for a park and civic center amenities. The park was framed by East Park and West Park Avenues, which ran north-south, and bisected by Hall Avenue. Pepper and Cypress Streets were platted parallel to East Park and West Park and functioned as narrow back alleys for the houses facing inward toward the park. Several residential streets paralleled East Park and West Park Avenues, including East and West Olive and Cottonwood, while other streets paralleled Hall Avenue, including Seaward, Sellsway, and Tennie streets. The pattern of small rectangular lots along Hall Avenue was followed on Sellsway

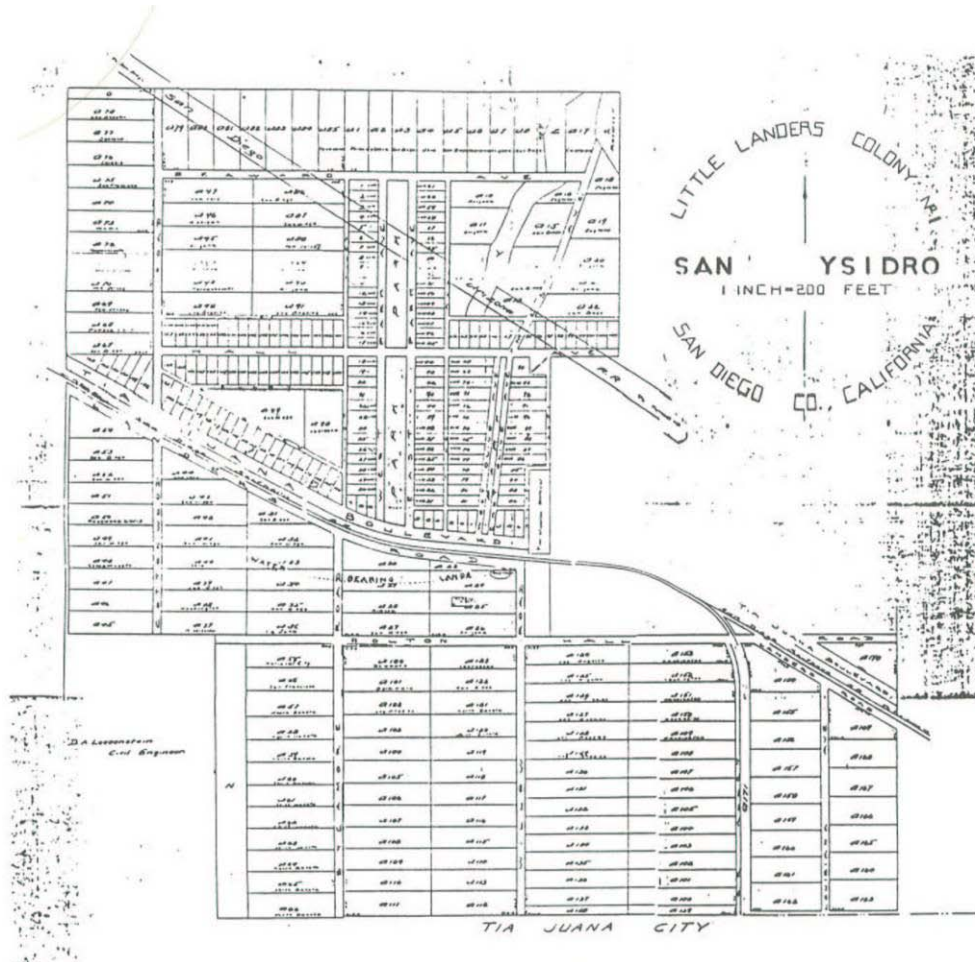
¹⁹ Lawrence B. Lee, "The Little Landers Colony of San Ysidro," *The Journal of San Diego History* 21, no. 1 (1975), <https://www.sandiegohistory.org/journal/75winter/littlelanders.htm>.

²⁰ Ibid.

²¹ Lee, <https://www.sandiegohistory.org/journal/75winter/littlelanders.htm>. Berryman and Roth, 10.

²² Lee, <https://www.sandiegohistory.org/journal/75winter/littlelanders.htm>.

and Smythe Streets, while larger lots developed at the mid-block sections to the north and south of Seaward and between Tennie and Blanche. This street pattern remains extant.



Little Landers Map of Residential and Agricultural Parcels by Loebenstein 1909.
(Source: Judy Berryman and Linda Roth, "San Ysidro Historic Resources Survey."
August 1989)

Smythe announced the corporation's plans to grade the area, install sewage and water lines, in addition to constructing park facilities. Within a few weeks of opening day in June 1909, twenty families were living in Little Landers.²³ Many came from the East Coast, where San Ysidro's warm climate and agrarian lifestyle was touted in promotional materials. Though ideally, Smythe's residents would have some knowledge and experience with farming or gardening, the agrarian lifestyle ultimately appealed to a number of aging and retired urban dwellers who hoped to find a quieter and simpler way of life on the Mexican border.

Residential Development

The first official subdivision map (#1174) was recorded by the Little Landers Corporation on 9 April 1909. Early homes constructed in San Ysidro were typically simple wood frame buildings that were neither designed by architects nor built by licensed contractors. From this period through the 1920s and 1930s, designs were often derived from mail-order catalogs, and homes

²³ Berryman and Roth, 10.

varied depending on material availability, the carpenter's skill, and the available funds and personal domestic needs of the individual home owner.²⁴

The home of Harold Champ, Smythe's son in law, was one of the more elaborate Craftsman style homes, and has been described as "a frame cottage with a massive cobblestone fireplace and chimney, overhanging eaves, long hall and front porch."²⁵ The house remains in its original location at 260 Mesa Avenue, on a slight hill overlooking the park and original grid of streets. J.W. Lewis, a contractor, became the general manager for Little Landers. The Smythe family moved to the community and had a house warming on July 4, 1909. Their home was "...a single large room with adjoining tents serving as sleeping rooms and kitchen with covered passageways connecting them."²⁶ An old ranch adobe (no longer extant) became the headquarters for the company and the Belcher ranch house became the San Ysidro Inn. No documentation has been found that describes alterations that may have been made to the house to convert it into a hotel, though exterior materials appear intact in historic photographs. Conversion of the house to a hotel in 1909 did not immediately precipitate the construction of San Ysidro Boulevard, though a railroad track ran just south of the present-day thoroughfare.



**San Ysidro Hotel (Former Belcher Ranch House) at 133 San Ysidro Blvd, 1909.
(Source: *The Journal of San Diego History* (Winter 1975, 21:1) 35)**

Initially, settlers of Little Landers were required to purchase a lot in town and an acre of agricultural land. A school, church, and library also opened during the first summer to serve the community.²⁷ The original school was located on East San Ysidro Boulevard, but is no longer extant.

Early settlers of Little Landers were primarily Anglo-Americans. Indeed, the Little Landers by-laws specified that no lots or acres be sold to "Mexican, Mongolian, or Negroes."²⁸ However, a couple Mexican Americans did move to the area and established homes around 1910.²⁹ The Anglo-Americans introduced San Ysidro to the ideals of Craftsman style house design, which were at

²⁴ Judy Berryman and Linda Roth. "San Ysidro Historic Resources Survey." Report prepared for City of San Diego Planning Department, August 1989.

²⁵ Lee, <https://www.sandiegohistory.org/journal/75winter/littlelanders.htm>.

²⁶ Ibid.

²⁷ Ibid.

²⁸ "The True Arcadia," manuscript from the San Diego Public Library, n.d.

²⁹ Mary Wood, "Community Pride Breaks Loose for 70th Anniversary," *Star News*, August 3, 1978.

the peak of popularity at the time and coincided with concepts such as indoor-outdoor living, communing with nature, creating with one's own hands, and exposing natural materials. Mexican-American residents appear to have had little influence on architectural styles or land use patterns during this period, at least upon extant resources.

According to the *San Ysidro 1989 Historic Resources Survey Re-Evaluation*, Interstate 5 (I-5) encroached upon the eastern edge of the original 1908 Little Landers Plan. Based upon this earlier survey, approximately twenty percent of the lots were subdivided into smaller lots than existed in 1908, while another twenty percent were assembled into larger lots. Thus, about half of the 1908 Little Landers Plan is still fully intact.

Infrastructure: Irrigation

Though Little Landers enjoyed success through 1909, by 1910 financial problems and lack of adequate irrigation caused the corporation to go bankrupt. Only thirty-eight families remained in Little Landers by the fall of 1910 and few of the settlers who had purchased land had constructed homes.³⁰ The greatest difficulty to settlement was the availability of water. While a reservoir was dug at the head of Mesa Avenue and piping was laid, irrigation could not be provided to all settlers.³¹ Those who were attempting to farm land on the mesas struggled more than those who had settled down by the Tia Juana River. Thus, the irrigation issue likely discouraged people from purchasing and cultivating land further from the river. In December 1910, the formation of a new corporation, Little Landers, Incorporated, led to the organization of the San Ysidro Irrigation District. With the new corporation, new sales practices were instituted and the requirement to purchase a lot in town plus farm acreage was abandoned.³² As a result, more people were encouraged to simply purchase a residential lot, which promoted continued development of the platted town sites.

Between 1911 and 1912, the community focused on efforts to create an irrigation district. C.S. Alverson, a former city engineer, designed a new water system that would deliver water to each lot. A pumping plant was built in 1913 at the end of Cottonwood Road. The new system promoted development not only of the agricultural areas down by the river and the residential lots in town, but also the cultivation of the mesas that were previously unserviceable. With a reliable water system, the population of Little Landers increased to three hundred. According to Smythe's promotional article, "Quest of the Fortunate Life," which he wrote for *West Coast Magazine* in June 1913, forty-seven homes were built in 1912.³³ No secondary sources were uncovered that list the locations of all these houses, but city data reveals that extant houses constructed in 1912 are located at 208 East Park Avenue and 123 Seaward Avenue. Based upon estimated construction dates, other extant houses may have been constructed in or around 1912 on Smythe Avenue, East Park and West Park Avenues, Hall Avenue, Pepper Drive, Cottonwood Road, and West Olive Drive. According to this information, the original platted streets with 50 foot by 120 foot lots constituted the primary location for further residential development. The majority of these houses were one story in height (though the house at 123 Seaward Avenue has two stories), of wood-frame construction, and designed in a modest Craftsman or Vernacular bungalow style.

During the next few years, residents of Little Landers continued to work the land and cultivate their acreage down by the Tia Juana River and up in the upper region above the town. They harvested crops such as alfalfa, grain, fruit trees (peaches, lemons, oranges, apricots, and plums), strawberries, guavas, and grapes, and also raised poultry, turkeys, rabbits, ducks, and goats.³⁴ Residents were not quite self-sustaining, however. Though they ate their own produce, they also sold their surplus crops to city dwellers in San Diego for additional income. Thus, the majority of residents operated as small-time truck farmers on their acre of land. By October 21,

³⁰ Lee, <https://www.sandiegohistory.org/journal/75winter/littlelanders.htm>.

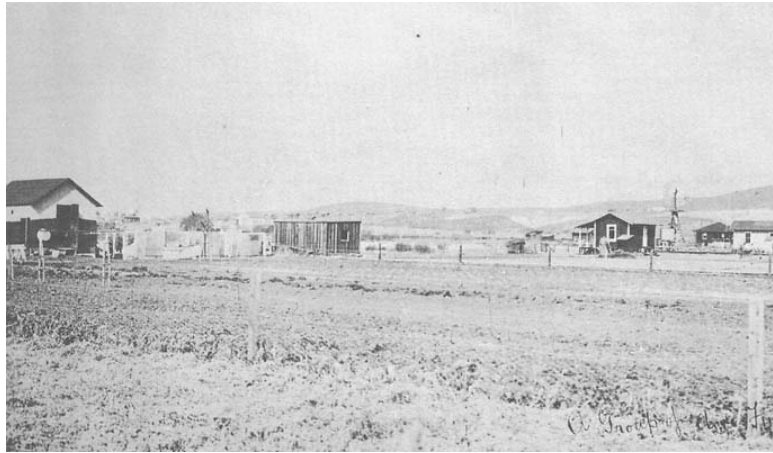
³¹ Ibid.

³² Ibid.

³³ Ibid.

³⁴ Ibid.

1913, the Little Landers Market was incorporated and sold goods at a store on 6th and B Streets in downtown San Diego and at a cooperative in San Ysidro.³⁵ Settlers located along the fertile river lands produced an abundance of vegetables, but those on the upper land did not have the same type of fertile soil; therefore, the success of the cooperative was limited and was dissolved by 1915.³⁶



Acre farms at the River Bottom, 1915.
(Source: *The Journal of San Diego History* (Winter 1975, 21:1) 33)



Man on a horse-drawn wagon with produce from the Little Landers Colony, ca. 1915.
(Source: San Diego Historical Society)

The Hatfield Flood of January 18, 1916 brought an end to the community of Little Landers. Twenty-five homes were destroyed along with the pumping plant, cement water mains, and other parts of the water distribution system.³⁷ It is unlikely that remains of the early water delivery system survive, and the large farming lots south of San Ysidro Boulevard are no longer extant. However, should any pipe fragments be discovered, they would be located in the area between the Tijuana River and San Ysidro Boulevard, or in the original residential neighborhood surrounding the city park.

Refugee camps were set up and relief funds established for the flood victims. Though a new pumping plant was installed to provide water for the mesa dwellers, Little Landers would never recover. The soil on the bottom of the valley floor was waterlogged and could not be cultivated. Residents did try to re-settle the land, but Little Landers Incorporated went bankrupt in 1917. In

³⁵ Ibid.

³⁶ Ibid.

³⁷ Ibid.

addition, the growing tourism and gambling industry on the Mexican side of the border ultimately led to a decline of the agricultural character of San Ysidro and a transition to a small border town.

Agriculture: Dairies

Beginning in the late nineteenth century, about 250 dairies were located in and around the City of San Diego. People raised dairy cows and traded the milk for produce and other items. Little documentation has been found regarding the development of dairies in San Ysidro, but there were likely a few in the area during the Little Landers era. Despite the collapse of the Little Landers colony, farming did continue in the vicinity of San Ysidro for many years. For example, in the 1920s, many people owned cows, goats, horses, and chickens on property at the outskirts of town. Town philanthropist Frank Beyer owned a dairy called Rancho Lechuza outside the town, though the specific location is unknown. Dairy Mart Road was named after Dairy Mart Dairy, once one of San Diego's biggest dairies and home to thousands of cows. Along with Hages and Golden Arrow dairies in San Diego County, Dairy Mart Dairy delivered milk to homes.³⁸ A large parcel of land at 1663 Dairy Mart Road contains a house (ca. 1910) and an agricultural building clad in corrugated metal (date unknown). It is possible that this property was part of a former dairy. Dairies carried on the agricultural business in San Ysidro after Little Landers, and maintained a rural belt around the town for a number of years, until much of the land was developed into subdivisions beginning in the 1960s. Today, most of the cows are gone, but the Tijuana River Estuary is home to some farming, stables and open space.



Dairy cows lined up at the feed trough at a San Ysidro dairy farm
(specific location unknown), 1929.
(Source: San Diego Historical Society)

³⁸ "Valley of Contrasts," Weekend Driver. Website accessed on 23 June 2010 from:
<http://www.weekenddriver.com/roadtrip/tjvalley/tjvalley.html>



Bales of hay and barn at a San Ysidro dairy farm (specific location unknown), 1929.
(Source: San Diego Historical Society)

Agriculture: Bracero Program

Agricultural uses continued in San Ysidro after World War II as border traffic in San Ysidro increased. One of the largest contributions to the increase in traffic was the Bracero Program (1942-1964). During World War II, there was a sizable drop in the U.S. labor force which caused a shortage across several industries including agriculture. The Bracero Program was an agreement between the U.S. and Mexican governments that allowed Mexicans to temporarily work in the U.S. on farms and ranches. Braceros worked in several states including California, Arizona, Texas, and New Mexico. The first agreement was in July 1942 and stated that Mexican workers were not to displace domestic workers, but only fill shortages. In addition, the workers were to be provided adequate housing and sanitary conditions.³⁹ The peak year of the program was 1957 when 192,000 workers were brought into the U.S.⁴⁰ While an exact count of the Braceros that passed through San Ysidro is not available, border traffic reached 4.5 million in 1945 and 7.5 million in 1948.⁴¹

Recent survey work has not revealed the presence of a particular property type associated with the Bracero Program. Given the nature of the Braceros' work, it is possible that many of the structures constructed to house them were temporary and have not survived. However, elimination of the Bracero program likely affected the subsequent development of San Ysidro, namely by encouraging Mexican workers to find other arrangements to permanently live in the U.S. The end of the program coincided with an increase in the overall population of Mexican residents in the community.⁴²

Community and Civic Development

Civic Park

While establishing the Little Landers Colony in San Ysidro, George P. Hall, one of the original founders of Little Landers, donated land for the community park and provided for its landscaping. Around 1912, Redwood Hall was built in the park to replace the adobe where business meetings and weekly social events took place.⁴³ The building was constructed of redwood, as the name suggests. It is unknown who was responsible for constructing the building or what it specifically looked like. As previously discussed, the long rectangular community park is still extant between East Park and West Park Avenues, though Redwood Hall no longer exists. The park is oriented north-south, with San Ysidro Boulevard as its southern border and Hall Avenue bisecting the park

³⁹ Ernesto Galara, *Merchants of Labor: The Mexican Bracero Story* (Charlotte: McNally & Loftin, Publishers, 1964), 47.

⁴⁰ Berryman and Roth, 23.

⁴¹ Ní Ghabhláin and Stringer-Bowsher, 15.

⁴² Telephone interview with Michael Freedman, resident and member of San Ysidro Community Planning Group (9 August 2010).

⁴³ Ibid.

in an east-west direction. Hall also donated a more than life-sized statue of General Ulysses S. Grant, which stood on a concrete pedestal at the center of the park. The statue and original landscaping are no longer extant. The 3.6 acre linear park is now called San Ysidro Recreation Center.



Community Park and statue donated by George P. Hall, looking west toward houses on West Park Avenue, ca. 1913.
(Source: *The Journal of San Diego History* (Winter 1975, 21:1) 30)



Aerial view of Community Park, looking from the north, 1928.
(Source: San Diego Historical Society)

School

The original Little Landers school was located on East San Ysidro Boulevard and is no longer extant. A site was deeded by the Little Landers Cooperative for a new building in the Civic Center tract between East and West Park Avenues. The new building, a two-room schoolhouse, opened there in about 1915.⁴⁴ Children of high school age had to travel to National City High School, about ten miles away, by train. The schoolhouse is no longer extant, having been located where the community park's playground is today.

⁴⁴ "Work Started on New School Addition in S.Y." *San Ysidro Border Press*, XX: 5 (12 January 1950).



Little Landers Colony Schoolhouse, ca. 1915.
(Source: San Diego Historical Society)

Transportation

Railroad Development

With the establishment of the Little Landers Colony in San Ysidro, the Spreckels Company announced plans to expand the San Diego and Arizona Railway (SD&A) across the border at San Ysidro. The short line railroad, which was established in 1906, ran southeast from San Diego, and cut through the north end of the city's rectangular park. It crossed the U.S.-Mexico border, traversed eastward through Tijuana, then headed northeast through Tecate and back over the border to the town of Campo. The line ended in Seeley, located east of San Ysidro in California. The first passenger train on the SD&A entered Mexico in July 1910. The line was not completed, however, until 1919.⁴⁵

In addition, the Spreckels Company promised to run the National City and Otay (NC&O) interurban line to San Ysidro for commuting passengers. It ran along the same tracks as the SD&A. The NC&O was formed in 1886 by the San Diego Land & Town Company, a subsidiary of the Santa Fe Railroad. It was the first commuter railroad in San Diego. In 1909, John D. Spreckels acquired the line and merged it with the Coronado Railroad to form the San Diego Southern Railroad, which was sold to Spreckel's San Diego and Arizona Railroad in 1917. The NC&O was electrified in 1907, and is the predecessor of today's San Diego Trolley.⁴⁶

Road Development

In the early 20th century, San Diego county workers began to construct Tia Juana Boulevard as part of the Little Landers Colony.⁴⁷ This road ran parallel to the San Diego & Southern Railroad to the border. North and South Vista Avenues ran parallel to the San Diego & Arizona line. Tia Juana Boulevard (predecessor to present day San Ysidro Boulevard) merged with North and South Vista Avenues just before the border. North and South Vista Avenues became known as Sunset Avenue/Highway 101 by 1928.⁴⁸

⁴⁵ "San Diego and Arizona Railway," Wikipedia. Website accessed on 23 June 2010 from: http://en.wikipedia.org/wiki/San_Diego_and_Arizona_Railway.

⁴⁶ Kathleen Flanigan and Bruce Coons, "National City & Otay Railroad Depot," *Save Our Heritage Organisation Magazine* (Spring 2007, 38:2).

⁴⁷ Ní Ghabhláin and Stringer-Bowsher, 17

⁴⁸ Ní Ghabhláin and Stringer-Bowsher, 19.



**Passengers exiting a train near the U.S. inspection station at the
US-Mexico border, ca. 1915.
(Source: San Diego Historical Society)**

Summary

The Little Landers Colony No. 1 period (1909 – 1916) is important because of the earliest development of the present-day town of San Ysidro, including construction of the original neighborhood of Craftsman homes, some of which are still extant. The city park and a few early commercial buildings were also established during this period. The earliest infrastructure and transportation systems were also established at this time, laying the basis for further property development in the town.

Associated Property Types

Property types dating to the Little Landers period are primarily residential – single family homes. Due to the flood of 1916, only some buildings survived from the period. The homes that did survive the flood are generally located north of San Ysidro Boulevard between the area bounded by Smythe Avenue on the west and Willow Street or Interstate 805 on the east. Residential properties ranged in size from small, one-story wood-frame vernacular bungalows to two-story Craftsman-inspired homes such as the Henry and Amanda Rundell House (HRB #820).

In addition to residential properties, the street layout and circulation patterns of the original neighborhood survives north of San Ysidro Boulevard, as well as the 50 foot by 120 foot residential lots. The long rectangular community park, flanked by East Park and West Park Avenues, also remains extant.

Based upon a reconnaissance survey of the neighborhood, no churches, library, schools, train stations, agricultural barns, haylofts, Bracero housing, commercial buildings, Redwood Hall, or the park's General Ulysses S. Grant statue appear to have survived from this period. In addition, no utilities, remnants of Little Landers' irrigation system, or agricultural lots are known to have survived the Hatfield Flood and intervening years.

Landscape Resources

Architectural Description: Civic Park

San Ysidro Community Park is a long rectangular parcel of land surrounded by residential neighborhoods, and is the only known resource associated with this property type from this time period. It contains two areas of fields/grassy open space, tennis and basketball courts, and a playground. The San Ysidro Library and parking lot denotes the southern end of the park, while the Civic and Recreation Center denotes the northern end of the park. West Hall Avenue bisects the park. The park no longer contains the Ulysses S. Grant statue or the original school from the Little Landers era.



**San Ysidro Community Park between East Park and West Park Avenues
(Source: Microsoft (left) and Page & Turnbull (right), 2010)**

Character-Defining Features: Civic Park

The community park constructed during the Little Landers period features the following character-defining features:

- Long, rectangular parcel
- Bounded by East Park and West Park Avenues and bisected by Hall Avenue
- Open grassy areas with shaded sections, framed by civic buildings
- Recreational spaces, such as basketball and tennis courts
- Children's playground

Many of the character-defining features of civic park appear to have been altered from their original design, which included open grassy and landscaped areas but no athletic courts.

Significance: Civic Park

The Civic Park appears significant as the earliest public open space and designed landscape feature in San Ysidro. It is the focal point of the original Little Landers neighborhood, of which many single-family residences still exist. The park may be a contributing resource to a potential historic district associated with the original Little Landers residential development and the agricultural community of San Ysidro.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

San Ysidro Community Park does not appear to be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B. The community park was the focal point of the residential community, which was established on Hall Street, East Park Avenue, and West Park Avenue, but it is important within the community's plan as a whole. Although the park does not appear to possess individual significance, it may be eligible as a contributing resource to a potential historic district consisting of Little Landers residences.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

San Ysidro Community Park does not appear to be individually significant under NRHP Criterion B, but could potentially be eligible under California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the development of Little Landers, such as William Smythe or George Hall. For example, Hall donated a statue for the park after he and Smythe set aside the property as a focal point for the community, so the park may be significant as an example of his influence on the development of Little Landers as an agricultural community.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

San Ysidro Community Park does not appear to be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C for its design because the features within the rectangular open space have changed over time and the design of the park itself is not notable for its design and/or construction. The important aspects of the park include its placement within the plan of the neighborhood as a whole, which relates more to development of the town (See above, NRHP Criterion A/California Register Criterion 1/HRB Criterion B [Events]).

HRB Criterion A

San Ysidro Community Park does not appear to be individually significant under HRB Criterion A as a special element of the historical and social development of San Ysidro. However, the park may contribute as part of a potential historic district that represents the historical and social development of Little Landers as an agricultural and residential community.

Integrity Considerations: Civic Park

San Ysidro Community Park must retain sufficient integrity to convey its significance to be eligible for listing in the local, state, or national historical registers. To convey its significance, San Ysidro Community Park will retain a majority of the character-defining features listed above. In detail:

- If San Ysidro Community Park is significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B, it should retain integrity of location, setting, feeling, and association. A slightly lower level of integrity of setting is acceptable as over time the setting of San Ysidro has lost its agricultural character.
- If San Ysidro Community Park is significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B, it should retain integrity of location, design, feeling, and association as the physical fabric and function that conveys the connection to the individual is critical.
- San Ysidro Community Park is not significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D, and therefore, integrity considerations are not necessary.
- If San Ysidro Community Park is significant under HRB Criterion A, it should retain integrity of location, setting, design, feeling, and association. Due to the rarity of the property type, a few alterations may be acceptable as long as the property retains its essential features and overall form.

Residential Properties

As Little Landers Incorporated began to develop after 1910, families who moved to San Ysidro in hopes of earning their living from the land and those who desired a home in San Ysidro constructed single family homes on 50 foot by 120 foot lots on streets such as East Park and West Park Avenues, Hall Avenue, and Mesa Avenue. Based upon a reconnaissance-level survey of the neighborhood, a handful of these properties appear to remain.

Architectural Description: Single Family Residences

The single-family residences tend to be modest in size, built of wood-frame construction, and feature wood cladding on the exterior. Some homes were built of single wall construction. The majority of the homes had front facing or side gables, though a few have hip roofs. The homes are set back on the lot from the street and many featured a front porch. Many of the homes are constructed with little or no ornamentation and are vernacular in style. Their existing landscaping is not uniform or common to the period of development.



HRB #820, Harry and Amanda Rundell House,
123 Seaward Avenue, 1912.
(Source: Page & Turnbull, April 2010).



1663 Dairy Mart Rd, 1910.
(Source: Page & Turnbull, April 2010).



233 West Park Avenue, 1910. Originally George P. Hall's House
(Source: Page & Turnbull, April 2010).

Character-Defining Features: Single-Family Residences

Single family homes in San Ysidro constructed during the Little Landers period feature the following character-defining features:

- Modest in size
- Vernacular or Craftsman style
- Wood-frame construction
- One story (two on rare occasion) in height
- Front porch
- Wood cladding
- Wood sash windows (typically double hung or casement)
- Gable or hip roof
- Brick or stone chimney

Significance: Single-Family Residences

Single-family residences are significant in association with the Little Landers Colony No. 1 period (1909-1916) because they were constructed in San Ysidro's first residential neighborhood. The Craftsman and vernacular style houses were constructed by the colonists on the first platted street grid, which is still extant.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

A single-family residence from the Little Landers period may be significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with the development of San Ysidro as an agricultural community reflecting the Country Life Movement popular throughout the country at the time. Intact groups of homes appear to be located in the vicinity of Hall Street, East Park Avenue, and West Park Avenue. They may be eligible as a historic district for their association with Little Landers and the agricultural community of San Ysidro.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

A single-family residence from the Little Landers period may be eligible under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the development of Little Landers, such as William Smythe or George Hall. For example, the house at 260 Mesa Avenue (the home of either Smythe or Harold Champ, his son-in-law) or 233 West Park Avenue (the home of George Hall) may be eligible as an example of their influence on the development of Little Landers as an agricultural community.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

Due to the rarity of resources from the Little Landers period, a single-family residence from this period may be eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a vernacular bungalow/farmhouse type or as an example of a method of construction such as single wall construction. The significance of the home would likely be at the local or regional level and may not rise to the level or significance required for the NRHP or CRHR. Homes built in San Ysidro during this period are not likely to be eligible for their association with a master architect, builder, or craftsman as most homes were vernacular in nature and did not involve the work of a master.

HRB Criterion A

A single-family residence dating to the Little Landers period may be eligible under HRB Criterion A as a special element of the historical and social development of San Ysidro. The homes dating to this period represent the historical and social development of Little Landers as an agricultural community. Residential properties dating to this period (1909-1964) may represent the historical and economic evolution of San Ysidro from an agricultural community to a border town with local, regional, and national economic impacts. In addition, should a resource associated with the Bracero Program be identified, it may be eligible under HRB Criterion A.

Integrity Considerations: Single-Family Residences

A single-family residence from the Little Landers period must retain sufficient integrity to convey its significance to be eligible for listing in the local, state, or national register. A residential building from the Little Landers period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A residence significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association. A slightly lower level of integrity of setting is acceptable as over time the setting of San Ysidro has lost its agricultural character.
- A residence significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric and function that conveys the connection to the individual is critical.
- A residence significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance. Due to the rarity of the property type, some alterations may be acceptable (replacement of windows, small addition) as long as the property retains its essential features and overall form/massing. Alterations that would not be acceptable include removal of wood siding, addition of stucco, or a second story addition.
- A residence significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association. Due to the rarity of the property type, a few alterations may be acceptable as long as the property retains its essential features and overall form.

Development of a Border Town (1916 – 1956)

The history of San Ysidro is intimately connected to the history of the U.S./Mexican border. As the agricultural community of Little Landers waned, the community evolved with a new focus on border activity, entertainment, tourism, and civic development. The following section highlights the impact of events, people, and border activity on the development of San Ysidro.

Entertainment and Tourism

The Draw of Tourism

The development of San Ysidro during the 1920s and 1930s was influenced by the growing number of gambling and entertainment establishments directly across the border in Mexico. These influences lead to increased tourism across the border and a large population of Anglo residence in San Ysidro, who traveled across the border for work. The Progressive Movement (1880s-1920s) in the United States was gaining strength and led to several laws and moral reforms that would impact travel between San Ysidro and Tijuana. Progressives believed gambling, alcohol, prizefights, and prostitution to be corrupt and their removal from public life essential. Several promoters of gaming, liquor sales, and prostitution moved their operations to Tijuana and Mexicali (to the east on the border in Mexico) due to the laws in the U.S. In 1913, Marvin Allen, Frank Beyer, and Carl Withington, owners of saloons and brothels in Bakersfield, California, formed the ABW Corporation with the purpose of opening similar establishments in San Ysidro and Tijuana.⁴⁹ Allen, Beyer, and Withington each had their own responsibilities for the business with Allen in charge of the liquor, Beyer handled the gambling, and Withington was the business genius.⁵⁰

By 1915, San Ysidro was home to five hundred residents. Horserace gambling had become outlawed in the U.S and these restrictions led to the growth of tourism in Tijuana, Mexico. As a result, the railroad increased the number of trips from San Diego to the border to three or four a day.⁵¹ With the 18th Amendment declaring alcohol illegal in 1917 and Prohibition enforced from 1920 to 1933, Tijuana continued to draw American tourists through San Ysidro and across the border for gambling, drinking, bullfighting, and prostitution. In addition, the Lower California Jockey Club, a race track, owned by James W. "Sunny Jim" Coffroth and Baron H. Long opened on January 1, 1916 and drew a crowd of 10,000.⁵²

At the end of 1917, U.S. Immigration department required passports to cross the border and a short time later closed the border as a precaution during World War I. Though travel across the border was restricted, Allen, Beyer, and Withington expanded their business interests in Tijuana to include the town's casinos and cantinas. They expanded the Tivoli Bar, and built the Foreign Club in Tijuana. In addition, they joined forces with Coffroth to add the Sunset Inn to the Monte Carlo casino, thereby increasing the potential earnings of the race track.⁵³

In 1920, the border re-opened and travel between San Ysidro and Tijuana continued for tourists, residents, and business people. Horsemen, casino workers, track workers, bartenders, and businessmen worked in Tijuana but lived on the U.S. side of the border in San Ysidro.⁵⁴ When Cy Buehrer, an early resident of San Ysidro, arrived in 1920 he noted that "...there was just open pasture land where the little farms had once flourished, and the village consisted of the San

⁴⁹ Taylor, 212.

⁵⁰ Thomas Gwynne, "Marvin Allen, Dominant Border Figure for 10 years, Dies After Operation; Was Last of Big Three," *San Diego Union*, Feb. 7, 1933, 1-2.

⁵¹ Berryman and Roth, 18.

⁵² Taylor, 214.

⁵³ Taylor, 215.

⁵⁴ Neal Matthews, "Welcome to San Ysidro," *The Reader* 10, no. 35 (Sept. 3, 1991): 9.

Ysidro Hotel (still operating), a post office, a couple of grocery stores, a restaurant, and two dozen or so houses.”⁵⁵



**Automobiles entering the United States at the San Ysidro border crossing, 1922.
(Source: San Diego Historical Society)**

Commercial Development

As tourist and entertainment activity around the U.S./Mexican border continued in the 1920s, there was also an increase in the number of businesses located in San Ysidro. San Ysidro Boulevard developed as the main artery to and from Tijuana, and also as the commercial center for the San Ysidro community. Several commercial buildings were constructed along the thoroughfare during this decade, including 109, 119, 125, 138, 141, 143, 145-149, 148, 150-152, 154A-154B, and 160 W. San Ysidro Boulevard, as well as 109, 299, and 315 E. San Ysidro Boulevard. The buildings were of wood frame construction, one or two stories in height, and were designed in a vernacular or Craftsman style with wood siding, or Mission Revival or Spanish Colonial Revival style with stucco exterior cladding and clay tile pent roof parapets. Based upon extant resources, it appears that commercial buildings were first constructed on San Ysidro Boulevard closest to the community park and the old San Ysidro Hotel at 133 W. San Ysidro Boulevard which was the dividing line between East and West San Ysidro Boulevard.

For example, during the 1920s, the Bilasco Theater (no longer extant) was built across from the San Ysidro Hotel. While the theater did not show talking movies, there was a music accompaniment played by Nora Youmans. During World War II, the theater was converted to a USO to serve Army and Navy men stationed at Brown Field in nearby Otay Mesa.⁵⁶ In addition, Louis Gill designed the San Ysidro Commercial Company building constructed at 145-149 W. San Ysidro Boulevard in 1927.⁵⁷ The nephew of famous San Diego architect Irving Gill, Louis assisted his uncle with the designs of the La Jolla Women's Club, the home of Ellen Scripps, and a new hospital for the San Diego Medical Society. On his own, Gill was known for his church and hospital designs. He was the original architect for the San Diego Zoo in 1916, and in 1926, he designed the zoo's research hospital in a Spanish Revival style. He also designed the County Administration Building in 1938 in a modern design with Spanish detail.⁵⁸ The San Ysidro Commercial Company building is typical of Gill's Spanish style designs. It may be considered the work of a master, since Gill was an important and influential architect in the San Diego area. A general merchandise store occupied the building and supplied a variety of commodities for the community. Gill's work may have influenced the architects and builders of other Spanish Colonial

⁵⁵ Matthews, 8.

⁵⁶ Matthews, 9.

⁵⁷ Berryman and Roth, 21.

⁵⁸ Rev. C. Douglas Kroll, "Louis John Gill: Famous but Forgotten Architect," *The Journal of San Diego History* (Summer 1984, 30:3).

Revival style commercial buildings on San Ysidro Boulevard. Built at the height of this first wave of commercial construction, it is a marker of this phase of community development. However, aside from Gill, no other important San Diego architects have been uncovered who contributed to San Ysidro's commercial building stock.



**San Ysidro Commercial Co. building, 145-149 W. San Ysidro Boulevard, 1929.
(Source: The San Diego Historical Society)**

As the availability of water was secure, San Ysidro continued to expand as a community through the 1930s. The San Ysidro Border Press began publication in 1930 and provided a summary of news in the community. Travel between the U.S. and Mexico remained high at this time, as border traffic increased to 5.5 million between July 1930 and June 1931.⁵⁹ As a result, a variety of restaurants and business opened along San Ysidro Boulevard.⁶⁰ The Lotus Café and the Coffee Cup (specific addresses unknown) both opened at the end of 1930.⁶¹ The Coffee Cup was located on Tia Juana Boulevard (later known as San Ysidro Boulevard), across from the library. It was built by C. Scotten Pefley, who was known in racing circles. A wood-framed, general merchandise store named "International Commercial Co." had existed on the U.S. side of the border, immediately adjacent and east of the first U.S. Customs House.⁶² About 1930, the building was demolished to make way for a new U.S. Customs House. An Art Deco building was constructed for the International Commercial Co. directly north of the new Customs House.⁶³ The new International building at 751 East San Ysidro Boulevard appears to have been completed around 1930, as city directories from the time period reference a general merchandise store managed by J.N. Llanos Jr.⁶⁴ The design, with a stepped parapet and vertical geometric ornament, does not appear to have influenced other commercial architecture in the area, as it remains the only pure Art Deco building in San Ysidro.

Although the border was open twenty-four hours a day for the first time in 1933, there was a drop in the number of people crossing the border due to the Great Depression the repeal of the 18th amendment that ended Prohibition; the nationalization of foreign-owned properties in Mexico; and the enforcement of Mexican anti-gambling laws. The decrease in border traffic throughout the Depression and World War II brought a slow down to the local businesses in San Ysidro.⁶⁵

⁵⁹ Ní Ghabhláin and Stringer-Bowsher, 15.

⁶⁰ *San Ysidro Border Press* 1, no. 9, Dec. 19, 1930.

⁶¹ *San Ysidro Border Press* 1, no. 10, Dec. 26, 1930 and *San Ysidro Border Press* 1, no. 4, Nov. 14, 1930.

⁶² Ibid.

⁶³ The U.S. Customs House was listed in the National Register in 1983 for its architecture and role in politics/government.

⁶⁴ Ní Ghabhláin and Stringer-Bowsher, 19.

⁶⁵ Rosalinda Gonzalez, "San Ysidro: Voices and Visionaries" in *Searching for San Diego, II: A Journey Through Four San Diego Neighborhoods*, ed. Alden Mudge and Ralph Lewin, 16-20 (California Council for the Humanities, 1994).

After World War II, however, San Ysidro continued to evolve as a destination for tourists on their way to Tijuana. New restaurants and cafes opened on San Ysidro Boulevard and several hotels and motels were under construction by the late 1940s.⁶⁶ Motels varied in size from six to forty-five units and were located along San Ysidro Boulevard as well as Highway 101 (now Beyer Boulevard and East Beyer Boulevard).⁶⁷ The twelve-unit Pan American Motel was located along Highway 101 and was considered a "...first class hostelry."⁶⁸ Construction of El Toreador Motel (HRB #236) at 601 E. San Ysidro Boulevard began in 1948. Tony Silva was the contractor and the San Ysidro Border Press reported that the motel was "the most elaborate and expensive building project ever undertaken in the history of San Ysidro."⁶⁹ El Toreador opened in October 1948 and attracted "...the Agua Caliente gambling crowd and other Mexico-bound tourists who wanted U.S. conveniences."⁷⁰ The building featured a large neon sign, 22-feet long and 11-feet high, depicting a toreador in mortal combat with a bull. Other motels that opened in San Ysidro in 1948 include the El Rey and La Pas on old Highway 101 (one of which may be 3896 Beyer Boulevard, at the corner of Smythe Avenue, which has since been converted to apartments), and the Vista de Cal Mex on East San Ysidro Boulevard.⁷¹ Generally, the hotels and motels were designed to accommodate automobile traffic, often resembled bungalow courts, and featured detached units arranged around a courtyard or open space. Some motels were constructed as two-story buildings with exterior hallways that provided access to individual rooms.



HRB #236, El Toreador Motel at 601 E. San Ysidro Boulevard, ca. 1950.
(Source: The San Diego Historical Society)

In addition to motels, other businesses opened in San Ysidro in the late 1940s to serve the community, including C.G Fitzsimmons' Border Cleaners, Jesse Valdez's San Ysidro Jewelry, the Border Liquor Store, an automotive garage, pharmacy, and grocery store (specific locations unknown).⁷²

⁶⁶ "Opening of New Café Highlights New Business Activities in San Ysidro," *San Ysidro Border Press* 18, no. 5, Jan. 15, 1948.

⁶⁷ *Ibid.*

⁶⁸ *Ibid.*

⁶⁹ "Work Started at El Toreador Motel," *San Ysidro Border Press* 18, no. 12, March 4, 1948.

⁷⁰ Lisa Petrillo, "Compromise reached on old motel," *San Diego Union*, May 27, 1990.

⁷¹ "El Toreador Motel Open for Business," *San Ysidro Border Press* 18, no. 44, October 14, 1948.

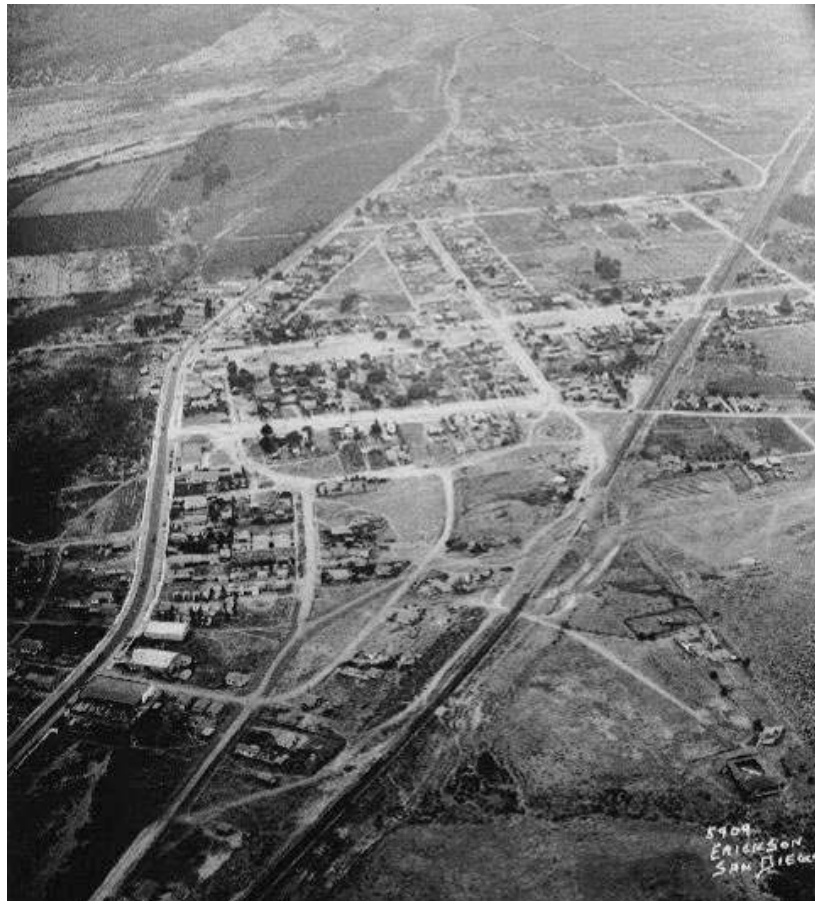
⁷² "Horowitz Sells San Ysidro Store to Bennett-Kagan," *San Ysidro Border Press* 19, no. 2, December 23, 1948.

TRANSPORTATION & INFRASTRUCTURE

Road Development

Improvements to the community's transportation network were undertaken throughout the 1920s. Tia Juana Boulevard became known as San Ysidro Boulevard, and continued to run parallel to the San Diego and Southern Railroad to the border. North and South Vista Avenues, which ran parallel to the San Diego & Arizona line, became known as Sunset Avenue/Highway 101 by 1928.⁷³ While San Ysidro Boulevard was paved by this time, many of the residential streets continued to be dirt or gravel, as seen in aerial photographs taken in 1928.

In 1951, Highway 101 was replaced by "Highway 5" (now Interstate 5), which brought more tourists to the border region. Highway 101 was converted to Beyer Boulevard and East Beyer Boulevard.⁷⁴ Businesses were bulldozed to make way for the new highway, including a plumber's shop and two bars. Many of the bulldozed businesses did not return, and others were eventually replaced by corporate chain stores.⁷⁵



Aerial view of San Ysidro, looking west, 1928.

**San Ysidro Boulevard runs northwest (to the left), paralleled by the railroad track to the north. The city park runs north-south (just above center), bisected by Hall Avenue, which runs east-west.
(Source: San Diego Historical Society)**

⁷³ Ní Ghabhláin and Stringer-Bowsher, 19.

⁷⁴ Telephone interview with Michael Freedman, resident and member of San Ysidro Community Planning Group (9 August 2010).

⁷⁵ Rosalinda Mendez Gonzalez, "San Ysidro: Voices and Visionaries," *Searching for San Diego, II: A Journey Through Four San Diego Neighborhoods*, San Diego: The California Council for the Humanities, 1994.

Water System

During the 1920s and 1930s, improvements to the water system were also important to the development and expansion of San Ysidro. Though efforts had been made to construct a water system during the Little Landers period, this system proved to be inefficient. Following the 1916 flood, a new plant was built on Cottonwood Avenue and was known as the Tia Juana River pumping station. Prominent long-time resident Cy Buehrer was appointed to the San Ysidro Water District in 1935, and at that time water usage was charged at \$1.50 a month for a house on a standard 50-foot by 120-foot residential lot and \$1 a month for an acre.⁷⁶ There were no meters on individual homes and there was no limit on the amount of water usage.

Residential Development

Coinciding with the growth in tourism, San Ysidro shifted from primarily agricultural to residential uses, and the population increased. By 1922, twenty new modest homes had been built in San Ysidro for working class residents. Some of James W. Coffroth's three hundred employees of Tijuana's Lower California Jockey Club racetrack lived in San Ysidro and traveled across the border to work;⁷⁷ others worked in Mexican saloons and gambling halls. The community of San Ysidro was primarily Anglo at this time, as few Mexicans were living on the U.S. side of the border.

Residential development during the 1920s centered on the original platted streets that had been established by the Little Landers colony, and was generally located directly north and south of San Ysidro Boulevard. Homes were primarily small, vernacular bungalows with references to Craftsman and Spanish Eclectic architecture. For instance, in 1923, prominent citizen Frank Beyer built his one-story bungalow at 159 Hall Avenue in a Pueblo Revival style, with a deeply recessed porch, double-hung wood sash windows, clay tile awnings above the windows, and circular clay ornaments that simulated vigas at the roofline.

A shift in demographics occurred around 1933 with the repeal of the 18th amendment that ended Prohibition, the nationalization of foreign-owned properties in Mexico, and the enforcement of Mexican anti-gambling laws. Due to the ensuing decrease in business, Anglo racetrack-related trainers and horse owners left San Ysidro, and some of their homes were purchased by Mexican families who worked in the United States. At this time, the Mexican presence did not much affect the character or development of the built environment. The town remained a small and close-knit community living in Craftsman-style houses and frequented modest commercial buildings.

During World War II, San Diego and its suburbs grew exponentially as people moved into the area to work in wartime industries, such as aircraft manufacturing. A housing shortage emerged in San Diego and the cities north of San Ysidro, which was primarily addressed by the government through Federal Housing Authority (FHA) housing projects. No FHA housing projects were constructed in San Ysidro during the war, likely because San Ysidro is located a distance from San Diego's wartime industries. However, following World War II, the housing shortage that existed in other parts of San Diego extended to San Ysidro. Along with single family homes, new construction included small apartment buildings and a handful of post-war bungalow courts. Typically, apartments and bungalow courts were arranged around a common outdoor or open space. These buildings offered an alternative form of housing for those who either could not afford a single-family home or those who desired an experience similar to a single-family home with a common space for social or recreational activities.

Along with new multi-family buildings, single-family homes were constructed as infill on lots in town that had not yet been developed. Cy Buehrer and his wife constructed an experimental

⁷⁶ Matthews, 9.

⁷⁷ Berryman and Roth, 18.

home at 208 East Park Avenue in 1948.⁷⁸ The 18-foot by 32-foot, one bedroom home was built in the Buehrers spare time, and was constructed of concrete block rather than the typical wood frame. Only the plumbing and electrical wiring were done by contractors. While the Buehrers did not live in the home, they planned to incorporate some of the same details in another house for themselves, including knotty pine in the kitchen cupboards as well as exposed beamed ceilings in the living room. Mr. and Mrs. D.S. Cotton moved into the house and were its first occupants.⁷⁹ The building did not impact contemporaneous design, as no other small residential buildings were constructed of concrete block at that time. Nevertheless, the Buehrers' house represents the development trend in the 1940s to infill the remaining residential lots on established streets.

Community and U.S. Government Development

As traffic across the border increased in the 1920s, the community of San Ysidro required additional community services and civic improvements. Frank Beyer (1875 - 1931) was instrumental in establishing much of San Ysidro's civic infrastructure. He was the greatest benefactor in San Ysidro history. He was born in Pennsylvania, but came to the west coast as a mining engineer following the mining booms in Alaska, Colorado, and Arizona. In 1910, he was listed as a roulette dealer; however, by 1914, he had become an entrepreneur in the border town of Mexicali, Mexico. Partnering with Marvin Allen and Carl Withington as the ABW Syndicate (mentioned above), the Americans operated a Mexicali nightclub called the Owl Café and Theatre. The Owl prospered with gambling, liquor sales and prostitution in the face of Prohibition and codes against gambling in the United States. ABW also operated the gambling clubs of Monte Carlo, the Tivoli Bar, the Foreign Club and horse racing at the Jockey Club in Tijuana. In the meantime, Beyer and his wife settled across the border in San Ysidro in 1918, and the couple ran a jewelry and pawn shop in town. They bought ranch property, bred horses and raised Guernsey cows on a dairy farm near town which they called Rancho Lechuza.⁸⁰ By the mid-1920s, Beyer began to show a public interest in philanthropy.⁸¹

In May 1924, the County of San Diego was surprised to hear that Beyer and his wife wanted to donate \$7,000 to San Ysidro for a community library. He promised to build and furnish the library and establish a ten-year trust fund to buy books and magazines. The county accepted the gift. Beyer followed through by donating the land for the San Ysidro Library and constructing the building for the County.⁸² Beyer's only requirements were that the Police Gazette be on the reading room table and that smoking be allowed. The building cost \$12,000 and was finished in October 1924.

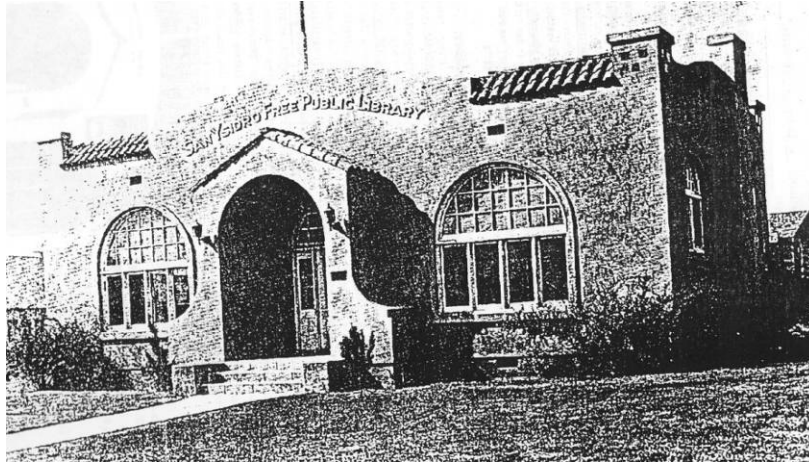
⁷⁸ "Buehrers Build Experimental House in S.Y.," *San Ysidro Border Press* 18, no. 39, September 9, 1948.

⁷⁹ Ibid.

⁸⁰ The exact location is unknown, as no documents were uncovered which described the particular location of the ranch.

⁸¹ Richard Crawford, "Gambler turned philanthropist left mark on San Ysidro," *The San Diego Union-Tribune* (5 June 2008).

⁸² Historic Resource Board File #451, City Planning & Community Investment, San Diego, California.



San Ysidro Free Public Library, ca. 1924.
(Source: California State Library)

Along with the library, other community amenities began to appear in the 1920s. The San Ysidro Community Church, designed by Louis Gill, opened in 1924 at the corner of Cottonwood and Hall Avenue. In 1927, Beyer donated land for the construction of Our Lady of Mount Carmel Catholic Church at 114 Hall Avenue. Beyer funded construction of the building for \$1,000, and the church was built by contractor W.B. Settle. Both one-story churches were designed in the Mission Revival style and feature stucco cladding, arched entryways, and small bell towers with clay tile roofs.

Other buildings constructed in the 1920s included the San Ysidro Bank (1925), and the Civic and Recreation Center (1925). Beyer donated the land for the Civic Center, which was intended to be used by community groups such as the San Ysidro Women's Club. It was located between East and West Park Avenues on Hall Avenue, in line with the city park.

By the late 1920s, it was evident that the small one-story Customs House could not accommodate the volume of traffic and would need to be replaced with a larger facility. In June 1931, the U.S. Treasury Department took title to the last of five parcels on the border and construction drawings were completed in 1932 by architect James A. Wetmore. A new U.S. Customs House was built in a Spanish Colonial Revival style directly north of the border.⁸³ The new Customs House was completed in May 1933.



U.S. Customs House, 1933.
(Source: The San Diego Historical Society)

⁸³ Ibid.

With the construction of the customs house, the San Diego Gas and Electric Company announced plans to extend gas service to San Ysidro.⁸⁴ The San Ysidro Border Press reported, "Half a million or more will be spent in new buildings at the line in the near future. The Government project will cost \$115,000, the Sutherland Stage Terminal \$100,000, and other structures, such as stores, will bring the total to more than the half million mark."⁸⁵

Other improvements in the community in the late 1940s included the construction of an elementary school on the south side of Sunset Lane between Smythe Avenue and Alverson Road.⁸⁶ The school consisted of three classrooms. An \$81,000 addition of three more classrooms, an administrative office, and separate kindergarten building expanded the school in 1950.⁸⁷ An elementary school remains in this location, but the existing building was constructed in recent years.

Throughout the period between 1916 and 1956, San Ysidro evolved into a residential community and a border town with an international economy. The border crossing in San Ysidro influenced the community's economic and commercial development as businesses opened to support the number of tourists and immigrants moving to and from the area. The influence of the border crossing would continue to play a key role in San Ysidro's development after it was annexed to the City of San Diego.

Summary

The Development of a Border Town period (1916 – 1956) is important for addressing the needs of a growing population of both residents and tourists from California and Mexico. Americans were attracted into the area because of recreational gambling and horse racing just over the border in Tijuana, Mexico, while both Americans and Mexicans were attracted to agricultural employment opportunities in and around San Ysidro. Consequently, the era saw the further construction of single-family residences in the original platted neighborhood, as well as multi-family housing like the first small apartment buildings and bungalow courts. Commercial development also expanded greatly along San Ysidro Boulevard, and many of these commercial properties remain extant. Institutional facilities, such as the Customs House, public library, and churches were established to service the tourists and/or residents. The town was now a full-fledged city that supported the various economic, social, religious, and recreational needs of the residents and visitors.

Associated Property Types

During the 1920s and 1930s, the population of San Ysidro increased and the area developed as a residential community for workers commuting to casinos, racetracks, and saloons in Tijuana. In addition, as San Ysidro gained more residents, commercial and institutional properties developed in the community along San Ysidro Boulevard. Residential properties can be separated into single family residences, small apartment buildings, and bungalow courts. Commercial buildings included retail stores, restaurants/cafes, auto garages, and motels. Community and government buildings from the Border Town period include a library, two churches, a bank, civic center building, and U.S. Customs House.

Properties that no longer exist include the elementary school that was built in the 1940s and the railroad has also been replaced with the San Diego Trolley system, which uses the same route through town, but with updated tracks.

⁸⁴ "Port of Entry Project to Start, Gate No. 1 Selected and Buildings to be Erected; Gas Service Promised," *San Ysidro Border Press* 1, no. 18, Feb. 20, 1931.

⁸⁵ Ibid.

⁸⁶ "Contract Let for New S.Y. School Building," *San Ysidro Border Press* 18, no.20, April 29, 1948.

⁸⁷ "Work Started on New School Addition in S.Y." *San Ysidro Border Press*, XX: 5 (12 January 1950).

Residential Properties

Between 1916 and 1956, San Ysidro developed as a border town and was home to many of the people who worked in Tijuana's casinos, racetracks, and saloons. To accommodate an increase in population, homes were constructed adjacent to San Ysidro Boulevard throughout the 1920s and 1930s. Residential property types dating to the border town period include modest single family houses, primarily one story in height and designed in a vernacular style with Craftsman or Spanish Eclectic influences; small apartment buildings, and bungalow courts in Craftsman or Spanish Eclectic styles.

Architectural Description: Single Family Residences

Single family homes were generally constructed on undeveloped lots (typically measuring 50 feet by 120 feet) on streets, which had been laid out during the Little Landers period. Homes from the Border Town period are interspersed among the residences that survived the 1916 flood, and are located along Hall Avenue, Seaward Avenue, Cottonwood Road, and East Park and West Park Avenue. The modest scale of the homes is comparable to that of the previous period. The houses were built in vernacular architectural styles, though some homes exhibit Craftsman or Spanish Eclectic styles. They tend to be one story in height, built of wood-frame construction, and feature either Craftsman or Spanish Eclectic details. They are set back on their lots and some properties feature driveways that lead to the rear. They are clad in wood or stucco siding, and typically are capped by a gable or hip roof covered with asphalt shingles. Though original windows are wood, many have been replaced with aluminum or vinyl sash.



159 Hall Avenue, 1923.
(Source: Page & Turnbull, Jan 2010)



117 Alverson Road, 1925.
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Single Family Residences

Single family residences constructed during the border town period should possess the following character-defining features:

- Vernacular, Craftsman, or Spanish Eclectic style
- Wood-frame construction
- One story in height
- Front porch
- Wood or Stucco cladding
- Gable, hip, or flat roof
- Wood sash windows (typically double hung or casement)
- Set back from street with front yard

Significance: Single-Family Residences

Single-family residences from the Border Town period (1916 – 1956) are significant for continuing the Craftsman and vernacular styles and modest size of San Ysidro's earliest houses, and infilling the remaining lots in the original platted neighborhood. The houses, especially those from 1916 through the 1930s, blend seamlessly with the houses from the Little Landers period. In addition, they housed people who worked the gambling and racetrack operations across the border in Tijuana, signifying the further development of San Ysidro as a border town.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

A single family residence from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with the transition of San Ysidro from an agricultural community to a small border town. These residences can be identified by their modest size, vernacular style, and period Craftsman or Spanish Eclectic ornament. They are interspersed on previously platted residential lots in the original Little Landers neighborhood; however, their post-Little Landers construction dates represent the infill that occurred as the town expanded to include new residents who worked the Mexican racetracks and casinos. Should any intact groups of homes be located, they may be eligible as a historic district for their association with San Ysidro as an early border town.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

A single family residence from the border town period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the development of San Ysidro as a border town. For example, the home of Frank Beyer (159 Hall Avenue) may be eligible for its association with Beyer during the time when he was working in Tijuana, living in San Ysidro, and actively participating in the civic development of San Ysidro.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D

A single family residence from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a vernacular, Craftsman or Spanish Eclectic bungalow. Given the modest nature of most residential properties in San Ysidro, properties may not rise to a level of significance for the NRHP or CRHR on an individual basis; however, a single-family residence may be significant as a contributor to a historic district in the original neighborhood that includes East Park Avenue, West Park Avenue, and Hall Avenue. The earliest houses from the border town period were constructed amongst the surviving Little Landers houses. It is unlikely that a residential property from this period will be associated with a master architect, builder, or craftsman, but should a property be discovered to be associated with a master it may be eligible under NRHP Criterion C/California Register Criterion 3/ HRB Criterion D.

HRB Criterion A

A single-family residence from the border town period may be individually significant under HRB Criterion A as a special element of the historical, architectural, and economic development of San Ysidro. Residential properties dating to this period may represent the historical and economic evolution of San Ysidro from an agricultural community to a border town with local, regional, and national economic impacts. In addition, should a resource associated with the Bracero Program be identified, it may be eligible under HRB Criterion A.

Integrity Considerations: Single-Family Residences

In order to be eligible for listing in the local, state, or national historical registers, a single-family residence from the border town period must retain sufficient integrity to convey its significance. A residential property from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A residence significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion A or B should retain integrity of location, setting, feeling, and association.

- A residence significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A residence significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance. Some alterations may be acceptable (replacement of windows, small addition) as long as the property retains its essential features and overall form/massing.
- A residence significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Architectural Description: Apartment Buildings

As the population of San Ysidro increased after World War II, a few forms of multi-family housing were constructed. Small apartment buildings, typically two stories in height with no more than four units, offered a less expensive and alternative form of housing from a single family home. Apartment buildings from this era typically are rectangular in plan, with wood-frame construction, stucco siding, a gable roof, and steel casement windows or sliding aluminum-sash windows.



**239-241 Cottonwood Road, Walsh Apartments, 1945.
(Source: Page & Turnbull, April 2010)**



325 Mesa Avenue, 1948.
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Apartment Buildings

Apartment buildings from the border town period should possess the following character-defining features:

- Modern style
- Wood-frame construction
- Two-story
- Stucco cladding
- Gable roof
- Steel casement or sliding aluminum-sash windows

Significance: Apartment Buildings

Based upon the recent reconnaissance survey of San Ysidro, it is highly unlikely that an apartment building may be found to be individually significant under any of the significance criteria within the context of Development of a Border Town period (1916 – 1956), due to lack of craftsmanship, as well as integrity considerations. However, should any outstanding examples be uncovered, they should adhere to the following criteria:

NRHP Criterion A/California Register Criterion 1/HRB Criterion A and B (Events)

An apartment building from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with the transition of San Ysidro from an agricultural community to a small border town. These buildings can be identified by their relatively modest two-story size and simple modern style. They are interspersed on previously platted residential lots in the original Little Landers neighborhood; however, their post-Little Landers construction dates represent the residential infill that occurred as the town expanded to include new residents who worked at the Mexican racetracks and casinos.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

An apartment building from the border town period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the development of San Ysidro as a border town. However, it is not likely that important persons will be found who are associated with these apartment buildings.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D(Design/Construction)

An apartment building from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of the multi-family housing property type. In addition, given the rarity of apartment buildings from this period, a property may be eligible as an example of the apartment building type. Given the modest nature of most residential properties in San Ysidro, properties may not rise to a level of significance for the NRHP or CRHR on an individual basis, but as contributors to a historic district in the original neighborhood that includes East Park Avenue, West Park Avenue, and Hall Avenue. It is unlikely that a residential property from this period will be associated with a master architect, builder, or craftsman, but should a property be discovered to be associated with a master it may be eligible under NRHP Criterion C/California Register Criterion 3/ HRB Criterion D. Furthermore, examples of apartment buildings from this period should possess high artistic values and embody the characteristics of a multi-family housing property type, as specified above.

HRB Criterion A

An apartment building from the border town period may be individually significant under HRB Criterion A as a special element of the historical, architectural, and economic development of San Ysidro. Residential properties dating to this period may represent the historical and economic evolution of San Ysidro from an agricultural community to a border town with local, regional, and national economic impacts.

Integrity Considerations: Apartment Buildings

In order to be eligible for listing in the local, state, or national historical registers, an apartment building from the border town period must retain sufficient integrity to convey its significance. An apartment building from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.
- A residence significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A residence significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance. Some alterations may be acceptable (replacement of windows, small addition) as long as the property retains its essential features and overall form.
- A property significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Architectural Description: Bungalow Courts

Bungalow courts consist of groupings of detached or attached units arranged in parallel rows or a U-shape around a courtyard. Bungalow courts are typically one-story, wood-frame buildings finished in either wood or stucco in vernacular, Craftsman, or Spanish Eclectic styles. These properties can be found along major roads such as San Ysidro Boulevard and Beyer Boulevard, but a few can also be found on smaller streets such as Cottonwood Road and Smythe Avenue.



407 W. San Ysidro Blvd, 1928
(Source: Page & Turnbull, April 2010)



2266-2296 Smythe Avenue, 1935.
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Bungalow Courts

Bungalow courts from the border town period feature the following character-defining features:

- Vernacular, Craftsman, or Spanish Eclectic style
- Wood-frame construction
- One-story in height
- Front stoops or individual apartment entryway
- Stucco cladding
- Gable, hip, or flat roof
- Wood sash windows (typically double hung or casement)

Significance: Bungalow Courts

A bungalow court may be significant from the Border Town period (1916 – 1956) because it represents the introduction of a new residential building type to meet the demands of a growing population, related to the influx of newcomers who worked across the border in Tijuana.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

A bungalow court from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with the transition of San Ysidro from an agricultural community to a small border town. These residences can be identified by their modest size, vernacular style, and period Craftsman or Spanish Eclectic ornament. They are interspersed on previously platted residential lots in the original Little Landers neighborhood; however, their post-Little Landers construction dates represent the infill that occurred as the town expanded to include new residents who worked at the Mexican racetracks and casinos.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

A bungalow court from this period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the development of San Ysidro as a border town. However, no research conducted to date has uncovered any important persons associated with the bungalow courts in San Ysidro, so it is unlikely that a resource may be found significant under this criterion.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

A bungalow court from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of vernacular, Craftsman or Spanish Eclectic buildings. In addition, given the rarity of multi-family housing from the border town period, a property may be eligible as an example of the bungalow court building type. Given the modest nature of most residential properties in San Ysidro, properties may not rise to a level of significance for the NRHP or CRHR on an individual basis, but as contributors to a historic district in the original neighborhood that includes East Park Avenue, West Park Avenue, and Hall Avenue. The earliest residential buildings from the border town period were constructed amongst the surviving Little Landers houses. It is unlikely that a residential property from this period will be associated with a master architect, builder, or craftsman, but should a property be discovered to be associated with a master it may be eligible under NRHP Criterion C/California Register Criterion 3/ HRB Criterion D.

HRB Criterion A

A bungalow court from the border town period may be individually significant under HRB Criterion A as a special element of the historical, architectural, and economic development of San Ysidro. Residential properties dating to this period may represent the historical and economic evolution of San Ysidro from an agricultural community to a border town with local, regional, and national economic impacts.

Integrity Considerations: Bungalow Courts

In order to be eligible for listing in the local, state, or national historical registers, a bungalow court from the border town period must retain sufficient integrity to convey its significance. A bungalow court from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.
- A bungalow court significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A bungalow court significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance. Some alterations may be acceptable (replacement of windows, small addition) as long as the property retains its essential features and overall form.
- A property significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Commercial Properties

San Ysidro Boulevard developed as the commercial center of San Ysidro in the 1920s and 1930s. Initially, commercial development was limited to the area directly adjacent to the border crossing, but by the late 1920s and early 1930s as the community grew, additional businesses opened to accommodate the residents and tourists traveling through town. Commercial properties from the early Border Town period can largely be separated into the following building types: commercial retail (including restaurants/cafes) and auto garages. After World War II, San Ysidro saw an increase in the number of hotels and motels as travelling to Tijuana remained a popular attraction for tourists.

Architectural Description: Commercial Retail

Retail and restaurant/cafe buildings in San Ysidro from the border town period are typically one or two stories in height, constructed of wood, clad in stucco, and feature large glazed storefronts. These commercial properties are Spanish Eclectic or vernacular in style and most are located along the San Ysidro Boulevard corridor. The buildings may be free-standing or attached to one another. They are sited on the front property line with no setback.



**145-149 W. San Ysidro Boulevard, 1927.
(Source: Page & Turnbull, April 2010).**



The International Building at 751 E. San Ysidro Boulevard, ca. 1930.
(Source: Page & Turnbull, April 2010)



143 W. San Ysidro Boulevard, ca. 1920
(Source: Page & Turnbull, April 2010)



**148 W. San Ysidro Boulevard, est. 1922-1928.
Originally known as La Nola Hotel.
Photo by Page & Turnbull, April 2010**

Character-Defining Features: Commercial Retail

Commercial retail properties constructed during the border town period should possess the following character-defining features:

- Located along San Ysidro Boulevard or old Highway 101 (Beyer Boulevard)
- Spanish Eclectic or Art Deco style
- Sited on property line, no setback
- Wood-frame construction
- One story or two stories in height
- Wood or stucco cladding
- Flat roof with parapet
- Glass storefronts

Significance: Commercial Retail

Commercial buildings from the Development of a Border Town period (1916 – 1956) may be significant for their association with tourism related to San Ysidro's close proximity to the tourist destination of Tijuana. In addition, some of these buildings, especially those designed in the Spanish Eclectic style in the 1920s, may be significant for their architecture.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

A commercial retail building from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with international trade and tourism in San Ysidro. For example, the International Building is likely eligible under this criterion as well as Criterion C (see below). Should any intact groups of commercial properties be located, they may be eligible as a historic district for their association with international trade and tourism in San Ysidro.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

A commercial retail building from the border town period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the international trade, tourism, or civic development of San Ysidro. For example, a commercial building associated with Frank Beyer may be eligible for Beyer's role in the economic and civic development of San Ysidro.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

A commercial retail building from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of Spanish Eclectic or Art Deco architecture. In addition, properties may be eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion D for its association with a master architect, builder, or craftsman. For example, Louis Gill is known to have designed at least two buildings in San Ysidro. One of these, the San Ysidro Commercial Company building at 145-149 W. San Ysidro Boulevard, is a commercial property that may be eligible as the work of a master.

HRB Criterion A

A commercial retail building from the border town period may be individually significant under HRB Criterion A as a special element of the historical or economic development of San Ysidro. Commercial properties dating to this period may represent San Ysidro's role in international trade and tourism with Mexico. In addition, a commercial property may represent the historical development of San Ysidro and its evolution to a small border town.

Integrity Considerations: Commercial Retail

A commercial property from the border town period must retain sufficient integrity to convey its significance to be eligible for listing in the local, state, or national register. A commercial property from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A commercial retail property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, design, feeling, and association.
- A commercial retail property significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A commercial retail property significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as the physical aspects of integrity are necessary for the property to convey its significance. While some alterations may be acceptable such as the replacement of windows or a small addition, the property must retain its essential features and overall form.
- A commercial retail property significant under HRB Criterion A should retain integrity of location, design, feeling, and association.

Architectural Description: Auto Garages

In San Ysidro, older auto garages are typically one story in height, constructed of concrete, clad in stucco or concrete block, and feature glazed storefronts, large garage doors, and shaped parapets. They have long rectangular plans. Auto garages are primarily located along the San Ysidro Boulevard corridor. The buildings are often attached to adjacent buildings and may be set back behind a parking lot. The buildings are typically designed in 20th century commercial styles with Spanish Eclectic influences.



299 E. San Ysidro Boulevard, ca. 1940s.
Photo by Page & Turnbull, April 2010



109 E. San Ysidro Boulevard, ca. 1920s
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Auto Garages

Auto garage properties in San Ysidro constructed during the border town period feature the following character-defining features:

- Located along San Ysidro Boulevard
- 20th Century Commercial style with Spanish Eclectic ornament
- Long rectangular floor plans
- May have a setback behind a parking lot
- Concrete construction
- One story
- Stucco or concrete block cladding
- Flat or gable roof with parapet
- Glass storefronts

Significance: Commercial Auto Garages

Based upon the recent reconnaissance survey of San Ysidro, it is highly unlikely that an auto garage may be found to be individually eligible under any of the significance criterion due to integrity considerations; however, should any outstanding examples be uncovered, they should adhere to the following criteria:

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

An auto garage from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B for its association with international trade and automobile

tourism in San Ysidro. Should any intact groups of commercial properties be located, they may be eligible as a historic district for their association international trade and tourism in San Ysidro. Such a group is likely located along San Ysidro Boulevard, within a few blocks east and west of the San Ysidro Library.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

An auto garage from the border town period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the automobile-related tourism or community development of San Ysidro. However, no research conducted to date has uncovered any important persons associated with the auto garages in San Ysidro, so it is likely that this criterion will not be applicable.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

An auto garage from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of Spanish Eclectic or Art Deco architecture. In addition, properties may be eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion D for their association with a master architect, builder, or craftsman. For example, Louis Gill is known to have designed at least two buildings in San Ysidro (though neither are auto garages).

HRB Criterion A

An auto garage dating to the border town period may be individually significant under HRB Criterion A as a special element of the historical or economic development of San Ysidro. Auto garages dating to this period may represent San Ysidro's role in international trade and tourism with Mexico. In addition, a commercial property may represent the historical development of San Ysidro and its evolution from an agrarian community to a small border town.

Integrity Considerations: Auto Garages

An auto garage from the border town period must retain sufficient integrity to convey its significance to be eligible for listing in the local, state, or national historical registers. A commercial property from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- An auto garage significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, design, feeling, and association.
- An auto garage significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- An auto garage significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as the physical aspects of integrity are necessary for the property to convey its significance. While some alterations may be acceptable such as the replacement of windows or a small addition, the property must retain its essential features and overall form.
- An auto garage significant under HRB Criterion A should retain integrity of location, design, feeling, and association.

Architectural Description: Hotels and Motels

In San Ysidro, hotels and motels from the late border town period are typically one or two stories in height, constructed of wood, and clad in stucco. Hotels and motels from this period often resemble bungalow courts and featured detached units arranged around a courtyard, or a two-story building with exterior hallways that provide access to individual rooms. Hotels and motels exhibit Spanish Eclectic, Modern, or vernacular architectural styles. Several are set back behind a parking lot, emphasizing the vehicular impact upon the tourism industry, in particular the motel businesses in San Ysidro.



601 E. San Ysidro Boulevard, 1949. Originally the El Toreador Motel.
Photo by Page & Turnbull, April 2010



672 E. San Ysidro Boulevard, ca. 1940s. West wing of the Holiday Lodge Motel
(south wing is two stories in height)
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Hotels and Motels

Hotel and motel properties constructed during the border town period feature the following character-defining features:

- Located along San Ysidro Boulevard or old Highway 101 (Beyer Boulevard)
- Spanish Eclectic, Modern or vernacular style
- May be set back behind a parking lot
- Wood-frame construction
- One story or two stories in height
- Wood or stucco cladding
- Gable or hip roof
- Wood or aluminum-sash windows

Significance: Commercial - Hotels and Motels

Hotels and motels are significant in the context of the Development of a Border Town period (1916 – 1956) for their association with tourism through San Ysidro on the way to Tijuana. They represent the growth of automobile-based culture. Some hotels and motels may also be significant for their distinctive Spanish Eclectic or Modern styles.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

A hotel or motel from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion A or B for its association with international trade and auto-related tourism in San Ysidro. For example, the El Toreador Motel is listed as HRB #236 under this criterion as well as Criterion C (see below).

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

A hotel or motel from the border town period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent individual who contributed to the tourist trade of San Ysidro. For example, a hotel or motel associated with Frank Beyer may be eligible for Beyer's role in the economic and civic development of San Ysidro.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

A hotel or motel from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of Spanish Eclectic, Modern, or vernacular architecture. In addition, properties may be eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion D for their association with a master architect, builder, or craftsman. However, research conducted to date has not uncovered any master architects associated with hotels and motels in San Ysidro.

HRB Criterion A

A hotel or motel from the border town period may be individually significant under HRB Criterion A as a special element of the historical or economic development of San Ysidro. Hotels and motels dating to this period may represent San Ysidro's role in international tourism with Mexico.

Integrity Considerations: Hotels and Motels

A hotel or motel from the border town period must retain sufficient integrity to convey its significance to be eligible for listing in the local, state, or national historical registers. A commercial property from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A hotel or motel significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, design, feeling, and association.
- A hotel or motel significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A hotel or motel significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as the physical aspects of integrity are necessary for the property to convey its significance. While some alterations may be acceptable such as the replacement of windows or a small addition, the property must retain its essential features and overall form.
- A hotel or motel significant under HRB Criterion A should retain integrity of location, design, feeling, and association.

Institutional and Government Properties

Early institutional development during the border town period was dominated by civic and religious institutions. Frank Beyer donated the land for all of the civic institutions including the library and civic center building. Beyer also donated the land for Our Lady of Mount Carmel Catholic Church and some money for the construction of the San Ysidro Community Church on Hall Avenue. As the population of San Ysidro grew and the border crossing increased traffic through the community, other institutional properties such as schools were also constructed.

Most of the institutional buildings in San Ysidro are one or two stories in height, constructed of wood, clad in stucco, and reflect either Mission Revival or Spanish Eclectic architecture. Institutional properties can be found along San Ysidro Boulevard, the streets north of San Ysidro

Boulevard, or within the civic park. The following institutional properties date to the border town period: San Ysidro Civic and Recreation Center (212 West Park Avenue), San Ysidro Community Church (173 Hall Avenue), San Ysidro Public Library (101-105 San Ysidro Boulevard), and the original Our Lady of Mount Carmel Church (114 Hall Avenue). In addition to these properties, the San Ysidro Border Station was constructed during this period, and is listed in the National Register of Historic Places.

An elementary school was constructed in the 1940s, but no longer exists, as it was rebuilt in the same location some years later. No police or fire stations, hospitals, other government buildings, or any other institutional buildings appear to have been constructed during this era.

Architectural Description: Churches

The San Ysidro Community Church (now the Daniel F. Romero Center for Border Ministries) was designed by Louis Gill, and opened in 1924 at 173 W. Hall Avenue. In 1927, Frank Beyer donated land for the construction of Our Lady of Mount Carmel Catholic Church (now the Comunidad Cristiana Torre Fuerte) at 114 W. Hall Avenue. The church was built by contractor W.B. Settle. Both one-story churches were designed in the Mission Revival/Spanish Eclectic style and feature stucco cladding, arched entryways, and small bell towers with clay tile roofs. They are located on residential-size parcels and are set back from the street. 114 Hall Street includes an adjacent parking lot.



173 W. Hall Avenue, 1924, former San Ysidro Community Church designed by Louis Gill.
(Source: Page & Turnbull, January 2010)



114 W. Hall Avenue, 1927, Originally known as Our Lady of Mount Carmel Catholic Church
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Churches

Churches in San Ysidro constructed during the border town period feature the following character-defining features:

- Located on W. Hall Avenue
- Mission Revival or Spanish Eclectic style
- Wood-frame construction
- One story
- Stucco cladding
- Flat or gable roof with shaped parapet
- Bell tower with arched openings
- Arched primary entry
- Clay tile accents
- Set back from street

Significance: Churches

Churches are significant in the context of the Development of a Border Town period (1916 – 1956) because they represent the movement to establish a full-fledged city with community services. They may also be significant for their association with benefactor Frank Beyer, as well as for their modest Mission Revival or Spanish Eclectic style of architecture.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

A church from the border town period may be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B as a representation of the area's civic development during this period. For example, the 173 W. Hall Avenue and 114 W. Hall Avenue may be eligible as examples of the civic development in San Ysidro that represents the growth and establishment of the community as a border town.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

A church from the border town period may be individually significant under NRHP Criterion B/California Register Criterion 2/HRB Criterion B if they are found to be associated with a significant or prominent individual who contributed to the international trade, tourism, or civic development of San Ysidro. For example, the former Our Lady of Mount Carmel Catholic Church at 114 W. Hall Avenue is associated with major civic benefactor Frank Beyer, and may be eligible for its association with Beyer's role in the economic and civic development of San Ysidro.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

A church from the border town period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as examples of Mission Revival or Spanish Eclectic architecture. In addition, properties may be eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion D for their association with a master architect, builder, or craftsman. For example, Louis Gill is known to have designed at the San Ysidro Community Church at 173 W. Hall Avenue.

HRB Criterion A

A church from the border town period may be individually significant under HRB Criterion A as a special element of the historical, architectural, or social development of San Ysidro. Institutional properties dating to this period may represent a special element in San Ysidro's civic development as a border town and the role the town played in international trade and tourism with Mexico.

Integrity Considerations: Institutional and Government, Churches

In order to be eligible for listing in the local, state, or national historical registers, an institutional property from the border town period must retain sufficient integrity to convey its significance. An institutional property from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A church significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, feeling, and association.
- A church significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A church significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as the physical aspects of integrity are necessary for the property to convey its significance. While some alterations may be acceptable such as the replacement of windows or small additions, the property must retain its essential features, proportions, and overall form.
- A church significant under HRB Criterion A should retain integrity of location, design, feeling, and association.

Architectural Description: Library

The San Ysidro Library was constructed in 1924 in the Mission Revival style. It is one story in height, with a rectangular plan, wood frame and stucco cladding. The building is set back on the parcel from San Ysidro Boulevard, and the property has landscaping and benches. Architectural features include a symmetrical primary façade organization, a center projecting entry with a clay tile gable roof and arched opening, arched windows, and a stepped and curved mission parapet that conceals a flat roof. An addition extends from the rear (north) façade.



101-105 San Ysidro Boulevard, 1924, HRB #451, San Ysidro Public Library.
Photo by Page & Turnbull, January 2010

Significance: Library

The San Ysidro Library is already listed in the San Diego Register. Based upon a reconnaissance survey of the area, no other libraries exist within San Ysidro.

Architectural Description: Civic or Recreational Centers

The Civic and Recreation Center was constructed in 1925 on land donated by Frank Beyer. The building lacks an architectural style and ornamentation. It has a rectangular plan, wood frame, and stucco cladding. The windows are double hung wood sash and covered with screens. Entries feature flush wood doors. The building terminates in a parapet and combination bow truss and flat roof.

Based upon the reconnaissance level survey of San Ysidro, the Civic and Recreational Center appears to be the only property of this type from the border town period.



Civic and Recreation Center, 212 West Park Avenue, 1925
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Civic or Recreational Centers

The Civic and Recreation Center includes the following character-defining features:

- Located on Hall Avenue between East Park and West Park Avenues
- Mission Revival or Spanish Eclectic style
- Wood-frame construction
- One-story or two-stories
- Wood or Stucco cladding
- Flat roof with parapet

Significance: Civic or Recreational Centers

Based upon the reconnaissance survey completed in April 2010, it does not appear that the Civic and Recreation Center will be individually significant, primarily due to integrity considerations. However, the building may be considered a contributing resource to a potential historic district that includes the city park and surrounding neighborhood.

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

The Civic and Recreation Center does not appear to be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B, but it may be significant as a contributor to a historic district because it represents the continued growth and establishment of the community during the border town period.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (Persons)

The Civic and Recreation Center does not appear to be individually significant under NRHP Criterion B, but may be significant under California Register Criterion 2/HRB Criterion B if it is found to be associated with a significant or prominent local individual who contributed to the international trade, tourism, or civic development of San Ysidro. For example, the Civic and Recreation Center is associated with Frank Beyer, who was the primary benefactor of institutional facilities in San Ysidro during the border town period. The building may be eligible for the role Beyer played in the economic and civic development of San Ysidro.

NRHP Criterion C/California Register Criterion 3/ HRB Criterion C and D (Design/Construction)

The Civic and Recreation Center does not appear to be significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a type of architecture or method construction, or for its association with a master architect, builder, or craftsman. It does not appear that this building was designed by a master architect or builder. Furthermore, the design of the building does not embody distinctive characteristics of an architectural style and appears to have been altered.

HRB Criterion A

A civic center dating to the border town period may be significant under HRB Criterion A as a special element of the historical, architectural, or social development of San Ysidro. Institutional properties dating to this period may represent a special element in San Ysidro's civic development as a border town and the role the town played in international trade and tourism with Mexico.

Integrity Considerations: Civic or Recreational Centers

In order to be eligible for listing in the local, state, or national historical registers, an institutional property from the border town period must retain sufficient integrity to convey its significance. An institutional property from the border town period that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A civic center significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, feeling, and association.
- A civic center significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.

- A civic center significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as the physical aspects of integrity are necessary for the property to convey its significance. While some alterations may be acceptable such as the replacement of windows or small additions, the property must retain its essential features, proportions, and overall form.
- A civic center significant under HRB Criterion A should retain integrity of location, design, feeling, and association.

Architectural Description: Institutional and Government, US Border Stations

The U.S. Border Station was constructed in 1932, and is designed in the Spanish Colonial Revival style. It features a low-pitched, clay tile roof with little eave overhang, wood frame, stucco cladding, prominently placed arches around window openings, and an asymmetrically arranged façade. Architectural terra cotta with a mottled yellow-buff glaze is used for the window sills and ornament. Small amounts of painted wood trim are used for the windows, shutters, eave trim, and projecting window hoods. Flat roof sections are covered with copper sheathing and built-up roofing. Ornamentally glazed quarry tiles are used to highlight openings, and wrought iron is used for balcony and stair railings.



**San Ysidro Border Station, 1932
(Source: Page & Turnbull, March 2008)**

Significance: US Border Stations

The San Ysidro U.S. Border Station is already listed on the National Register of Historic Places, based upon significance related to Criteria A (Events) and C (Architecture) within the areas of "architecture" and "politics/government" for the period of significance from 1931 to 1933. According to the nomination forms,

Architecturally, the building displays the features of the Spanish Colonial Revival style, typical of the kind of eclectic borrowing which distinguished the many public buildings designs in the 1920s and 1930s by the Supervising Architect's office of the Treasury Department. It is a locally prominent example of its genre – a small public building of the early thirties. More important than its architectural significance, however, is the building's symbolic role in the international relations between the United States and Mexico. Erected as a Custom House and Inspection Station on the border between two countries, it served for over twenty years as the only U.S. building at the San Ysidro crossing. Today, this crossing is

the most heavily trafficked along the border, and although superceded in function by the immense new inspection structure, the 1933 Station still represents the importance of international commerce and governmental relations.⁸⁸

Therefore, significance and integrity guidelines are not necessary for the purpose of this Historic Context Statement. The building is eligible for the San Diego Historic Register under HRB Criterion E.

⁸⁸ Clayton Fraser, *National Register of Historic Places Inventory – Nomination Form: Inspection Station/U.S. Custom House, San Ysidro, California* (7 March 1982) Section 8.

Annexation to City of San Diego (1957 – Present)

In 1957, San Ysidro was annexed to the City of San Diego and is now one of numerous communities within the city. Although water concerns from San Ysidro residents and commercial owners precipitated the idea of annexation, the City of San Diego as a whole recognized the importance of the border to the region and voted for annexation in 1957. For the City, San Ysidro provided "...a direct land connection to Mexico and a stake in the international trade that flows across the United States-Mexico border."⁸⁹ Shortly after its annexation, the community experienced a shift in demographics as the population transitioned from primarily Anglo to Mexican in the 1960s. In addition, San Ysidro continued to play an important role in the local, regional, and national economy as the border crossing became the busiest crossing in the U.S. in 1988.

Movement to Annexation

Water Concerns

The early 1950s was a period of transition for San Ysidro. As the population of Tijuana grew, and Mexico passed laws that restricted the ability of Americans to work in Mexico, the demographic population of San Ysidro shifted from primarily Anglo to Mexican American. By 1960, a majority of San Ysidro residents were Mexican nationals or Mexican Americans.⁹⁰ In addition, due to the increase in population in Tijuana in the early 1950s, the water table began to drop and water quality quickly declined. Residents of San Ysidro became concerned about the ability of the town to provide water and other basic services. These concerns influenced community leaders to approach the City of San Diego about annexation in the early 1950s.

While there was opposition to annexation on the part of some San Ysidro residents, others were in favor of joining the City as a way of obtaining a reliable water source as well as other municipal services. After annexation, there was a period between 1959 and 1961 when building permits were restricted due to water quality.

Water management remained an issue for San Ysidro throughout the 1960s. In 1967, the International Boundary and Water Commission recommended that the United States and Mexico approve a joint project for the control of floods in the Tia Juana River to protect development on both sides of border. The project provided for 2.7 miles of a concrete lined channel south of the boundary in Tijuana, veering westward for six miles to the Pacific Ocean. The project was crucial to protect development on both sides of the border. Ultimately, the part of the project located in the United States was modified in 1977 to the present stilling basin configuration located south of San Ysidro, between the community and the U.S.-Mexico boundary.⁹¹

Transportation

Road Development

As the population of Tijuana grew, the border crossing in San Ysidro became the busiest crossing in the country. Traffic across the border continued to play a major role in the region's economy, and by 1951, the Montgomery Freeway section of Interstate 5 had been constructed, creating a direct connection between San Ysidro and the larger City of San Diego.⁹² The freeway separated Calle Primera and the southern part of the original neighborhood from the rest of the community.

⁸⁹ Gonzalez, 16.

⁹⁰ Berryman and Roth, 21.

⁹¹ "Tijuana River Flood Control Project," http://www.ibwc.gov/Mission_Operations/TJ_River_FCP.html (accessed on Jan. 20, 2010).

⁹² Ní Ghabhláin and Stringer-Bowsher, 16.

Along with the freeway, San Ysidro Boulevard was altered to six lanes to accommodate the high volume of traffic in 1953.⁹³ It does not appear that this change affected the buildings on San Ysidro Boulevard, and the thoroughfare has since been changed to four lanes. The widening of San Ysidro Boulevard further enforced the primacy of the commercial corridor's development and circulation pattern. Though movement across the border was important for both Tijuana and San Ysidro, there was also a shift in the border environment as a 22,000 foot section of a fourteen-foot high fence was constructed on both sides of the port of entry by Altas Iron and Wire Works in 1955.⁹⁴ By 1967, San Ysidro Boulevard was no longer used as the international highway, as these traffic patterns shifted to Interstate 5.

Freeway construction continued in the early 1970s, and at this time disrupted the street system in San Ysidro. Residential and commercial buildings were removed to make way for the freeways.⁹⁵ In 1971, Interstate 5 was straightened and widened for the millions of vehicles traveling to and from Mexico. In addition, construction of Interstate 805 also began in 1971 and led to the demolition of two hundred homes in old San Ysidro.⁹⁶ It essentially bisected the town into two sections, displacing several residences and disrupting local businesses. Freeway development was the main reason why the San Ysidro border crossing became the busiest in the United States. Along with freeway construction, new Brutalist style buildings at the San Ysidro border crossing were constructed over Interstate 5 to enhance border crossing security.

Interurban Electric Railroad

In 1979, San Diego's Metropolitan Transit Development Board (now known as MTS) purchased the San Diego and Arizona Eastern Railway (SD&AE) from the Southern Pacific Railroad. In 1981, the trolley line was extended south through San Ysidro along the old railroad corridor, and terminated at the port of entry buildings. The SD&AE railroad track was rehabilitated, with forty percent of all ties replaced, construction of electric catenaries, and installation of an absolute block signal system. The San Ysidro Transit Center at the border station is presently the southern terminus of the Blue Line.

Residential Subdivision Development

As the water quality in San Ysidro improved in the late 1960s and investors saw promise in the proximity to the new Highway 5, building activities increased. The first subdivision since the early 20th century, Mount Carmel Heights, was filed by the San Ysidro Development Co., which was owned by Adrien Vigneau and Kenet Pearce. Mount Carmel Heights was located on Otay Mesa Road immediately above the original Little Landers village, and included plans for 150 new homes.⁹⁷ The first 42 homes known as "Sunkissed Homes" included three, four, and five bedroom homes ranging in price from \$18,000 to \$21,000.⁹⁸ The developer specifically built "...frame and stucco dwellings with distinctive Spanish designs to appeal to Mexican-American families from Tijuana."⁹⁹ After completing the first 42 homes, the developer continued to construct another 37 homes as well as a condominium project in the same area.¹⁰⁰ Housing development in the northern area of San Ysidro also increased to offset the displacement of residents due to construction of Interstate 805, including the development of Barrio San Martín and an addition to Mount Carmel Heights.¹⁰¹

⁹³ Berryman and Roth, 21.

⁹⁴ Lorenzo Judd, "Once Upon a Time," *Border City Press*, July 7, 1955.

⁹⁵ Berryman and Roth, 23.

⁹⁶ Jamie Bryson, "Cultures Blend at San Ysidro" *San Diego Union*, Nov. 17, 1969, B-4.

⁹⁷ "Church, Community Cooperation Help Launch San Ysidro Project," *San Diego Union*, June 16, 1968.

⁹⁸ *Ibid.*

⁹⁹ Jamie Bryson, "Cultures Blend at San Ysidro" *San Diego Union*, Nov. 17, 1969, B-4.

¹⁰⁰ *Ibid.*

¹⁰¹ Interview with Michael Freedman.

In addition to Mount Carmel Heights and other single-family housing subdivisions, developers began to construct multi-family units in San Ysidro from the 1960s through the 1980s. For example, the Gersten Construction Company had 398 apartments, called Via Nueva, under construction in 1969, in the area of Del Sur Boulevard and Beyer Boulevard. Located just east of Mount Carmel Heights in northern San Ysidro, these apartments were intended to be occupied by January 1970 and were federally subsidized to provide homes for families displaced by freeway construction. After the first apartments were completed, Gersten Construction Company planned to build another 238 apartments and 187 single family homes in the same area, which was called Vista Terrace. By 1988, over half the population in San Ysidro was of Mexican descent. Many of these families lived in recently built housing developments that were funded in part by Federal subsidy programs.

As more housing was built in San Ysidro, additional recreational and institutional facilities were constructed. The new residential construction on Iris Avenue and Del Sol Boulevard, north of the 905 freeway, led to the development of Southwest Middle School, a YMCA, and a commercial complex on Beyer Boulevard. Residential development just south of the 905 freeway resulted in the construction of Nicoloff Elementary School on Howard Avenue, and La Mirada Elementary School and the San Ysidro Community Activity Center on Avenida De La Madrid. In 1970, the Secretary of the Interior, Walter J. Hickel announced he was supporting a grant of \$206,978 for construction of a pool in San Ysidro. The pool was located in Vista Terrace Park, located north of Beyer Boulevard and west of Smythe Avenue, and included a bathhouse and landscaping. The total cost of the project was \$414,000.¹⁰² Other community facilities included the San Ysidro Health Clinic that opened in 1968 in a small house at 4004 Beyer Boulevard. This house is no longer extant, as the clinic constructed a new building on the same site in 1972.

By the mid-1980s, community members became concerned about the uncontrolled development of housing complexes and other construction projects in San Ysidro. To update the 1974 Community Plan, the local planning group obtained an AIA Regional Urban Design Assistance Team. This effort led to a Historic Resources Survey, which began in December 1987 and was complete in 1989.¹⁰³ A new Community Plan was implemented by 1990. It contained controls for zoning of residential and commercial uses. It also limited the ability to redevelop the deep single-family residence parcels in the original Little Landers neighborhood into several units without yards, which has been occurring with more frequency.¹⁰⁴

Commercial Expansion

During the second half of the twentieth century, large retail stores were constructed near the border to accommodate those who wanted to purchase goods not readily available in Mexico. The impact on the physical fabric of San Ysidro was an increase in the number of commercial centers and strip malls along San Ysidro Boulevard, as well as the adjacent streets near the border. Chain restaurants and convenience stores, such as McDonalds and 7-Eleven, were established on San Ysidro Boulevard, as well as gas stations like Chevron, Arco, and Shell, and grocery stores like Lucky Supermarkets. Money changing stores became ubiquitous in San Ysidro following the devaluation of the peso in 1982, which had prompted people living in Mexico but working in the U.S. to want to use U.S. dollars to meet their needs. Investors bought out older mom n' pop stores and replaced them with money changing outlets.¹⁰⁵

¹⁰² "Fund Given for Pool at San Ysidro," *San Diego Union*, March 26, 1970.

¹⁰³ Telephone interview with Michael Freedman, resident and member of San Ysidro Community Planning Group (9 August 2010).

¹⁰⁴ Telephone interview with David Flores of Casa Familiar (29 July 2010).

¹⁰⁵ Telephone interview with Michael Freedman.

San Ysidro made national news in 1984 when James Oliver Huberty walked into the McDonalds on San Ysidro Boulevard and killed twenty-two people.¹⁰⁶ In addition to the dead, nineteen people were injured in the shooting that became known as the “McDonalds Massacre.” After the shooting, McDonalds donated the site to the city and demolished the building. In 1988, the City constructed an Education Center for Southwestern Community College on the site. A memorial for the victims of the massacre was built in front of the school. Designed by Roberto Valdes, the memorial consists of 21 hexagonal granite pillars ranging in height from one to six feet. Every year the memorial is decorated on the anniversary of the shooting, as well as on the Mexican holiday, Día de los Muertos.¹⁰⁷

Over the past twenty-five years, San Ysidro has continued to play a crucial role in border activity. The San Ysidro Port of Entry Border Station has remained the busiest land port of entry in the U.S. with 130,000 people crossing each day.¹⁰⁸ Tourism continues to attract people from San Diego to the border and with the trolley’s expansion to San Ysidro, travel between downtown San Diego and Tijuana is an easy day trip. In addition, commerce in the U.S. has continued to draw Mexicans across the border. In 1996, the City of San Diego adopted the San Ysidro Redevelopment Plan and one of the first projects completed was the Las Americas Premium Outlets, a 67-acre mixed-use project, located just west of Interstate 5. Due to the volume of border crossing traffic, the General Services Administration plans to reconfigure the current port of entry. The project will likely involve the demolition of the buildings over Interstate 5; however, the conceptual design of the project is currently being revised. The project is due to be complete in 2015 and is anticipated to improve the safety as well as congestion at the border.¹⁰⁹

Summary

The Annexation period (1957 – present) is important because it represents the transition of a small, relatively sleepy border town to a bustling community, which is today characterized by a heavy influence of Mexican culture and primarily Mexican residents. Further expansion of the transportation infrastructure between San Diego and the border has encouraged the growth in the amount of travel between Mexico and California. Development of subdivisions and commercial areas in San Ysidro are indicators of various cultural, economic, and political changes in the last fifty or so years that have promoted both commerce and residency on the U.S. side of the border.

Associated Property Types

Property types dating to the period following San Ysidro’s annexation to the City of San Diego period include primarily single family residential tract homes, apartment buildings, and commercial buildings, along with a few institutional facilities, which primarily consist of recreational facilities.

Residential Properties

After San Ysidro was annexed to the City of San Diego, the population of San Ysidro grew and produced a need for additional housing. In previous eras, residential development had been confined to the areas immediately adjacent to San Ysidro Boulevard. However, following annexation, new Tract Ranch subdivisions were established north of the center of town and Beyer Boulevard. Two-story apartment buildings were also constructed during this period.

Architectural Description: Single Family Tract Ranches

Mount Carmel Heights was the first residential subdivision built after annexation and is characterized by a uniform appearance of one-story Tract Ranch homes. The wood frame houses

¹⁰⁶ “San Ysidro McDonald’s Massacre,” http://en.wikipedia.org/wiki/San_Ysidro_McDonald%27s_massacre (accessed January 25, 2010).

¹⁰⁷ Ibid.

¹⁰⁸ San Ysidro Smart Border Coalition Position Paper, <http://www.sanysidrochamber.org/>, (accessed February 9, 2010).

¹⁰⁹ San Ysidro Border Station Project, http://www.gsa.gov/Portal/gsa/ep/contentView.do?contentType=GSA_OVERVIEW&contentId=16106 (accessed February 9, 2010).

are generally L-shaped in plan, with cross-gable roofs clad in asphalt shingles, steel or aluminum-sash casement windows, and integral two-car garages. The lot sizes measure roughly 50 feet by 100 feet, and the houses are set back on the lots behind landscaped yards. The streets are laid in an orthogonal grid with curving corners and cul-de-sacs.



176 Padre Tullio Drive, Tract Ranch in Mount Carmel Heights, 1969.
(Source: Page & Turnbull, April 2010)



172 Mt. Carmel Drive, Tract Ranch in Mount Carmel Heights, 1969.
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Single Family Tract Ranches

Single family tract ranches constructed after the annexation of San Ysidro to the City of San Diego should possess the following character-defining features:

- Located in Mount Carmel Heights and other areas in the northern region of the city
- Tract Ranch or Minimal Traditional styles
- Rectangular or L-shape plan
- Wood-frame construction
- One story in height
- Horizontal massing
- Wood or stucco cladding
- Cross-gable roof
- Steel or aluminum-sash casement windows

- Integral garage
- Recessed entryway
- Cohesive site planning and relationship to other similar residences

Significance: Single Family Tract Ranches

Based upon the reconnaissance survey completed in April 2010, it appears unlikely that a residence from the Annexation to the City of San Diego period (1957 – Present) would be individually significant, based on their homogeneity and recent age. However, in the event that a tract home subdivision is found eligible as a historic district in the future, representing the influx of Mexican immigrants and the ensuing mass residential development of San Ysidro, the following criteria would apply:

NRHP Criterion A/CRHR Criterion 1/HRB Criterion B (Event)

It is unlikely that a residence from the annexation period would be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B. Concentrations of Tract Ranch homes may be eligible as a historic district for the San Diego Register; however, it is unlikely that the district would have sufficient significance to qualify for the NRHP or CRHR. Guidelines regarding the evaluation of Tract Ranch homes are provided in the San Diego Modernism Context Statement and state that these homes will gain significance in a district context within a largely or exclusive Tract Ranch subdivision. In addition, the San Diego Modernism Context states that it may be possible for a Tract Ranch to qualify as an individual resource, but this would likely be under HRB Criterion C and be associated with a master architect or builder under HRB Criterion D.

NRHP Criterion B/CRHR Criterion 2/HRB Criterion B (Person)

It is unlikely a residential building from the annexation period would be eligible under NRHP Criterion B/California Register Criterion 2. A residential property will likely not rise to the level of significance required for the NRHP or CRHR. However, it may be possible that a property would qualify for the San Diego Register under HRB Criterion B if the property can be associated with a significant or prominent individual who contributed to the annexation of San Ysidro or played a prominent role in the San Ysidro border crossing becoming the busiest in the U.S. However, the residential property should represent the person's influence or achievement, and cannot only be their place of residence.

NRHP Criterion C/CRHR Criterion 3/HRB Criterion C and D (Design/Construction)

It is unlikely that a residence from the annexation period would be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C and D (Design/Construction). Single-family tract ranches from the annexation period may be significant as a district under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of Tract Ranch architecture or a period of construction. Concentrations of residential properties may be eligible as a historic district for the San Diego Register; however, it is unlikely that the district would rise to the level of significance to qualify for the NRHP or CRHR. Guidelines regarding the evaluation of Tract Ranch homes are provided in the San Diego Modernism Context Statement and state that these homes will gain significance in a district context within a largely or exclusive Tract Ranch subdivision. In addition, the San Diego Modernism Context states that it may be possible for a Tract Ranch to qualify as an individual resource, but the property would likely be associated with a master architect or builder. It appears unlikely that a Tract Ranch home in San Ysidro would qualify under either of these criteria because their architecture does not embody distinctive characteristics and no information has been found that associates these developments to a master architect or builder.

HRB Criterion A

A single-family tract ranch dating to the annexation period may be significant as a district under HRB Criterion A as a special element of the historical, social, or economic development of San Ysidro. As stated in the Guidelines for the Application of Historical Resources Board Designation Criteria adopted by the City's HRB, "Special elements of development refer to a resource that is

distinct among others of its kind or that surpass the usual in significance.” A residential property that is not distinct from other similar properties would not qualify under HRB Criterion A.

Integrity Considerations: Residential, Single Family Tract Ranches

In order to be eligible for listing in the local, state, or national historical registers, a grouping of single-family tract ranches from the annexation period must retain sufficient integrity to convey its significance. A residential property that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.
- A residence significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A residence significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance.
- A property significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Architectural Description: Apartment Buildings

Following annexation, new subdivisions were established north of the center of town and Beyer Boulevard. They consisted primarily of single family tract ranch houses, but apartment complexes were also constructed in the area. These apartments are typically rectangular in plan, with wood frames, wood or stucco siding, gable roofs, steel or aluminum sash casement windows, and individual outdoor entries. They are designed in Minimal Traditional or Modern styles.



**Apartment complex on Seaward Avenue, ca. 1966-1970.
(Source: Page & Turnbull, April 2010)**

Character-Defining Features: Apartment Buildings

Apartment buildings constructed after San Ysidro was annexed to the City of San Diego should possess the following character-defining features:

- Modern or Minimal Traditional styles
- Rectangular plan
- Wood-frame construction
- Two stories in height
- Horizontal massing
- Wood or stucco cladding

- Gable roof
- Steel or aluminum-sash casement windows
- Individual outdoor entries

Significance: Apartment Buildings

Based upon the reconnaissance survey completed in April 2010, it does not appear that any apartment buildings from the Annexation to the City of San Diego period (1957 – present) will be individually significant, primarily because of their recent construction dates and lack of important individual connection to a historic event or trend during this period of San Ysidro's development. However, if further information or elapsed time yields a new assessment, the following criteria will be applicable:

NRHP Criterion A/CRHR Criterion 1/HRB Criterion B (Event)

An apartment from the annexation period will likely not be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B, though concentrations of nearby Tract Ranch homes may be eligible as a historic district for the San Diego Register. Modern apartment buildings will likely not qualify as individual resources because they are not significantly related or the best example of an important event or development trend. Also, most were constructed after 1970, and therefore would not be eligible due to their age.

NRHP Criterion B/CRHR Criterion 2/HRB Criterion B (Person)

An apartment building from the annexation period will likely not be individually significant under NRHP Criterion B/California Register Criterion 2. A residential property will likely not rise to the level of significance required for the NRHP or CRHR. However, it may be possible that a property would qualify for the San Diego Register under HRB Criterion B if the property can be associated with a significant or prominent individual who contributed to the annexation of San Ysidro or played a prominent role in the San Ysidro border crossing becoming the busiest in the U.S. However, the apartment building should represent the person's influence or achievement, and cannot only be their place of residence.

NRHP Criterion C/CRHR Criterion 3/ HRB Criterion C and D (Design/Construction)

An apartment building from the annexation period will likely not be individually eligible under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of Modern or Minimal Traditional architecture or a period of construction. It appears unlikely that a modern apartment building in San Ysidro would qualify as a good example of a type, period or method of construction; a representative work of a master architect; or an example of high style architecture. Generally, their designs do not embody distinctive characteristics of an architectural style and no information has been found that associates these developments to a master architect or builder.

HRB Criterion A

An apartment building from the annexation period may be individually significant under HRB Criterion A as a special element of the historical, social, or economic development of San Ysidro. As stated in the Guidelines for the Application of Historical Resources Board Designation Criteria adopted by the City's HRB, "Special elements of development refer to a resource that is distinct among others of its kind or that surpasses the usual in significance." A residential property that is not distinct from other similar properties would not qualify under HRB Criterion A.

Integrity Considerations: Apartment Buildings

In order to be eligible for listing in the local, state, or national historical registers, an apartment building from the annexation period must retain sufficient integrity to convey its significance. An apartment building that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.

- A residence significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- A residence significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance.
- A property significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Commercial Properties

As the number of people crossing the border continued to increase after the City of San Diego annexed San Ysidro, there was an expansion in the number and type of commercial properties built in San Ysidro. Mexicans typically crossed the border to purchase a variety of items, including food and clothing. Items could be purchased at better prices in the U.S. and the quality of goods was often an attraction. As a result, additional commercial properties were built in San Ysidro. Typically, either strip malls adjacent to San Ysidro Boulevard or larger “big box” stores opened during this period. Along with retail businesses, hotels and motels also opened to accommodate those crossing the border for leisure and business.

Architectural Description: Commercial Strip Malls

In general, commercial strip malls are located on parcels on San Ysidro Boulevard, and are designed in a modern or contemporary style with wood frame or concrete construction and wood, stucco or concrete cladding. They are often set back behind paved parking lots or have rear parking lots. They feature modern materials, such as aluminum sash storefronts and fully glazed doors.



795 E. San Ysidro Boulevard, ca. 1980s.
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Commercial Strip Malls

Commercial properties constructed after San Ysidro was annexed to the City include the following character-defining features:

- Located along San Ysidro Boulevard or adjacent to border
- One story in height
- Wood frame or concrete construction
- Stucco, concrete or wood exterior finishes
- Aluminum sash storefront glazing
- Surrounded by paved parking

Significance: Commercial Strip Malls

Based upon the reconnaissance survey completed in April 2010, no commercial strip malls appear to be individually significant within the context of the Annexation to the City of San Diego (1957 – present). This is primarily due to their recent construction dates and lack of individuality or quality of design. However, if further information or elapsed time yields a new assessment, the following criteria will be applicable:

NRHP Criterion A/CRHR Criterion 1/HRB Criterion B (Events)

A commercial strip mall from the annexation period will likely not be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B. Concentrations of commercial properties on San Ysidro Boulevard (though, primarily from earlier periods) may be eligible as a historic district for the San Diego Register; however, it is unlikely that the district would rise to the level of significance to qualify for the NRHP or CRHR.

NRHP Criterion B/CRHR Criterion 2/HRB Criterion B (Persons)

A commercial strip mall from the annexation period will likely not be individually significant under NRHP Criterion B/California Register Criterion 2. A commercial property will likely not rise to the level of significance required for individual listing in the NRHP or CRHR. However, it may be possible that a property would qualify for the San Diego Register under HRB Criterion B if the property can be associated with a significant or prominent individual who contributed to the annexation of San Ysidro or played a prominent role in business relations between Tijuana and San Ysidro.

NRHP Criterion C/CRHR Criterion 3/ HRB Criterion C and D (Design/Construction)

A commercial strip mall from the annexation period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a type (strip mall) or mid-century architectural style (Streamline Moderne, Futurist-Googie, or Contemporary). Several commercial properties are not a pure example of a particular style, but rather reflect a combination of styles; therefore, if a style can be identified, these buildings should be evaluated against the guidelines provided in the San Diego Modernism Context Statement.

HRB Criterion A

A commercial strip mall from the annexation period may be individually significant under HRB Criterion A as a special element of the historical, social, or economic development of San Ysidro. As stated in the Guidelines for the Application of Historical Resources Board Designation Criteria adopted by the City's HRB, "Special elements of development refer to a resource that is distinct among others of its kind or that surpass the usual in significance." If a commercial property can be shown to reflect a special element of the annexation of San Ysidro or a special element of San Ysidro's economic relationship with Tijuana or a special element of the evolution to a predominantly Mexican American community, it would qualify under HRB Criterion A.

Integrity Considerations: Commercial Strip Malls

In order to be eligible for listing in the local, state, or national historical registers, a commercial property from the annexation period must retain sufficient integrity to convey its significance. A commercial property that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.
- A commercial building significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- Commercial properties significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance.

- A property significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Architectural Description: Motels

Motels from the annexation period are primarily located on large parcels on San Ysidro Boulevard, and are designed in a modern style with wood frame or concrete construction and wood, stucco and/or stone cladding. They are set back behind paved parking lots, and include a manager's office and long two-story wings of rooms. The motels feature modern materials, such as aluminum sash windows and flush wood or fully glazed doors.



655 W. San Ysidro Boulevard, Motel, ca. 1960s.
(Source: Page & Turnbull, April 2010)



701 E. San Ysidro Boulevard, Motel near Port of Entry, ca. 1960s.
(Source: Page & Turnbull, April 2010)

Character-Defining Features: Motels

Motels constructed after San Ysidro was annexed to the City should possess the following character-defining features:

- Located along San Ysidro Boulevard or adjacent to border
- One to two stories in height
- Wood frame or concrete construction
- Stucco, wood, and/or stone exterior finishes
- Aluminum sash windows

- Exterior hallways with metal railings that lead to each room

Significance: Motels

Based upon the reconnaissance survey completed in April 2010, it appears that no motels from the Annexation to the City of San Diego period (1957 – present) will be individually significant, primarily due to their recent date of construction and lack of individual importance in association with the further development of tourism at the border. However, should further information or elapsed time yield a new assessment, the following evaluation criteria will be applicable:

NRHP Criterion A/CRHR Criterion 1/HRB Criterion B (Events)

Motels from the annexation period will likely not be individually significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B. Concentrations of commercial properties may be eligible as a historic district for the San Diego Register; however, it is unlikely that the district would rise to the level of significance to qualify for the NRHP or CRHR.

NRHP Criterion B/CRHR Criterion 2/HRB Criterion B (Persons)

Motels from the annexation period will likely not be individually significant under NRHP Criterion B/California Register Criterion 2. A motel will likely not rise to the level of significance required for individual listing in the NRHP or CRHR. However, it may be possible that a property would qualify for the San Diego Register under HRB Criterion B if the property can be associated with a significant or prominent individual who contributed to the annexation of San Ysidro or played a prominent role in business relations between Tijuana and San Ysidro.

NRHP Criterion C/CRHR Criterion 3/HRB Criterion C and D (Design/Construction)

Motels from the annexation period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a type or mid-century architectural style (Streamline Moderne, Mid-century Modern, Futurist-Googie, or Contemporary). These buildings should be evaluated against the guidelines provided in the San Diego Modernism Context Statement.

HRB Criterion A

Motels from the annexation period may be individually significant under HRB Criterion A as a special element of the historical, social, or economic development of San Ysidro. As stated in the Guidelines for the Application of Historical Resources Board Designation Criteria adopted by the City's HRB, "Special elements of development refer to a resource that is distinct among others of its kind or that surpass the usual in significance." If a motel can be shown to reflect a special element of the annexation of San Ysidro or a special element of San Ysidro's economic relationship with Tijuana or a special element of the evolution to a predominantly Mexican American community, it would qualify under HRB Criterion A.

Integrity Considerations: Motels

In order to be eligible for listing in the local, state, or national historical registers, a motel from the annexation period must retain sufficient integrity to convey its significance. A commercial property that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A motel significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.
- A motel significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- Motels significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance.
- A motel significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

Institutional and Government Properties

A handful of institutional and government properties were constructed after San Ysidro was annexed to San Diego. Several of these buildings were related to government services or administration. The original police station on San Ysidro Boulevard was built in 1960 and the fire station, also on San Ysidro Boulevard, was constructed in 1963. Other institutional properties included a community center, parks, and schools.

Architectural Description: Institutional and Government Properties

Institutional and government properties are often located on San Ysidro Boulevard or in/adjacent to city park facilities, and are designed in a modern or contemporary style with wood frame or concrete construction and wood, stucco, molded concrete, or stone cladding. Institutional and government properties are sometimes set back behind paved parking lots or have rear parking lots. They feature modern materials, such as aluminum sash windows and flush wood or fully glazed doors.



**San Ysidro Community Center, ca. 1960s
(Source: Page & Turnbull, April 2010)**



**Former fire station, ca. 1960s
(Source: Page & Turnbull)**

Character-Defining Features: Institutional and Government Properties

Given the few number of institutional properties constructed after San Ysidro was annexed to the City, it is difficult to generalize character-defining features. However, the following may generally describe institutional properties:

- Modern or contemporary style
- Wood frame or concrete construction
- Variety of exterior finishes (stucco, wood, molded concrete, stone)
- One story in height
- Low, gabled or flat roofs
- Aluminum sash windows
- Flush wood or fully glazed doors

Significance: Institutional and Government Properties

Based upon the reconnaissance survey completed in April 2010, it does not appear that any Institutional and Government properties will be individually significant within the context of the Annexation to the City of San Diego (1957 – present), primarily because of their relatively recent dates of construction and integrity considerations. However, should further information or elapsed time yield a new assessment, the following criteria will be applicable:

NRHP Criterion A/California Register Criterion 1/HRB Criterion B (Events)

Institutional and government properties from the annexation period will likely not be individually significant under NRHP Criterion A/CRHR Criterion 1. An institutional property will likely not rise to the level of significance required for individual listing in the NRHP or CRHR. However, it may be possible that an institutional or government property would qualify for the San Diego Register under HRB Criterion B if the property can be associated with a specific event related to annexation or international trade between U.S. and Mexico.

NRHP Criterion B/California Register Criterion 2/HRB Criterion B (People)

Institutional and government properties from the annexation period will likely not be individually significant under NRHP Criterion B/California Register Criterion 2. An institutional or government property will likely not rise to the level of significance required for individual listing in the NRHP or CRHR. However, it may be possible that an institutional or government property would qualify for the San Diego Register under HRB Criterion B if the property can be associated with a significant or prominent individual who contributed to the annexation of San Ysidro or played a prominent role in business relations or international trade between Tijuana and San Ysidro.

NRHP Criterion C/California Register Criterion 3/HRB Criterion C and D (Architecture/Design)

Institutional and government properties from the annexation period may be individually significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C as an example of a Modern architectural style or period of construction. Institutional properties that can be classified as one architectural style or a combination of styles should be evaluated against the guidelines provided in the San Diego Modernism Context Statement.

HRB Criterion A

An institutional or government property from the annexation period may be individually significant under HRB Criterion A as a special element of the political, social, economic, or landscape development of San Ysidro. For example, Vista Terrace Park may reflect a special element of the landscape development of San Ysidro. As stated in the Guidelines for the Application of Historical Resources Board Designation Criteria adopted by the City's HRB, "Special elements of development refer to a resource that is distinct among others of its kind or that surpass the usual in significance." Therefore, if a an institutional property can be shown to reflect a special element of the annexation of San Ysidro or a special element of San Ysidro's economic relationship with Tijuana or a special element of the evolution to a predominantly Mexican American community, it may qualify for listing under HRB Criterion A.

Integrity Considerations: Institutional and Government Properties

In order to be eligible for listing in the local, state, or national historical registers, an institutional or government property from the annexation period must retain sufficient integrity to convey its significance. An institutional property that has sufficient integrity will retain a majority of the character-defining features listed above. In detail:

- A property significant under NRHP Criterion A/CRHR Criterion 1/HRB Criterion B should retain integrity of location, setting, feeling, and association.
- An institutional or government building significant under NRHP Criterion B/CRHR Criterion 2/HRB Criterion B should retain integrity of location, design, feeling, and association as the physical fabric that conveys the connection to the individual is crucial to the property's significance.
- Institutional or government properties significant under NRHP Criterion C/CRHR Criterion 3/HRB Criterion C or D should retain integrity of design, materials, workmanship, and feeling as these aspects of integrity are necessary for the property to convey its significance.
- A property significant under HRB Criterion A should retain integrity of location, setting, design, feeling, and association.

V. Conclusion & Recommendations

San Ysidro has played an important role in the City of San Diego's agricultural and international tourism history. The community contains a number of potential historic resources that date primarily to the Little Landers farming period of the 1910s. San Ysidro has been a residential area enhancing the economy along the border, and primarily housing working class Mexicans since the mid-twentieth century. The community's connection to the rest of the city and region via railroad, interurban electric streetcars, and freeways has provided access to employment and leisure activities for residents of the community, and commerce for San Ysidro's establishments. Over time the character of the area has developed to include residential subdivisions and strip malls, but the heart of old San Ysidro, including its Craftsman bungalows and city park, remains largely unaltered.

The historical narrative and property types guide presented in the historic context statement provide a foundation on which future historic resources documentation can be conducted. Using the information contained herein, it should be possible for city staff, historical consultants, and community members to understand how individual historic properties connect with San Ysidro's social, cultural, commercial or developmental context. Subsequent evaluation with respect to a property's physical characteristics and historic significance and integrity can also be undertaken, thus enabling accurate determination of the resource's potential eligibility for designation at the national, state, or local levels.

The following tables identify properties found to be potentially significant through the current reconnaissance survey. The tables highlight those properties, which may contribute to a potential historic district, or which may be potentially significant as an individual property.

Properties noted as significant to a potential historic district were assigned a California Historical Resource Status Code (CHRSC) of "7R," while properties noted as significant as an individual resource were assigned a CHRSC of either "3CB," "3CS," or "3S." All other properties were noted with a CHRSC of "6Z." Based upon the current methodology used by the State of California Office of Historic Preservation, these status codes are defined as follows:

- 3CB – Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CS – Appears eligible for CR as an individual property through survey evaluation
- 3S – Appears eligible for NR as an individual property through survey evaluation
- 6Z – Found ineligible for NR, CR or Local designation through survey evaluation
- 7R – Identified in Reconnaissance Level Survey: Not evaluated
-

Table 1. Potentially Significant Individual Properties

Number From	Number To	Street	Built Date	District	Individual	Status Code
3283		Beyer	ca. 1910s		x	3CS
320		Bolton Hall	ca. 1940s		x	3CS
1663		Dairy Mart	1910		x	3S
114		Hall, W	ca. 1920s	x	x	3CB
159		Hall, W	1923	x	x	3CB
260		Mesa	ca. 1900s		x	3CS

Number From	Number To	Street	Built Date	District	Individual	Status Code
240		Pepper	ca. 1910s		x	3CS
701		San Ysidro, E	ca. 1950s		x	3CS
751		San Ysidro, E	ca. 1930		x	3S
133		San Ysidro, W	ca. 1895-1901		x	3CS
407		San Ysidro, W	1928		x	3CS
3616		Sunset	1934		x	3CS

Table 2. Properties Eligible as a Contributor to a Potential Historic District

Number From	Number To	Street	Built Date	District	Individual	Status Code
107		Alverson	1935	x		7R
111	113	Alverson	ca. 1920s	x		7R
112		Alverson	1922	x		7R
115		Alverson	1932	x		7R
117		Alverson	1925	x		7R
169		Alverson	1925	x		7R
549		Blackshaw	ca. 1920s	x		7R
559		Blackshaw	1021	x		7R
567		Blackshaw	ca. 1920s	x		7R
207		Cottonwood	1930	x		7R
211		Cottonwood	ca. 1910s	x		7R
229		Cottonwood	1940	x		7R
239		Cottonwood	1945	x		7R
253		Cottonwood	1948	x		7R
2612		East Beyer	1930	x		7R
2631		East Beyer	1948	x		7R
122		East Park	1938	x		7R
134		East Park	1925	x		7R
158		East Park	ca. 1910s	x		7R
208		East Park	1912	x		7R
212		East Park	1914	x		7R
214		East Park	1928	x		7R
218		East Park	1922	x		7R
266		East Park	1922	x		7R
114		Hall, W	ca. 1920s	x	x	3CB
122		Hall, W	1926	x		7R
123		Hall, W	ca. 1910s	x		7R
137		Hall, W	ca. 1910s	x		7R
138		Hall, W	1938	x		7R
146		Hall, W	ca. 1920s	x		7R
158		Hall, W	ca. 1930s	x		7R
159		Hall, W	1923	x	x	3CB
166		Hall, W	1935	x		7R

Number From	Number To	Street	Built Date	District	Individual	Status Code
167		Hall, W	1931	x		7R
195	197	Hall, W	ca. 1910s	x		7R
525		Pearl	1949	x		7R
299		San Ysidro, E	ca. 1920s	x		7R
315		San Ysidro, E	ca. 1920s	x		7R
109		San Ysidro, W	ca. 1920s	x		7R
138		San Ysidro, W	ca. 1920s	x		7R
145	149	San Ysidro, W	1927	x		7R
148		San Ysidro, W	ca. 1920s	x		7R
150	152	San Ysidro, W	ca. 1920	x		7R
154A	154B	San Ysidro, W	ca. 1920	x		7R
156		San Ysidro, W	ca. 1910s	x		7R
161		San Ysidro, W	1920	x		7R
2273		Smythe	1927	x		7R
2277		Smythe	ca. 1910	x		7R
2371		Smythe	1922	x		7R
2375		Smythe	ca. 1920	x		7R
2378		Smythe	1945	x		7R
2383		Smythe	ca. 1920	x		7R
3794		Sunset	1945	x		7R
392		Sycamore	ca. 1910s	x		7R
125	129	West Olive	ca. 1910s	x		7R
113	115	West Park	1914	x		7R
121		West Park	1950 (1920s?)	x		7R
143		West Park	1915	x		7R
147		West Park	ca. 1920s	x		7R
212		West Park	ca. 1940	x		7R
233		West Park	1910	x		7R
314		West Park	ca. 1910s	x		7R

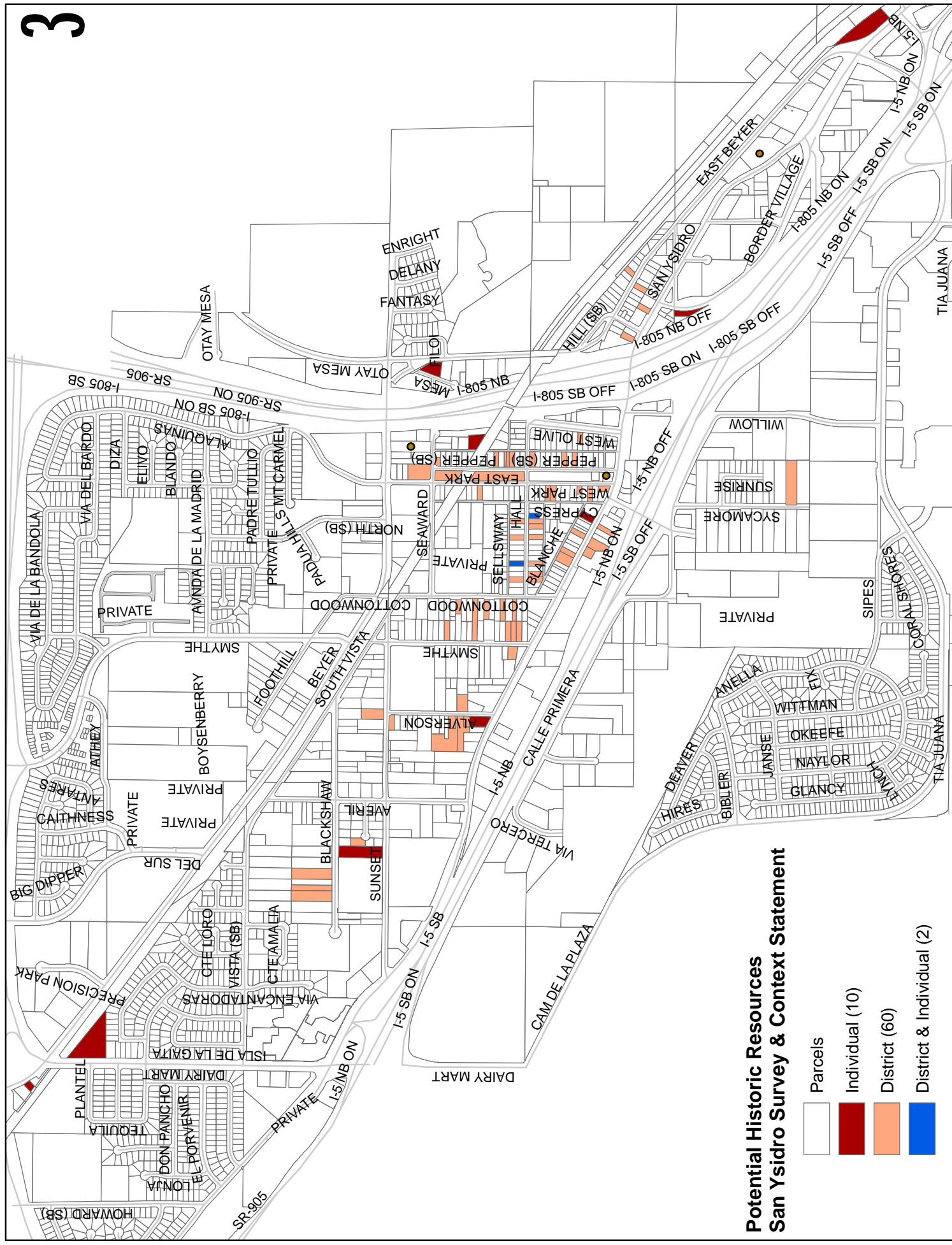
Based upon the reconnaissance survey completed in April 2010, properties noted as significant to a potential historic district were assigned a California Historic Resource Status Code (CHRSC) of "7R," while properties noted as significant as an individual resource were assigned a CHRSC of either "3CB," "3CS," or "3S."

Future work should continue to explore the potential historic resources located within San Ysidro. Specifically future work should focus on the following specific study areas:

- San Ysidro Community Park Cultural Landscape Study: As a former agricultural and rural community, San Ysidro has had deep connection to the natural landscape, which had impacts upon the development of the border town. Some evidences of this landscape

and early rural development are still evident in the San Ysidro Community Park. In recent history, the immigration of Mexican citizens into San Ysidro may have influenced the development of the park as a cultural landscape. Further work should explore the San Ysidro Community Park and surrounding area as a cultural landscape with specific focus on the influence of Mexican culture on the physical environment.

- Little Landers Historic District: A potential historic district may exist within the area of the original Little Lander settlement. This residential district would be centered on the San Ysidro Community Park and encompass the area between Pepper St, Seward St, Alverson St, and San Ysidro Blvd. Based upon initial mapping of potential resources within this area, the potential historic district may not be viable due to integrity issues (See Map 2). However, further intensive-level study is required to examine the alterations to individual properties, and to weigh the number of non-contributing parcels against the contributing parcels. A smaller district may exist encompassing as little as one or two street blocks.



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RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO
ADOPTING AN AMENDMENT TO THE SAN YSIDRO COMMUNITY PLAN
AND THE GENERAL PLAN, AND THE ADOPTION OF A NEW LOCAL
COASTAL PROGRAM LAND USE PLAN.

WHEREAS, on October 7, 2008, the City Council adopted Resolution No. 304218 initiating an update to the San Ysidro Community Plan and corresponding General Plan amendment; and

WHEREAS, on _____, the City Council of the City of San Diego held a public hearing for the purpose of considering amendments to the San Ysidro Community Plan and General Plan, creation of a new Local Coastal Program Land Use Plan as part of the San Ysidro Community Plan, and other actions associated with the comprehensive update to the San Ysidro Community Plan; and

WHEREAS, the current San Ysidro Community Plan was adopted in 1990 and encompasses parcels within the San Ysidro Community Planning Area;

WHEREAS, the current San Ysidro Community Planning Area is partially within the Coastal Overlay Zone and requires the adoption of a local coastal program land use plan;

WHEREAS, the new local coastal program land use plan will be incorporated into the San Ysidro Community Plan (collectively referred to as San Ysidro Community Plan and Local Coastal Program Land Use Plan); and

WHEREAS, as part of the San Ysidro Community Plan and Local Coastal Program Land Use Plan, the 2008 General Plan will be amended because community plans are part of the Land Use Element of the adopted General Plan; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on August 18, 2016 to consider the San Ysidro Community Plan and Local Coastal Program Land Use Plan;

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report No. 310690 (SCH No. 2015111012) prepared for the San Ysidro Community Plan and Local Coastal Program Land Use Plan; and

WHEREAS, the Planning Commission found, based on its hearing record, that the San Ysidro Community Plan and Local Coastal Program Land Use Plan is consistent with and implements the City of San Diego's 2008 General Plan and that the proposed plan helps achieve long-term community and city-wide goals; and

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for the San Ysidro Community Plan and Local Coastal Program Land Use Plan on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the San Ysidro Community Plan and Local Coastal Program Land Use Plan and amendment to the General Plan, on file in the Office of the City Clerk as Document No. RR- _____.

BE IT FURTHER RESOLVED, that prior to becoming effective, this Resolution shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

That if the SDCRAA finds this Ordinance consistent with the Airport Land Use Compatibility Plans (ALUCP) for Brown Field and Imperial Beach Naval Outlying Land Field Airports (collectively, Airports), this Resolution shall take effect and be in force as of the date of the finding of consistency

by SDCRAA, except that the provisions of this Ordinance inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

That if the SDCRAA determines that this Ordinance is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCPs for the Airports, the Ordinance shall be submitted to the City Council for reconsideration.

That if the SDCRAA determines that this Ordinance is conditionally consistent with the ALUCPs for the Airports, but that consistency is subject to proposed modifications, the City Council may amend this Resolution to accept the proposed modifications, and this Resolution as amended shall take effect and be in force after its final passage, except that the provisions of this Resolution as amended inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

That a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency shall include the findings required pursuant to Public Utilities Code section 21670 and require a two-thirds vote; the proposed decision and findings shall be forwarded to the SDCRAA, California Department of Transportation, Division of Aeronautics, and the airport operators for the Airports; and the City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments submitted by the public agencies shall be

considered and any final decision to overrule a determination of inconsistency shall require a two-thirds vote.

APPROVED: JAN I. GOLDSMITH, City Attorney

By _____
Heidi K. Vonblum
Deputy City Attorney

IL:
DATE
Or.Dept: PLANNING
Doc. No.:

I HEREBY CERTIFY that the foregoing Resolution was passed by the Council of the City of

San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date)

KEVIN FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN FAULCONER, Mayor

DRAFT

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO
APPROVING THE REZONE OF APPROXIMATELY 763 ACRES
WITHIN THE SAN YSIDRO COMMUNITY PLAN AREA, IN THE
CITY OF SAN DIEGO, CALIFORNIA; AND REPEALING
ORDINANCE NO. O-19602, ADOPTED MARCH 27, 2007, OF
ORDINANCES OF THE CITY OF SAN DIEGO INSOFAR AS THE
SAME CONFLICTS HEREWITH.

WHEREAS, Resolution No. _____, which was considered along with this
Ordinance, adopts a comprehensive update to the San Ysidro Community Plan and Local
Coastal Program Land Use Plan (SYCP); and

WHEREAS, Ordinance No. _____, which was considered along with this
Ordinance, repeals the San Ysidro Planned District Ordinance, and the Southeastern San
Diego Planned District Ordinance, which only applies within San Ysidro; and

WHEREAS, rezoning the land within the San Ysidro Community Plan area to use
citywide zones as set forth in San Diego Municipal Code Chapter 13, Division 1 is proposed
as well as other rezoning to be consistent with the land use designations set forth in the
SYCP, as shown on Zone Map Drawing No. C-963, on file in the Office of the City Clerk as
Document No. OO-_____ (San Ysidro Rezone); and

WHEREAS, on August 18, 2016, the Planning Commission of the City of San Diego
considered the San Ysidro Rezone, and voted XXX to recommend City Council approval of
the San Ysidro Rezone; and

WHEREAS, the matter was set for public hearing on _____,

testimony having been heard, evidence having been submitted and the City Council having full considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That 763 acres located in the San Ysidro Community Plan area legally described as the parcels shown in Exhibit A- San Ysidro Parcel Information, within the San Ysidro Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. C-963, on file in the Office of the City Clerk as Document No. OO-_____, _____, are rezoned into the zones shown in Exhibit A, as the zones are described and defined by San Diego Municipal Code Chapter 13, Article 1. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

Section 2. That Ordinance No. O-19602, adopted March 27, 2007, of the ordinances of the City of San Diego are repealed insofar as the same conflicts with the rezoned uses of the land.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That prior to becoming effective, this Ordinance shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

That if the SDCRAA finds this Ordinance consistent with the Airport Land Use Compatibility Plans (ALUCP) for Brown Field and Imperial Beach Naval Outlying Land Field Airports (collectively, Airports), this Ordinance shall take effect and be in force as of the date of the finding of consistency by SDCRAA, provided that and not until at least 30 days have

passed from the final date of passage, or the date that O-_____repealing the San Ysidro and Southeastern San Diego Planned District Ordinances and the date that R-_____ adopting the SYCP becomes effective, whichever date occurs later, except that the provisions of this Ordinance inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment,

That if the SDCRAA determines that this Ordinance is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCPs for the Airports, the Ordinance shall be submitted to the City Council for reconsideration.

That if the SDCRAA determines that this Ordinance is conditionally consistent with the ALUCPs for the Airports, but that consistency is subject to proposed modifications, the City Council may amend this Ordinance to accept the proposed modifications, and this Ordinance as amended shall take effect and be in force on the thirtieth day from and after its final passage, or the date that O-_____repealing the San Ysidro and Southeastern San Diego Planned District Ordinances and the date that R-_____ adopting the SYCP becomes effective, whichever date occurs later, except that the provisions of this Ordinance as amended inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

That a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency

shall include the findings required pursuant to Public Utilities Code section 21670 and require a two-thirds vote; the proposed decision and findings shall be forwarded to the SDCRAA, California Department of Transportation, Division of Aeronautics, and the airport operators for the Airports; and the City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments submitted by the public agencies shall be considered and any final decision to overrule a determination of inconsistency shall require a two-thirds vote.

Section 5. That upon this ordinance becoming effective, no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefore was made prior to the date of adoption of this ordinance.

APPROVED: JAN I. GOLDSMITH, City Attorney

By

Heidi K. Vonblum
City Attorney

IL:

Date

Or. Dept: Planning

Doc No.

Attachments: Exhibit A – San Ysidro Parcel Information

I hereby certify that the foregoing Ordinances were passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date)

KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO
ADOPTING THE SAN YSIDRO HISTORIC VILLAGE SPECIFIC
PLAN IN THE SAN YSIDRO COMMUNITY PLAN AREA.

WHEREAS, Resolution No. _____, which was considered along with this Ordinance, adopts a comprehensive update to the San Ysidro Community Plan and Local Coastal Program Land Use Plan (SYCP); and

WHEREAS, the SYCP calls for a specific plan for the San Ysidro Historic Village Area;
and

WHEREAS, on August 18, 2016, the Planning Commission of the City of San Diego considered the San Ysidro Historic Village Specific Plan, and voted XXX to recommend City Council approval of the San Ysidro Historic Village Specific Plan; and

WHEREAS, the matter was set for public hearing on _____,
testimony having been heard, evidence having been submitted and the City Council having full considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That it adopts the San Ysidro Historic Village Specific Plan, on file in the Office of the City Clerk as Document No. OO-_____.

Section 2. That notwithstanding San Diego Municipal Code section 122.0107, the zoning regulations as specified in the San Ysidro Historic Village Specific Plan shall be applicable where there is a conflict with the base zones set forth in San Diego Municipal Code Chapter 13.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That prior to becoming effective, this Ordinance shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

That if the SDCRAA finds this Ordinance consistent with the Airport Land Use Compatibility Plan (ALUCP) for Imperial Beach Naval Outlying Land Field Airport (Airport), this Ordinance shall take effect and be in force as of the date of the finding of consistency by SDCRAA, provided that and not until at least 30 days have passed from the final date of passage, or the date that O-_____ rezoning land within San Ysidro and R-_____ adopting the SYCP become effective, whichever date occurs later.

That if the SDCRAA determines that this Ordinance is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCP for the Airport, the Ordinance shall be submitted to the City Council for reconsideration.

That if the SDCRAA determines that this Ordinance is conditionally consistent with the ALUCP for the Airport, but that consistency is subject to proposed modifications, the City Council may amend this Ordinance to accept the proposed modifications, and this Ordinance as amended shall take effect and be in force on the thirtieth day from and after

its final passage, or the date that O-_____ rezoning land within San Ysidro and R-_____
_____ adopting the SYCP become effective, whichever date occurs later.

That a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency shall include the findings required pursuant to Public Utilities Code section 21670 and require a two-thirds vote; the proposed decision and findings shall be forwarded to the SDCRAA, California Department of Transportation, Division of Aeronautics, and the airport operator for the Airport; and the City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments submitted by the public agencies shall be considered and any final decision to overrule a determination of inconsistency shall require a two-thirds vote.

Section 5. That upon this ordinance becoming effective, no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefore was made prior to the date of adoption of this ordinance.

APPROVED: JAN I. GOLDSMITH, City Attorney

By

Heidi K. Vonblum
City Attorney

IL:

Date

Or. Dept: Planning

Doc No.

I hereby certify that the foregoing Ordinances were passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date)

KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor



THE CITY OF
SAN DIEGO
CITY ADMINISTRATION BUILDING
202 C STREET, M.S. 2A
SAN DIEGO, CALIFORNIA 92101-3862

OFFICE OF
THE CITY CLERK

NOTICE OF PUBLIC HEARING



NOTICE OF CITY COUNCIL PUBLIC HEARING

DATE OF MEETING: TUESDAY, NOVEMBER 15, 2016
TIME OF MEETING: 2:00 P.M.
PLACE OF MEETING: COUNCIL CHAMBERS, 12th FLOOR, CITY ADMINISTRATION BUILDING, 202 "C" STREET, SAN DIEGO, CALIFORNIA, 92101

PROJECT TYPE: COMMUNITY PLAN UPDATE
PROJECT NAME: SAN YSIDRO COMMUNITY PLAN UPDATE, SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN, SAN YSIDRO IMPACT FEE STUDY, AMENDMENTS TO THE GENERAL PLAN AND MUNICIPAL CODE, REZONING, AND ENVIRONMENTAL IMPACT REPORT NO. 2015111012

APPLICANT: CITY OF SAN DIEGO

COMMUNITY PLAN AREA: San Ysidro
COUNCIL DISTRICT: 8

FOR ADDITIONAL INFORMATION, PLEASE CONTACT
CITY PROJECT MANAGER/PHONE: Sara Osborn at (619) 236-6368 / sosborn@sandiego.gov

PLEASE ACCEPT THIS AS A NOTICE TO INFORM YOU, as a property owner, tenant or interested citizen, that the Council of The City of San Diego, California will conduct a public hearing, as part of a scheduled City Council meeting, on the following project:

The San Ysidro Community Plan update work program, which includes an update to the San Ysidro Community Plan and Impact Fee Study (previously referred to as Public Facilities Financing Plan), creation of a Local Coastal Program Land Use Plan and San Ysidro Historic Village Specific Plan, and associated rezones from the San Ysidro Planned District to citywide zones to implement the proposed community plan and specific plan. The San Ysidro Community Plan provides a comprehensive policy framework for growth and development over the next 20 to 30 years. Consistent with policy direction in the General Plan, the updated community plan has new land use designations and identifies villages along transit corridors. The draft Community Plan implements the State of California goals and legislation, and the City of San Diego General Plan and City's Climate Action Plan, as well as the vision and goals developed by community participants. The San Ysidro Historic Village Specific Plan implements the vision in the Community Plan by providing additional guidance on neighborhood village mixed-use concepts, circulation improvements, and public space expansion within the old town area of San Ysidro. The rezone area includes approximately 763 acres (this excludes streets and public rights-of-way).

A comprehensive Programmatic Environmental Impact Report has been prepared to analyze impacts associated with the plan update. The Draft PEIR for the project was circulated for review and comment by the public, agencies and organizations beginning on May 24, 2016 and concluded on July 8, 2016. The Final PEIR and associated technical appendices have been placed on the City of San Diego website at:

<http://www.sandiego.gov/planning/programs/ceqa/index.shtml>

The proposed amendments to the Municipal Code include amendments to the Land Development Code to repeal Chapter 15, Articles 18 San Ysidro Planned District Ordinance, and Chapter 15, Articles 19 Southeastern San Diego Planned District Ordinance (which currently only applies in San Ysidro), and amend the City's certified Local Coastal Program.

*** Unless otherwise noticed or stated on the record at the hearing, if an ordinance is approved and introduced by the City Council, it will automatically be scheduled for a hearing by the City Council for final passage at 10:00 a.m. on the Tuesday two weeks after the subject hearing.**

The ordinances and community plan resolution are intended to apply within the coastal zone; therefore the City Council's decision requires amending the City's Local Coastal Program. As such, the final decision for areas located within the coastal zone will be with the California Coastal Commission. The City of San Diego will submit the ordinances and resolution for certification following City Council. The ordinance and resolution will not be effective in the coastal zone until the Coastal Commission unconditionally certifies the amendment.

If you wish to be noticed of the Coastal Commission hearing on this issue, prior to the close of the City Council public hearing, you must submit a request in writing to City of San Diego, Planning Department, 1010 Second Avenue, MS-413, San Diego, CA 92101. Attention: Sara Osborn.

COMMUNICATIONS

This item may begin at any time after the time specified. Any interested person may address the City Council to express support or opposition to this issue. **Time allotted to each speaker is determined by the Chair and, in general, is limited to three (3) minutes;** moreover, collective testimony by those in support or opposition shall be limited to no more than fifteen (15) minutes total per side.

Those unable to attend the hearing may write a letter to the Mayor and City Council, Attention: City Clerk, City Administration Building, 202 "C" Street, San Diego, CA 92101-3862, Mail Station 2A; OR you can reach us by E-mail at: **Hearings1@sandiego.gov** or **FAX: (619) 533-4045**. All communications will be forwarded to the Mayor and Council.

If you wish to challenge the Council's actions on the above proceedings in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the City Council at or prior to the public hearing. All correspondence should be delivered to

the City Clerk (at the above address) to be included in the record of the proceedings.

This material is available in alternative formats upon request. To order information in an alternative format, or to arrange for a sign language or oral interpreter for the meeting, please call the Clerk's office at least 5 working days prior to the meeting at 533-4000 (voice) or 236-7012 (TT).

Notice Date:
li/mr

ELIZABETH MALAND
SAN DIEGO CITY CLERK

Michelle		Svoboda
Kathleen	A	Otto
Miguel		Aguirre
Steve		Otto
David		Flores
Michael	R	Freedman
R.	Daniel	Hernandez
Alice		De La Torre
Grace		Kojima
Patrick		Miller
David		Miller
C.		Pipitone
Mike		Cantera
Ted		Shaw
Antonio		Martinez
Magdalena	Garcia	Pulham
Martha	Garcia	Jacobs
Jeff		Brazel
Ben		Weiz
Carlo		Samicato
Nicole		Capretz

429 W. San Ysidro Blvd.	San Ysidro	CA	92173
1552B West San Ysidro Blvd.	San Ysidro	CA	92173
727 E. San Ysidro Blvd.	San Ysidro	CA	92173
1552B West San Ysidro Blvd.	San Ysidro	CA	92173
119 W. Hall Avenue	San Ysidro	CA	92173
3833 Via Del Bardo	San Ysidro	CA	92173
1275 30th Street	San Diego	CA	92154
1320 Sea Coast Drive	Imperial Beach	CA	91932
43 Montego Ct.	Coronado	CA	92118
1900 Wright Place	Carlsbad	CA	92008
1900 Wright Place	Carlsbad	CA	92008
1900 Wright Place	Carlsbad	CA	92008
1900 Wright Place	Carlsbad	CA	92008
2488 Historic Decatur Road, Suite 200	San Diego	CA	92106
1090 Avenida de la Cruz	San Ysidro	CA	92173
100 Harbor Drive #1104	San Diego	CA	92101
1667 La Mariquita Senda	San Ysidro	CA	92173
PO Box 502135	San Diego	CA	92150
PO Box 502135	San Diego	CA	92150
PO Box 502135	San Diego	CA	92150
4452 Park Blvd. Suite 20	San Diego	CA	92116

Brian	Longmore	Owner
Briggs Law Corporation		Owner
Bruce	Coons	Executive Director
David	Butler	Chief Deputy
Dean	Stratton	PM
Dennis	Sharp	Archivist
Derek	Danziger	VP Nuffer, Smith, Tucker
Fong-Ping Lee & Associates, Inc.		President
Geraldine	C Flaven	
Gregory	J Smith	VP of Inspection
Jaime	Barton	Business Agent
Jim	Gallagher	
Joe	Ghio	Owner
Keith	Wilschetz	Planning Director
Livia	Borak	
Loren	Chico	
Mark	Wardlaw	Director
Murtaza	Baxamusa	Sr Planner
Neva	Cobian	Project Coordinator
Noticing Section	Project Manager	
Omar	Mobayed	President
Otto	Emme	Board Member
Philip	Conard	Director
Robert	Bodenhamer	Principal
Robert	C Johnson	Planning Director
Robin	Kole	
Roy	Johnson	Architect
Steve	U Chung	
UC San Diego Library	Kim Kane	
Walter	B Bradfield	Engineer
Kensington Talmadge	Planning Committee	
Allen	Jones	
Sarah	Strand	

Permit Solutions	Po Box 503943	San Diego	CA 92150
Inland Empire Office	99 East C St Ste 111	Upland	CA 91786
Save Our Heritage Organization	2476 San Diego Ave	San Diego	CA 92110
SD County Assessor	1600 Pacific Hwy Rm 109	San Diego	CA 92101
Melhorn Construction	410 West 30th Street, Suite B	National City	CA 91950
San Diego Historical Soc	1649 El Prado Ste 3	San Diego	CA 92101
	4045 Third Ave., STE 200	San Diego	CA 92103
	10 Corporate Park, Ste 310	Irvine	CA 92606
	6302 Celia Vista Drive	San Diego	CA 92115
	5511 Maryland Ave	La Mesa	CA 91942
Cement Masons Local 500/744	1807 Robinson Ave #206	San Diego	CA 92103
	PO Box 169	San Clemente	CA 92674
	4352 Niagara Ave	San Diego	CA 92107
Airport Authority	PO Box 82776	San Diego	CA 92138
Coast Law Group	1140 South Coast Highway 101	Encinitas	CA 92024
San Diego City Schools	4860 Ruffner St	San Diego	CA 92111
County of San Diego	5510 Overland Avenue, Suite 310	San Diego	CA 92123
Center on Policy Initiatives	3727 Camino Del Rio S Ste 100	San Diego	CA 92108
RBF Consulting	9755 Clairemont Mesa Blvd Ste 100	San Diego	CA 92124
	1222 First Ave MS 501	San Diego	CA 92101
Mobayed Consulting Group	PO Box 178995	San Diego	CA 92177
HRB	2290 Via Lucia	La Jolla	CA 92037
M W Reynolds Construction Inc	1908 Friendship Dr # A	El Cajon	CA 92020
Vasquez&Marshall and Associates	13220 Evening Creek Dr #117	San Diego	CA 92128
County of Riverside	4080 Lemon St 9th Fl	Riverside	CA 92501
	3148 University Ave	San Diego	CA 92104
	7830 La Mesa Blvd, A	La Mesa	CA 91941
Department of the Navy	1220 Pacific Highway	San Diego	CA 92132
Govt. Information	9500 Gilman Dr 0175P	La Jolla	CA 92093
TKG Consulting Engineers	5670 Oberlin Dr	San Diego	CA 92121
	PO Box 16391	San Diego	CA 92176
	202 C St. MS11A	San Diego	CA 92101
	MS 980		

Alicia	Jimenez
Andrea	Skorepa
Brian	Longmore
Briggs Law Corporation	
Bruce	Coons
Carlos	Mesa
Cindy Haley	California Dept of Fish & Wildlife
Daniel	Okada
Daniel	Ordorica
David	Butler
Dean	Stratton
Diego	A Padilla
Ed	McCoy
Elaine	Garrett
Fong-Ping	Lee
Fred	B Sobke
Glen	Gundert
Gregory	J Smith
Guy	Preuss
Jaime	Barton
James	Dawe
James	Sandoval
Jennifer	Goudeau
Jim	Gallagher
Joe	Ghio
Katy	Wright
Livia	Borak
Mark	Wardlaw
Martha	Dolamakian
Michael	R Freedman
Neva	Cobian
Planning Department	Sara Osborn MS 413
Olimpia	M Cerezo
Omar	Mobayed
Otto	Emme
Peg	Morrison
Peter	W Tancredi
Philip	Conard
Robert	C Johnson
Robin	Kole
Roy	Johnson
Sheila	Donovan
Sierra Club San Diego Chapter	
Steve	U Chung
Tim	Allen
Walter	B Bradfield
Xavier	A Del Valle

Yolanda	M Hernandez
Zorn	Moran
Michael	Freedman, chair
Noticing Section/City Clerk's	
Kevin	Sullivan
Kim	Wallace
Sarah	Strand
Councilmember	District 1
Councilmember	District 2
Councilmember	District 3
Councilmember	District 4
Councilmember	District 5
Councilmember	District 6
Councilmember	District 7
Councilmember	District 8
Councilmember	District 9
Community Relations	Mayor's Office

2242 Enchanted Pl	San Ysidro	CA 92173
119 W Hall St	San Ysidro	CA 92173
PO Box 503943	San Diego	CA 92150
99 East C St Ste 111	Upland	CA 91786
2476 San Diego Avenue	San Diego	CA 92110
1941 Vassar Ave	Glendale	CA 91204
3883 Ruffin Rd	San Diego	CA 92123
3322 Wittman Way	San Ysidro	CA 92173
663 E San Ysidro Bld	San Ysidro	CA 92173
1600 Pacific Hwy Rm 109	San Diego	CA 92101
410 West 30th Street, Suite B	National City	CA 91950
4293 Marcwade Dr.	San Diego	CA 92154
5510 Morehouse Dr #200	San Diego	CA 92121
814 Raven Street	San Diego	CA 92102
10 Corporate Park, Ste 310	Irvine	CA 92606
4575 Camino De La Plaza	San Diego	CA 92173
4860 Ruffner Street	San Diego	CA 92111
5511 Maryland Ave	La Mesa	CA 91942
2653 Keen Dr	San Diego	CA 92139
1807 Robinson Ave, Ste 206	San Diego	CA 92103
750 B St 21st Flr	San Diego	CA 92101
276 Fourth Ave	Chula Vista	CA 91910
1330 Neptune Av	Leucadia	CA 92024
PO Box 169	San Clemente	CA 92674
4352 Niagara Ave	San Diego	CA 92107
1130 Fifth Ave	Chula Vista	CA 91911
1140 South Coast Highway 101	Encinitas	CA 92024
5510 Overland Avenue, Suite 310	San Diego	CA 92123
11057 Paseo Castaneda	La Mesa	CA 91941
3833 Via Del Bardo	San Ysidro	CA 92173
9755 Clairemont Mesa Blvd Ste 100	San Diego	CA 92124
1010 2nd Avenue Ste# 1200 E. Tower	San Diego	CA 92101
545 Le May Avenue	San Diego	CA 92154
PO Box 178995	San Diego	CA 92117
2290 Via Lucia	La Jolla	CA 92037
4046 Caseman Ave	San Diego	CA 92154
1523 Rochdale Lane	San Diego	CA 92154
1908 Friendship Dr., Ste A	El Cajon	CA 92020
4080 Lemon St 9th Floor	Riverside	CA 92502
3148 University Ave	San Diego	CA 92104
7830 La Mesa Blvd, A	La Mesa	CA 91941
1220 Pacific Highway	San Diego	CA 92132
8304 Clairemont Mesa Boulevard, Suite 101	San Diego	CA 92111
1220 Pacific Highway	San Diego	CA 92132
4350 Otay Mesa Rd	San Ysidro	CA 92173
5670 Oberlin Dr	San Diego	CA 92121
1200 Third Avenue, Ste 1400, MS 56D	San Diego	CA 92101

168 Padre Tullio Dr.	San Ysidro	CA 92173
148 W Hall Ave	San Ysidro	CA 92173
3833 Via Del Bardo	San Ysidro	CA 92173
202 C St. MS 2A	San Diego	CA 92101
Redevelopment	MS 56D	
1222 First Ave. MS 511	San Diego	CA 92101
	MS 980	
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 11A	San Diego	CA 92101

Amanda		Lee
Adam		Gevanthor
Alan	K	Marshall
Alice		Perricone
Allison-Zongker		Lp
Aly		Evans
Andy		Schlaefli
Ann		Swanson
Arlette		Smith
Barbara		Woodward
Beth		Fischer
Bob		Kennedy
Bradley	T	Lowe
Brett	L	Boynton
Brian		Conway
Brian		Petrini
Briggs Law Corporation		
Byrna		Bicknell
Byron		Meadows
Caroline		St Clair
Charles		Kaminski
Charles	E	Little
Charles		Bullock
Cheryl		Besmemer
Christine		Fuller
Cindy		Haley
Dan		Linn
Daryl		Lantz
Dave		Little
David		Marshall
David		Abrams
David		Abrams
Dean		Stratton
Deanna		Spehn
Denise		Tallarida
Dennis		Sharp
Dennis		Lynch
Dixie		Brien
Don		Dewhurst
Don		Metzler
Don		Correia
Kim		Kane
Donald		Yarnell
Donald		Wolochow
Donald		Schmidt
Dorothy		Benavides
Dottie		Surdi

Douglas		Spence
Ed		McCoy
Ed		Huggin
Edwin		Laser
Frank		Phillips
Fred	R	Blecksmith
Gary		Levitt
Gloria		Dunne
Gloria		Turner
Guy		Preuss
Harold		Klotz
Hector		Baca
Irene		Young
J	W	Stump
Jacob		Dekema
James	H	Fox
James		Moore
Jan		Hudson
Janie		Killermann
Jason		Ashman
Jeffrey	D	Shorn
Jennette		Lawrence
Jennifer		Luachesi
Jerry		Elder
Jerry	B	Cox
Jim		Besemar
Jim		Jensen
Jim		Gallagher
Jim		Morrison
Jim		Seman
Jim		Jensen
Joanne		Pearson
Joe		Ghio
John	M	Billy
John		Robertson
John		Ready
John	W	Rickards
Jospeh		LaCava
Judy		Maddox
Kathryn		Conniff
Kathy		Mateer
Kathy		Evans
Keeman	Family	Trust
Kenneth		Discenza
Kip		Krueger
Kurosh		Raoufpur
Landry		Watson

La Jolla Historical Society

Kurt	E	Brickley
Leanne	Howard	Kenney
Lee		Klausen
Lee	E	Winslett
Marco		Sessa
Mark	Lyon	Architect
Mark	L	Marcus
Mark		Lyon
Mark		Wardlaw
Marvin		Cohen
Mary		Coakley
Mary		Perreira
Matthew	N	Martinez
Mee-Slen		Joe
Michael		Pallamary
Michael		Bartell
Mike		Kelly
Mike		Cohen
Mike		Meyer
Mindy		Pellissier
Miriam		McNalley
Myra		Herrmann
Nancy		Kossan
Nancy		Stockwell
Nicholas		Fintzelberg
Nignon		Scherer
Noelle		Morris
Patti		Admas
Paul		Libby
Paul		Reed
Paul		Delmore
Paul		Ross
Peggy		Davis
Phil		Dowley
Philip		Linssen
Phillip		Merten
R	K	Fergin
R Kirk		Obrian
Randall		Read
Remington		Jackson
Rich		Lee
Richard		Warner
Richard		Mitchell
Rob		Hutsel
Robert	D	Orphey

Robert	H	Wade
Robert		Ard
Robert		Chakarian
Robert	H	Gleason
Rodger		Smith
Roger		Stern
Roger	A	Zucchet
S	H	Shu
Sally		Ashburn
Sandy		Kahn
Scott		Bernet
Sherri		Lightner
Sierra Club San Diego Chapter		
Spencer		Maze
Stephen		Hardison
Sue		Geller
Suzanne		Weissman
T	L	Sheldon
Thomas		Steinke
Tim		Golba
Tim		Houlton
Tom		Laughlin
Tom		Gawronski
Tom		DiBenedetto
Vernon		McGahey
Victor	B	Moheno
Wallace		Cunningham
Wally		Saylor
Walter	E	Fielder
Ward	C	Martin
William	A	Smith
William		Kellogg
William		Kenton
William		Howland
William	R	Leslie
Yvette		Marcum
Keith		Wilschetz
La Jolla Light		
City of Del Mar		Community Development
City of Chula Vista		Community Development
City of Coronado		Community Development
City of Imperial Beach		Community Development
City of National City		Community Development
City of Solana Beach		Community Development
Fish & Wildlife Service		US Dept. Of the Interior
California State Lands		Commission
San Diego Unified Port District		Environmental Review

County of San Diego
Caltrans/Planning
Californing Coastal
Californina State
SANDAG
CA Regional Water
US Coast Guard
Naval Facilities
Carmel Valley
Central
Point Loma
Pacific Beach/Taylor
Ocean Beach
University Community
La Jolla / Riford
San Ysidro
Library
Sara
Noticing Section/City Clerk's
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Community Relations
Kim
Allen
Sarah

Planning & Development Services
ATTN: Jacob Armstrong, Planning Division
Commission San Diego Dis.
Coastal Conservancy

Quality Control Board San Diego Region 9
Commanding Officer
Environmental Planning Division
Library
Library
Library
Library
Library
Library
Library
Department
Osborn

District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
Mayor's Office
Wallace
Jones
Strand

Principal CEO	Dds/GA Interior Wood of San Diego
	Partnership
VP	Urban Systems Associates Sunset Cliffs National Park
Vice President	Pardee Homes
Office Manager	Architect Mark D Lyon Inc
Owner	Inland Empire Office
Property Owner	
Kental Planning	
	Del Mar Planning Board
PB Planning Committee	California Dept of Fish & Wildlife
Architect Principal	Lantz Design
Principal General Manager General Manager	Heritage Architecture Fairbanks Ranch Assoc Fairbanks Ranch Assoc Melhorn Construction
Chairman Architect Archivist	Tierrasanta Community Council Larsen Tallarida Architects San Diego Historical Soc
President Co-Owner	Dewhurst & Assoc Coastal Trailer Villa
Govt Info Librarian Exec Director Citizen	UC San Diego Library N City West School Facilities Financing
Owner	Ideas Sperry Van Ness

Branch Manager
Vice President

SD Public Library
Fairfield Residential

Principal
Principal
Pres
Chair

Architect
Phillips Architecture
Blecksmith Assoc
Del Mar Mesa CPB
Permit Review Committee CPA

Board Member

Paradise Hills Village Council

City Heights Business Improvement

Owner
Chair

Mission Bay Realty
Del Mar Planning Board
Torrey Pines Community Planning Board

Architect
Director of Government & Community Relations
Public Land Management Specialist

Shorn & Kaminski Architects
Family Health Centers of San Diego
State Lands Commission
J L Elder Corporation
Wm Smith Assoc A/A
Del Mar Planning Board

Architect

Architect

Butler Property

Architect
Coastal Comm Chair
Owner
Attorney

Sierra Club

Attorney

Sinner Brothels Inc
Interra

Vice President

Director of Construction

Jack in the Box
Chair
PB Com Plan Committee

Civil Engineer/President
Member
President

Site Design Associates Inc
OB Greens
R C E
Chair

Principal	MCAS Miramar
Administrator	Carmel Mountain Ranch
Vice-President	Wells Fargo Community Lending
Vice President	Sudberry Properties
Architect	
Assistant Head of School	La Jolla Country Day School
Architect	Architech
	Director
La Jolla Shores	
Secretary	LJ CPA
Peninsula Board	
Structural Engineer	Blaylock Engineering Group
Vice President	Coast Income Prop
President	
	Del Mar Planning Board
Executive Dir	Lawrence Jewish Community Center
	Ocean Beach Planning Board
	Del Mar Planning Board
Director	UCSD Real Estate Development
Member	Peninsula Planning Board
Ph D Cd	Pen Comm PL BD
Ex Director	San Diego Oceans Foundation
Secretary	PT Loma Assn
President	Jc Resorts
	PBCPC
Principal	PB Consulting
	La Jolla Commuity Planning Group
President	Curlew Development
Owner	First Management Assoc
Principal Architect	Philip A Merten AIA Architect
Architect	Aedifice Architectural
President	John C Read Construction
	Del Mar Planning Board
	Rosado Associates
P M	Warner Design Associates
Pres	
Executive Director	San Diego River Park Foundation
President	Acadia Corporation

Real Estate Investments
Christ Church of San Diego

Director of Facilities

Evans Hotel
Del Mar Union School District

Architect
Geotechnical Engineer

Self Consulting
La Jolla Shores ASC
Del Mar Planning Board
Scott Bernet Architects

Architect

La Jolla Community Planning Association

Architect

Lj Shores Adv Bd
Pres

T L Sheldon & Assoc Inc
S C M V
Golba Architecture

Principal

Chair

OB Planning Board
Del Mar Planning Board

Owner
Attorney At Law
President

Wallace E Cunningham Inc

Owner

Walter E Fielder Inc

Broker
Architect
Chair

William A Smith Associates
FW & FS Kellogg Trusts
Chair
Wm Howland and Assoc
W R Leslie AIA
La Jolla Community Planning Association
Airport Authority Planning Director

1222 First Ave MS 501	San Diego	CA 92101
2583 Via Merano	Del Mar	CA 92014
1215 W Nutmeg St	San Diego	CA 92101
6126 Glennchester Row	La Jolla	CA 92037
1299 Prospect Street, Suite 3A	La Jolla	CA 92037
4911 Narragansett St	San Diego	CA 92107
4540 Kearny Villa Rd #106	San Diego	CA 92123
3611 Warner St	San Diego	CA 92106
3345 Valemont Street	San Diego	CA 92106
13997 Recuerdo Drive	Del Mar	CA 92014
6025 Edgewood Bend Court	San Diego	CA 92130
2221 Garfield Rd	San Diego	CA 92110
3927 Atascadero Drive	San Diego	CA 92107
410 Bird Rock Ave	La Jolla	CA 92037
950 Thomas Ave	San Diego	CA 92109
1479 Lost Creek Road	Chula Vista	CA 91915
99 East C St Ste 111	Upland	CA 91786
4819 Del Monte	San Diego	CA 92107
5156 W Point Loma Blvd	San Diego	CA 92107
4534 Muir	San Diego	CA 92107
4558 Norma Dr	San Diego	CA 92115
PO Box 600506	San Diego	CA 92160
PO Box 7491	San Diego	CA 92167
5159 Shaw Ridge Rd	San Diego	CA 92130
1378 Chalcedony St	San Diego	CA 92109
3883 Ruffin Rd	San Diego	CA 92123
5732 Bellevue Ave	La Jolla	CA 92037
15576 Paseo Jenghiz	San Diego	CA 92129
5511 Linda Rosa Ave	La Jolla	CA 92037
625 Broadway # 800	San Diego	CA 92101
PO Box 8166	Rancho Santa Fe	CA 92067
PO Box 8166	Rancho Santa Fe	CA 92067
410 West 30th Street, Suite B	National City	CA 91950
10371 Matador CT	San Diego	CA 92124
7679 Rowena St	San Diego	CA 92119
1649 El Prado # 3	San Diego	CA 92101
812 Balboa Ct	San Diego	CA 92109
4762 Brighton Ave	San Diego	CA 92107
PO Box 574	La Jolla	CA 92038
6302 Elmhurst Dr	San Diego	CA 92120
3211 Dickens Street	San Diego	CA 92106
9500 Gilman Dr 0175-P	La Jolla	CA 92093
309 N Rios Ave	Solana Beach	CA 92075
2853 Cliffridge Way	La Jolla	CA 92037
5536 Calumet	La Jolla	CA 92037
4869 Del Monte Ave	San Diego	CA 92107
2736 Grandview Street	San Diego	CA 92110

4275 Cass St	San Diego	CA 92109
5510 Morehouse Dr #200	San Diego	CA 92121
3863 Del Mar Ave	San Diego	CA 92106
4615 Pavlov Avenue #2	San Diego	CA 92122
4998 Academy St	San Diego	CA 92109
1706 Fifth Ave # 200	San Diego	CA 92101
3525 Del Mar Heights Rd #246	San Diego	CA 92130
7241 Rue Michael	La Jolla	CA 92037
PO Box 6104	San Diego	CA 92166
2653 Keen Dr	San Diego	CA 92139
14083 Montfort CT	San Diego	CA 92128
8191 Brennan St	San Diego	CA 92114
13671 Mercado Drive	Del Mar	CA 92014
4133 Poplar Ave	San Diego	CA 92105
225 Bird Rock Ave	La Jolla	CA 92037
855 LA Jolla Rancho Rd	La Jolla	CA 92037
2002 Grand Ave	San Diego	CA 92109
5121 Shaw Ridge Rd	San Diego	CA 92130
2531 Via Merano	Del Mar	CA 92014
1317 10th Street	Coronado	CA 92118
7723 Fay Ave # 5	La Jolla	CA 92037
823 Gateway Center Wy	San Diego	CA 92102
100 Howe Ave #100-S	Sacramento	CA 95825
Po Box 308	La Jolla	CA 92038
2729 4th Ave # 4	San Diego	CA 92103
5159 Shaw Ridge Rd	San Diego	CA 92130
1591 Natuillus Street	La Jolla	CA 92037
PO Box 169	San Clemente	CA 92674
2130 Reed Ave	San Diego	CA 92109
PO Box 60754	San Diego	CA 92166
1591 Natuillus Street	La Jolla	CA 92037
1525 Buckingham Drive	La Jolla	CA 92037
4352 Niagara Ave	San Diego	CA 92107
1140 Wall Street, Unit 9042	La Jolla	CA 92038
4455 MT Castle Ave	San Diego	CA 92117
3829 Mission Blvd	San Diego	CA 92109
3452 Hancock Street	San Diego	CA 92110
5274 LA Jolla Blvd	La Jolla	CA 92037
3813 Del Mar Ave	San Diego	CA 92106
12780 Via Felino	Del Mar	CA 92014
851 Oliver Ave	San Diego	CA 92109
721 Windemere Ct	San Diego	CA 92109
7982 Miramar Rd	San Diego	CA 92126
1016 Broadway #A	El Cajon	CA 92021
2232 Sunset Cliffs Blvd	San Diego	CA 92107
8952 January Place	San Diego	CA 92122
5155West Point Loma Blvd #14	San Diego	CA 92107

P.O. Box 2085	La Jolla	CA 92038
P.O. Box 452001	San Diego	CA 92145
4973 Millwood Rd	San Diego	CA 92117
8210 Santaluz Village Grn S	San Diego	CA 92127
12150 Carmel Park Dr	San Diego	CA 92130
401 B St Ste 304-A	San Diego	CA 92101
5465 Morehouse Dr # 260	San Diego	CA 92121
410 Birdrock Ave	La Jolla	CA 92037
9409 Regents Rd	La Jolla	CA 92037
410 Birdrock Ave	La Jolla	CA 92037
5510 Overland Avenue, Suite 310	San Diego	CA 92123
5745 Friars Rd # 130	San Diego	CA 92110
2120 Vallecitos #203	La Jolla	CA 92037
3027 Jarvis St	San Diego	CA 92106
1660 Hotel Circle North, Suite 500	San Diego	CA 92108
4350 LA Jolla Village Dr #150	San Diego	CA 92122
7755 Fay Ave Ste J	San Diego	CA 92037
4238 Balboa Ave	San Diego	CA 92117
11591 Polaris Dr	San Diego	CA 92126
4126 Executive Drive	La Jolla	CA 92037
714 Coronado Ct	San Diego	CA 92109
4933-C Voltaire St	San Diego	CA 92107
P.O. Box 82	Chico	CA 95927
3230 Ingelow Street	San Diego	CA 92106
9500 Gilman Dr M.C. 0982	La Jolla	CA 92093
1419 Chalcedony St	San Diego	CA 92109
730 Golden Park Ave	San Diego	CA 92106
3851 Centraloma Dr	San Diego	CA 92107
1875 Quivera Way, Suite C-5	San Diego	CA 92109
PO Box 60212	San Diego	CA 92166
7846 Esterel Drive	La Jolla	CA 92037
533 Coast Blvd So	La Jolla	CA 92037
1181 Agate St	San Diego	CA 92109
1015 Archer St	San Diego	CA 92109
8387 Paseo De Ocaso	La Jolla	CA 92037
PO Box 8824	La Jolla	CA 92038
2560 First Ave #101	San Diego	CA 92103
1236 Muirlands Vista Way	La Jolla	CA 92037
1779 Oceanfront St	San Diego	CA 92107
2805 Canon Street	San Diego	CA 92106
2126 Jimmy Durante Blvd	Del Mar	CA 92014
PO Box 104	Del Mar	CA 92014
PO Box 13086	La Jolla	CA 92039
6018 Bellevue Ave	La Jolla	CA 92037
744 Avalon CT	San Diego	CA 92109
PO Box 80126	San Diego	CA 92138
3940 4th Ave Ste #310	San Diego	CA 92103

10762 Pacific Canyon Highway	San Diego	CA 92121
2061 54th Street	San Diego	CA 92105
3971 Goldfinch St	San Diego	CA 92103
998 W Mission Bay Dr	San Diego	CA 92109
11232 El Camino Real, Suite 100	San Diego	CA 92130
2340 Calle Corta	La Jolla	CA 92037
5643 Linda Rosa Ave	La Jolla	CA 92037
4025 Harbor Dr	Carlsbad	CA 92008
2744 Inverness Drive	La Jolla	CA 92037
PO Box 787	Solana Beach	CA 92075
2031 2nd Ave	San Diego	CA 92101
8551 La Jolla Shores Dr	La Jolla	CA 92037
8304 Clairemont Mesa Boulevard, Suite 101	San Diego	CA 92111
1005 Havenhurst Dr	La Jolla	CA 92037
280 Franz Valley School Road	Calistoga	CA 94515
2488 Hidden Valley Rd	San Diego	CA 92037
1857 Spindrift Drive	La Jolla	CA 92037
PO Box 82836	San Diego	CA 92138
750 B St #2100	San Diego	CA 92101
1940 Garnet Avenue, Suite 100	San Diego	CA 92109
4820 Point Loma Ave	San Diego	CA 92107
PO Box 997	San Jacinto	CA 92581
4867 Coronado Ave	San Diego	CA 92107
2726 Shelter Island Dr	San Diego	CA 92101
6416 Lake Shore Drive	San Diego	CA 92119
1522 S. Mooney Boulevard, Suite 202	Visalia	CA 93277
1104 West Arbor Drive	San Diego	CA 92103
1210 Oliver Ave, C	San Diego	CA 92109
4895 Savannah St	San Diego	CA 92110
10232 Kamwood CT	San Diego	CA 92126
2729 4th Ave Ste 4	San Diego	CA 92103
2000 Spindrift Dr	La Jolla	CA 92037
3235 Hancock Street	San Diego	CA 92110
9307 Carlton Hills Blvd	Santee	CA 92071
6124 LA Jolla Mesa Drive	La Jolla	CA 92037
PO Box 889	La Jolla	CA 92038
PO Box 82776	San Diego	CA 92138
565 Pearl St # 300	La Jolla	CA 92037
1050 Camino del Mar	Del Mar	CA 92014
276 Fourth Ave.	Chula Vista	CA 91910
1825 Strand Way	Coronado	CA 92118
825 Imperial Beach Blvd	Imperial Beach	CA 91932
1243 National City Boulevard	National City	CA 91950
635 S. Hwy 101	Solana Beach	CA 92075
2177 Salk Avenue #250	Carlsbad	CA 92008
100 Howe Ave #100-S	Sacramento	CA 95825
P.O.Box 120488	San Diego	CA 92112

5510 Overland Ave.	San Diego	CA 92123
4050 Taylor St	San Diego	CA 92110
7575 Metropolitan Dr. Ste 103	San Diego	CA 92108
1330 Broadway Ste. 1100	Oakland	CA 94612
401 B St. Ste 800	San Diego	CA 92101
2375 Northside Drive #100	San Diego	CA 92108
2710 North Harbor Drive	San Diego	CA 92101
1220 Pacific Highway	San Diego	CA 92132
3919 Townsgate Dr	San Diego	CA 92130
820 E Street	San Diego	CA 92101
3701 Voltaire St.	San Diego	CA 92107
4275 Cass St.	San Diego	CA 92109
4801 Santa Monica Ave	San Diego	CA 92107
4155 Governor Dr	San Diego	CA 92122
7555 Draper Ave.	La Jolla	CA 92037
101 W. San Ysidro Blvd	San Diego	CA 92173
Gov. Documents	MS 17	
1222 First Ave. MS 413	San Diego	CA 92101
202 C St. MS 2A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 10A	San Diego	CA 92101
202 C St. MS 11A	San Diego	CA 92101
1222 First Ave. MS 511	San Diego	CA 92101
202 C St. MS 11A	San Diego	CA 92101
	MS 980	

Eiiaapaayp Tribal Office	Robert	Pinto Sr.
La Posta Band of Mission Indians	Gwendolyn	Parada
San Pasqual Band of Mission Indians	Allen E.	Lawson
Manzanita Band of Kumeyaay Nation	Angela	Elliott Santos
Sycuan Band of the Kumeyaay Nation	Cody	Martinez
Viejas Band of Kumeyaay Indians	Anthony	Pico
Campo Band of Mission Indians	Ralph	Goff
Jamul Indian Village	Raymond	Hunter
Kwaaymii Laguna Band of Mission Indians	Carmen	Lucas
lipay Nation of Santa Ysabel	Virgil	Perez
Lipay Nation of Santa Ysabel	Clint	Linton
Ewiiaapaayp Tribal Office	Michael	Garcia

4054 Willow Rd	Alpine	CA	91901
8 Crestwood Road	Boulevard	CA	91905
P.O Box 365	Valley Center	CA	92082
P.O. Box 1302	Boulevard	CA	91905
1 Kwaaypaay Court	El Cajon	CA	92019
P.O. Box 908	Alpine	CA	91903
36190 Church Road, Suite 1	Campo	CA	91906
P.O. Box 612	Jamul	CA	91935
P.O. Box 775	Pine Valley	CA	91962
P.O. Box 130	Santa Ysabel	CA	92070
P.O. Box 507	Santa Ysabel	CA	92070
4054 Willow Rd	Alpine	CA	91901