

San Ysidro Historic Village Specific Plan

SCREENCHECK DRAFT April 2016



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SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN

ADOPTED BY ORDINANCE #####

DATE

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Introduction | 1

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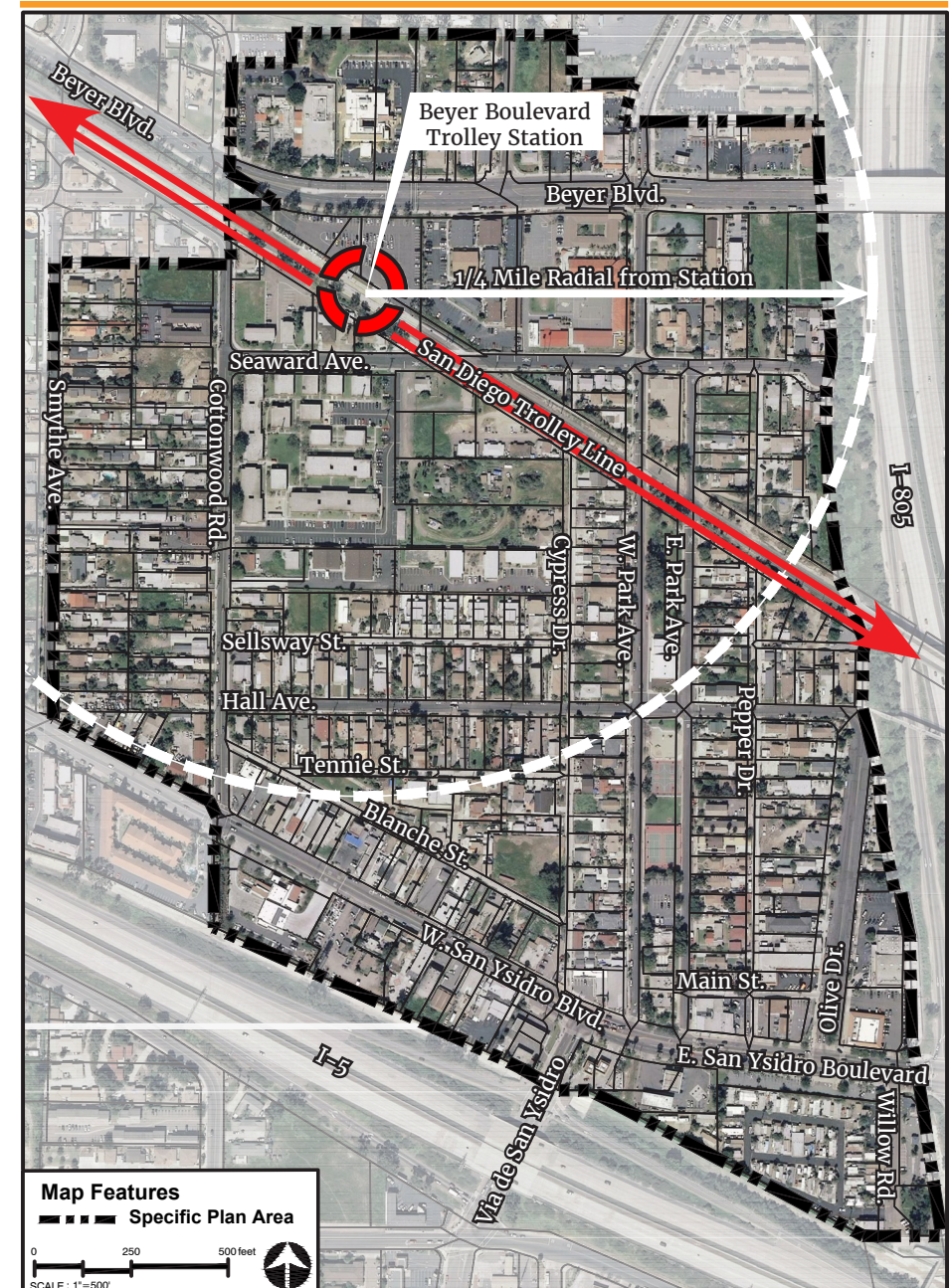
Figure 1-1: Specific Plan Area

1.1 OVERVIEW

The San Ysidro Historic Village Specific Plan (herein, referred to as Specific Plan, or, simply the Village) is a comprehensive planning document that will implement the vision for the Specific Plan Area as established in the San Ysidro Community Plan. The Specific Plan Area is “the heart” of the community and integral to its future success. As such, this Specific Plan provides additional clarity and guidance on neighborhood village mixed-use concepts, circulation improvements, and public space expansion. The document provides realistic and context specific concepts that consider land use, parking, infrastructure, market demand, and design opportunities and constraints to catalyze development projects appropriate for and in support of the larger vision established for the Specific Plan Area.

1.2 SPECIFIC PLAN AREA

The Specific Plan Area is approximately 0.19 square miles (approximately 124 acres) and is bound by parcels abutting Beyer Boulevard to the north, Interstate 5 to the south, Interstate 805 to the east, and Smythe Avenue to the west and is bisected by the Metropolitan Transit System (MTS) Blue Trolley Line which serves the Specific Plan Area at the Beyer Boulevard Trolley Station. The Village is roughly one-half of a square mile, providing convenient access to goods and services within a 10- 15 minute walk. Refer to Figures 1-1 and 1-2 for the Village location.



1.3 WHAT IS A SPECIFIC PLAN?

The Specific Plan implements the goals and policies of the General Plan and San Ysidro Community Plan. It identifies supplemental zoning, development standards and supplemental regulations, provides policy design direction, necessary infrastructure improvements, and implementation measures for the development of a specific geographic area.

1.4 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

City of San Diego General Plan

The Specific Plan is consistent with and furthers the goals and policies of the General Plan by providing detailed criteria for development of a mixed-use and transit-oriented “village” within the “City of Villages Strategy”. The Specific Plan implements the General Plan and has binding legal authority to guide land use, circulation, and infrastructure improvements in the Specific Plan Area. The Specific Plan reinforces all elements of the General Plan. See General Plan Elements LU-A, UD-B, ME-A, UD-C, and UD-E for more detail. The San Ysidro Historic Village area was originally selected as part of the General Plan to be one of five Pilot Village Programs, Mi Pueblo Pilot Village.

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

Community Vision Statement

San Ysidro is a long standing community of Mexican heritage, uniquely situated along the international border. The community strives for excellence in education, greater job opportunities, diversity in housing, access to health services, and takes pride in their neighborhood identity.

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 San Ysidro Historic Village Specific Plan provides site specific recommendations consistent with these land use and mobility strategies. The Specific Plan is a neighborhood village located with a TPA, 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.

Figure 1-2: Project Location



San Ysidro Community Plan and Local Coastal Program Land Use Plan

The San Ysidro Community Plan and Local Coastal Program Land Use Plan (Community Plan) is a component of the General Plan. It further expresses the General Plan goals and policies in San Ysidro through the provision of more site-specific recommendations and provides the basis for zoning and the Capital Improvement Plan (CIP). The General Plan and Community Plan work together to establish the framework for growth and development in San Ysidro. The Community Plan calls for the creation of a Specific Plan for the San Ysidro Historic Village area and this plan fulfills that recommendation.

City of San Diego Municipal Code

The Land Development Code (LDC) is part of the City of San Diego Municipal Code and contains regulations and controls pertaining to land use, density, and intensity, building massing, landscaping, stormwater management, street frontages, lighting, and other development characteristics that govern the Specific Plan Area. In addition, the Specific Plan contains supplemental development regulations to help achieve the vision of the Specific Plan. The Specific Plan provisions shall take precedence over the requirements of the LDC. Where the Specific Plan is silent on a topic, the LDC requirements shall remain in force.

San Ysidro Historic Village Environmental Impact Report

Pursuant to the California Environmental Quality Act (CEQA), the San Ysidro Community Plan Programmatic Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts

occurring with the realization and implementation of Community Plan and the Specific Plan's policies and recommendations. Potential impacts were anticipated during preparation of the Community Plan and Specific Plan, and many of the policies were designed to reduce or avoid such impacts.

Senate Bill 743

Adoption of the San Ysidro Historic Village Specific Plan establishes a platform for reinvestment and creates potential for streamlining environmental review. Senate Bill 743 (Steinburg, 2013) made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). One of the provisions of SB 743 created an exemption for certain projects that are consistent with a Specific Plan and, eliminated the need to evaluate aesthetic and parking impacts of a project, in some circumstances. (See Public Resources Code Section 21155.4.) The exemption applies if a project meets all of the following criteria:

- It is a residential, employment center, or mixed use project;
- It is located within a transit priority area;
- The project is consistent with a specific plan for which an environmental impact report was certified; and
- It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

The exemption cannot be applied if the project would cause new or worse significant impacts compared to what was analyzed in the environmental impact report for the Specific Plan. In that case, supplemental environmental review must be prepared.

1.5 HOW TO USE THE SPECIFIC PLAN

Purpose

The purpose of this Specific Plan is to guide future residential, commercial, and industrial development. The policies, standards, and guidelines have been written to make it easy for a property owner, architect, developer, City staff, and decision makers to use and are intended to provide clear direction for new construction and projects with additions. Photographs used within this document are intended to depict concepts related to building elements and site design rather than a specific architectural theme or style.

The Specific Plan Chapters reference LDC and supplemental development regulations and contain both policies and design guidelines. It is important to make a distinction between the two types of regulations. **Development requirements are mandatory regulations that must be satisfied by all development to which the standards apply.** In addition to the development regulations, future development is also informed by policies and design guidelines which are not mandatory requirements, but provide a defined framework of the design principles that supplement the standards. **The policies and guidelines provide direction on the more qualitative aspects of a development project.** The guidelines are utilized during the City’s development review process to encourage the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of project designers. Some guidelines may not apply in every circumstance and therefore should not be interpreted to be “always required”. However, project proponents should demonstrate how they comply with the conformance of the policies and design guidelines in this Specific Plan.

Plan Organization

The Specific Plan is organized similarly to the Community Plan and includes seven chapters. The chapters are briefly described as follows:

1. **Introduction:** Chapter 1 discusses the purpose, intent, and organization of this document. It describes the Specific Plan Area boundaries, the community outreach process associated with this project as well as outlines this plan’s relationship to the General Plan, Community Plan, and other documents relevant to the Specific Plan Area.
2. **Land Use:** Chapter 2 focuses primarily on topics that impact private property improvements such as land use and zoning and an overview of the Specific Plan District’s supplemental site development standards for each. It also discusses parking and parking management strategies.
3. **Mobility:** Chapter 3 focuses primarily on the public realm and describes improvements that support a “complete streets” network and promote walkability, bicycling, transit, and circulation.
4. **Urban Design:** Chapter 4 focuses on the transitional area between the public and private realm. It describes improvements to the pedestrian realm such as paseos and alleys, pocket parks, as well as streetscape beautification, including site furnishings, lighting trees and landscaping, public art, and wayfinding and signage.

5. **Infrastructure and Public Facilities:** Chapter 5 summarizes the conditions of existing infrastructure and public facilities within the Specific Plan Area and any necessary improvements. Subjects addressed will include: water supply, sewer and wastewater, solid waste, drainage, police and fire protection, schools, and parks.
6. **Implementation:** Chapter 6 will recommend strategic public improvements and identify key catalyst projects and programs needed to make the vision of the Specific Plan a reality. This chapter identifies potential funding mechanisms, City department or agencies responsible for implementation items, and investment incentives.
7. **Administration:** Chapter 7 discusses authority, amendments, and adoption of the Specific Plan.

Planning Process

The public outreach for the Community Plan was primarily conducted through the Community Plan Update Advisory Committee, the San Ysidro Community Planning Group, and a Specific Plan Subcommittee. The community outreach was a collaborative process between community members, stakeholders, agencies, and the City with the participation strategy designed to:

- Enhance community participation and input;
- Integrate consensus building with the planning process;
- Strengthen community partnerships;
- Provide learning opportunities to improve mobility, housing, recreation, access, and quality of life issues for residents, businesses, and visitors; and
- Gather and integrate community input and feedback.

Goals of the San Ysidro Historic Village Specific Plan

Community input and feedback received during the public outreach process was utilized to craft an overall vision for the future of the Specific Plan Area. This vision, infused with Latino Urbanism concepts, was ultimately broken down and expressed through a number of goals intended to guide development within the San Ysidro Historic Specific Plan Area.

- 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.
- Provide an interconnected system of paseos, alleys, and sidewalks that connect pedestrians to the trolley, San Ysidro Boulevard, parks, the greater community, and to the international border.
- Design streets, alleys, paseos, and public spaces to create a lively and attractive street character.
- Maintain the unique, “village” character of the area with uses, amenities, and design elements that reflect resident’s needs and cultural heritage, and celebrate the Latino influence and culture of the area.
- Maintain the historic atmosphere and designated structures that comprise the foundation of the neighborhood. This includes portions of the “Little Landers Colony”.
- Provide opportunities for a diverse and balanced supply of housing types for households of all income levels.

Latino Urbanism

“Latino Urbanism encompasses adaptive strategies, behavioral idiosyncrasies, and informal design elements that are based on how Latinos utilize space. It inspires an “enacted environment” that provides a more intense use of public space, the creation of new spaces by families spending more time outdoors in their yards, parks, and neighborhoods. Private garden spaces are more adorned and have more landscaping. Housing among Latinos is also more diverse with multi-generational housing or multifamily units.”

- James Rojas, Urban Planner



The Specific Plan Subcommittee met during the planning process to guide planning and provide community input.



The San Ysidro Historic Village is infused with Latino Urbanism and celebrates Latino influence and culture.



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Land Use | 2

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2.1 INTRODUCTION

Located in the heart of San Ysidro, the Specific Plan Area is characterized by fine-grained, small-lot development with low-rise buildings of historic and cultural character. Originally a small neighborhood of circa 1920 homes, it includes the remaining portion of the historic “Little Landers Colony” from the turn-of-the-century. The area is significantly shaped and defined by San Ysidro Community Park, and has a downtown presence along San Ysidro Boulevard.

This Land Use Chapter guides development to promote a thriving, mixed-use urban environment that provides multiple opportunities for living, working and enrichment. The area is intended to remain the cultural and community center of San Ysidro.

Using this Chapter

Chapter 2 has been organized into three parts with an intent to start with the Area-Wide Policies and Guidelines followed by specific Land Use and Zoning and regulations and finally, descriptions of the unique aspects of smaller study areas (Planning Districts).

Area-Wide Policies and Guidelines (2.2)

This section provides policies and guidelines that apply to all areas within the Specific Plan Area and helps to define and establish the overall character of the Village area. Guidance is provided to capture the community vision and support cultural identity, Latino Urbanism, and Latino heritage within new development.

Land Use and Zoning (2.3)

Land Use and Zoning provide the regulatory direction to guide development. While development is primarily directed by the City’s zoning and development standards, there are special standards that should be followed as described by the planning districts below. Land Use Map (Figure 2-1), Zoning Map (Figure 2-2), and Planning Districts Map (Figure 2-4) have been included to assist in determining applicable regulation for a property, however the City’s official Land Use and Zoning Maps should be consulted to determine the exact land uses and zoning designation in the event that changes have been made since the adoption of this Specific Plan. Also, refer to Chapter 3 and 4 for public realm improvements.

Planning Districts (2.4)

The San Ysidro Historic Village is organized by geographic areas, called Planning Districts which are based on site context and desired development characteristics. Supplemental policies and guidelines are provided to further define neighborhood characteristics. The three districts are the Beyer Boulevard Trolley Station District, Neighborhood Village District, and San Ysidro Boulevard Corridor District. Refer to Figure 2-4, Planning Districts Map.

Parking Management and Strategies (2.5)

This section provides strategies for parking within the Specific Plan area. Refer to the policies and tables for parking requirements.

2.2 AREA-WIDE POLICIES AND GUIDELINES

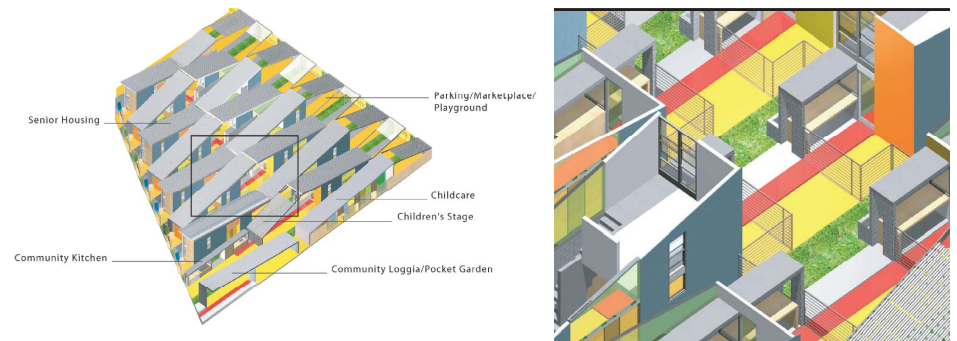
The following policies and guidelines apply to the Specific Plan Area and promote a walkable, transit-oriented area with a mix of land uses that support walking, biking, transit and minimize vehicle trips.

Area-Wide Policies

- 2.2.1 Protect the tangible remains of the Little Landers Colony while also allowing for its evolution through integration of the community’s cultural and social dynamics.
- 2.2.2 Allow for the adaptive reuse of existing housing and building stock to meet the social, cultural, and economic needs of Village residents.
- 2.2.3 Streamline the permitting process for new construction, remodels, and additions related to co-housing and multi-generational living.
- 2.2.4 Ensure that land uses and site design do not negatively affect neighboring properties by minimizing shadowing, noise, odors and other potential use conflicts.
- 2.2.5 Attract community-oriented commercial redevelopment and infill projects that serve Village residents.
- 2.2.6 Support and promote walkability and connectivity through the incorporation and utilization of alleys and paseos to connect to public transit facilities.
- 2.2.7 Encourage the design of multi-family buildings along major corridors and near transit areas to increase density over existing conditions to encourage investment and development of infill sites.



Recent infill on Sellsway Street. Image provided by David Flores.



Living Rooms at the Border and Senior Housing with Childcare. Casa Familiar and Teddy Cruz combined efforts to integrate affordable apartments for seniors with community centers and multi-use indoor and outdoor spaces. Images provided by Casa Familiar.

Community Character and Guidelines

In order to facilitate the continued evolution of community character and design within the Specific Plan Area, the following guidelines have been included that embrace and celebrate the unique community dynamics of the San Ysidro Historic Village neighborhood. All new development, additions, and remodels should incorporate the following guidelines:

Site Planning

- 2.2.8 New developments and remodels should be designed to incorporate courtyards and/or other communal, family-oriented outdoor spaces.
- 2.2.9 Pedestrian oriented squares, courtyards, arcades, atriums, verandas, balconies, and roof terraces, should be placed and designed to encourage attention and the presence of people day and/or night.
- 2.2.10 Structures should be configured to allow for the greatest amount of sun exposure on courtyards and outdoor spaces.
- 2.2.11 Driveways or motor courts for residential developments should be incorporated into site design as flexible space used for outdoor activities and social gatherings.
- 2.2.12 Site amenities, such as benches, drinking fountains, provisions for bicyclists, water features, and public art, should be utilized and should complement the project's architectural character.



Storefronts with large windows and tiled accents enhance the pedestrian environment.



Incorporate courtyards into residential and commercial projects.



Public plaza and seating enhance commercial uses.



Lighting and public amenities such as fountains and public art enliven public spaces.



Tile roof, tile detailing, arches, and windows reflect historic architectural character.



Architectural elements help extend social gathering space into the public realm.

2.2.13 Pedestrian links should be provided between buildings on the same site, public open spaces, and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving.

2.2.14 String and/or twinkle lighting should be utilized to accent plazas, courtyards, and outdoor dining spaces.

Building Architecture and Design

2.2.15 Architectural character of a building should build upon and maintain the existing image of the area with an emphasis on Latino Urbanism, historic architectural styles, building type, and materials and details.

2.2.16 360-Degree architecture is the concept of designing a building where all sides of the building have been detailed to complement the primary street elevation in architecture, massing, and materials. Buildings should be aesthetically pleasing from all angles. This detailing is most important for buildings on corner lots and on elevations that have high visibility.

2.2.17 Buildings should be designed to create an active pedestrian environment fronting San Ysidro Boulevard and Beyer Boulevard.

2.2.18 Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing and articulation. The selection and placement of building materials should provide visual interest at the pedestrian level.



Recessed windows, decorative tile, wrought iron, and bright colors accentuate the architectural style and character of the building and entries.

- 2.2.19 Human scale should be created through the use of awnings, arches, walls, trellises, arbors, pergolas, and other architectural elements. These elements should be integrated into the building design to avoid the look of “tacked on” architectural features.
- 2.2.20 The appearance of several smaller buildings, rather than one large building is preferred to foster a more intimate, pedestrian-friendly scale.
- 2.2.21 New residential developments and remodels should emulate the traditional Mexican courtyard-styled home, where the house is built to the street and designed with a patio or courtyard in the center or front of the house.
- 2.2.22 Buildings should address the end user(s) by integrating spaces for home occupations and/or small businesses, in support of the cultural, social, and informal economy of a neighborhood.
- 2.2.23 Building designs should incorporate covered front porches or patios, arches, decorative vents, multi-level roofs, and elaborated chimney tops.
- 2.2.24 Windows should accentuate the building exterior while also providing natural light for interior spaces.
- 2.2.25 Recessed windows with little to no exterior trim detailing are desired.
- 2.2.26 Exterior lighting should reflect the building architecture style.



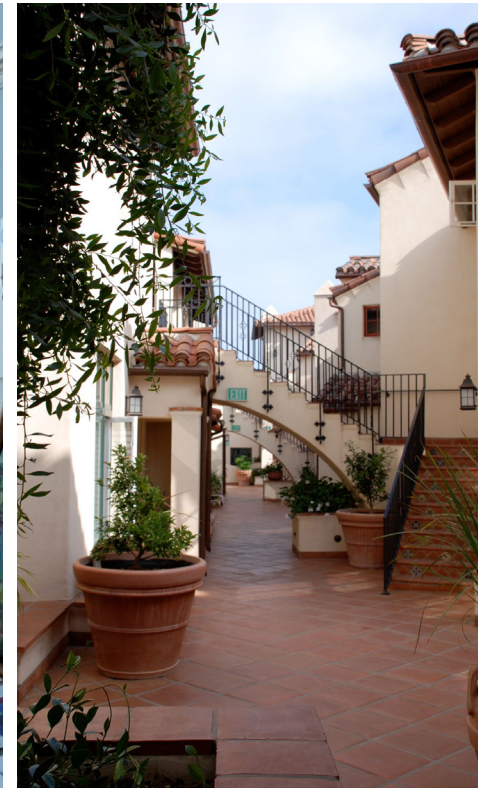
Mexican tile and pottery are incorporated into a fountain to enhance pedestrian spaces.



Commercial uses connected with well-articulated paseos and landscaping.



Incorporate areas that integrate home occupations and small businesses to sell goods.



Pedestrian spaces such as courtyards and paseos enhance living environment.

Colors and Materials

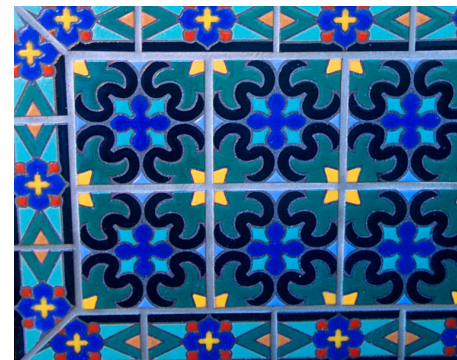
- 2.2.27 Brightly colored paints should be utilized as the primary color of a structure, rather than as an accent.
- 2.2.28 Utilize different colors to accentuate different aspects and details of the buildings architecture.
- 2.2.29 Building features, including but not limited to doors and entry gates, should contain vibrant colors that accentuate the primary color(s) of a building.
- 2.2.30 Authentic materials related to the chosen architectural style should be used for exterior wall surfaces.
- 2.2.31 Certain materials, such as stone and brick, have distinct coloring in their natural state and should be thought of as an element of the color palette used. These materials should not be painted.
- 2.2.32 Accent materials such as wood, wrought iron, decorative tiles, and colored glass should be integrated on the building exterior.



Authentic materials are integrated into building features.



Brightly colored paints are used on facades.



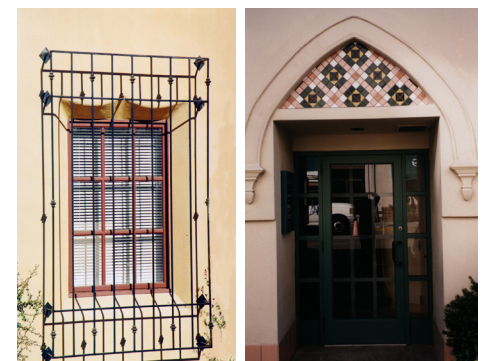
Vivid colors and patterns accent and unify spaces.



Color is used on accent wall to add character and interest to courtyard.



Architectural details incorporated into style of the building.



Windows and doors integrate decorative elements.

Landscaping and Open Space

- 2.2.33 Landscaping should be utilized to soften building edges and screen less desirable areas from public view.
- 2.2.34 Formal planting designs should be limited to courtyards and planting areas adjacent to buildings.
- 2.2.35 Trees should be utilized to create intimate scale, enclose spaces, and frame views.
- 2.2.36 Courtyards or other private open spaces should be connected to the street to the greatest extent possible to encourage community and neighborhood interaction.
- 2.2.37 Residential open spaces should integrate spaces for shared, communal functions such as laundry facilities, kitchens, or children’s play structures.
- 2.2.38 Central focal points, such as ornate fountains, should be utilized within plazas and courtyards.
- 2.2.39 Plazas and open spaces should be connected by paseos to enhance neighborhood and community connectivity.
- 2.2.40 Plazas and open spaces should provide places for street vendors and temporary events to occur.
- 2.2.41 Front-yard fencing should blur the lines of public and private space while remaining consistent with the architecture and design of the building. Chain link fencing is prohibited.

- 2.2.42 Open space amenities should be provided in the form of Public (public realm, street and/or alley), Transitional (semi-private, courtyards, or common space), and Private (porches, decks, balconies) space typologies.
- 2.2.43 Landscape areas should be thoughtfully planned, include native plant varietals, and provide transitions to the built environment.



Low site walls and landscaping soften and screen parking.



Potted plants, window boxes, and vines on the building soften the hardscape of the courtyard.



Central fountain in plaza provides focal point and area to rest.



Gazebo and plaza provide flexible use spaces for celebrations and events.

Housing

Residential uses in the Specific Plan are centrally located within the Specific Plan Area. The area consists primarily of single-family homes, several units on one lot, bungalow courts, and small-scale attached units. Several large-scale multifamily developments on two or more consolidated lots have been introduced over the years and add to the housing availability and diversity; however, façade improvements and additional resident amenities are needed.

Additional residential uses in mixed-use settings near the Beyer Boulevard Trolley Station and along San Ysidro Boulevard will increase vitality and safety as more people circulate throughout the area during a broader extent of the day.

Alternative housing options, such as co-housing, a type of collaborative housing in which residents actively participate in the design and operation of their own neighborhoods, or senior housing, are allowed within the Specific Plan Area. New ideas for creating affordable senior-friendly housing and retrofitting existing structures with multi-units are also encouraged. The Plan supports community-oriented housing, which provides access to health services and non-profit support, and which promotes aging together with mutual help.



Alternative housing options include co-housing, affordable housing, cooperative living, and shared common facilities and open space.

- 2.2.44 Provide housing in a mixed-use commercial setting to create lively commercial centers near the Beyer Boulevard Trolley Station and along San Ysidro Boulevard.
- 2.2.45 Provide housing options that explore and model innovative approaches to environmental and social sustainability while meeting the needs of the community. Support housing which:
 - a. Provides alternative housing options, such as co-housing, eco-villages that are focused on sustainability, or cooperative living, where units share common facilities.
 - b. Embraces the spirit of cooperative and sustainable living in an effort to provide a more affordable, cultural, and ecological lifestyle.
 - c. Meets the needs of the community, by providing multi-generational housing, where grandparents may live with grandchildren or where large or extended families can more easily live together.
 - d. Creates housing options such as companion units, granny flats, and additional residential units in lower densities to support and accommodate extended families living together.
- 2.2.46 Encourage diverse and balanced housing types that enhance the character of the residential neighborhoods and are available for households of all income levels throughout the older residential sections of the community.

Designated Historical Resources

Much of the San Ysidro Historic Village is within the Little Landers Colony. The Little Landers Colony is important because it comprised 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; the earliest infrastructure and transportation systems, laying the basis for further property development in the town; and much of the parcel and street layout of the old town area. The following buildings within the San Ysidro Historic Village Specific Plan are listed on the San Diego Historic Register:

- San Ysidro Public Library, 101-105 San Ysidro Boulevard (HRB #451)
- Harry and Amanda Rundell House, 123 East Seaward Avenue (HRB #820)

Properties found to be potentially significant through the reconnaissance survey conducted for the San Ysidro Community Plan highlight those properties which may contribute to a potential historic district, or which may be potentially significant as an individual property. This survey is provided along with the Historic Context Study found in the Appendix of the San Ysidro Community Plan. Refer to Figure 9-1: Potential Historical Resources in the Community Plan.

To visually emphasize the community's many resources and amenities, the Specific Plan establishes a defined street corridor and gateways to enhance the sense of arrival into the village and for providing clear and identifiable wayfinding signage that helps improve the visitors' and residents' experience.

The Specific Plan recognizes this area as providing a rich cultural history to San Ysidro and respects the sense of character that the historic lot pattern and historic structures provide in framing the village vision. Therefore, a high level of design quality and detailing is provided. Buildings are anticipated to complement each other, have similar setbacks from the street, and use similar materials and design detail. While traditional architectural styles display a great diversity in detailing, the idea is to showcase a blending of new and old creating a unified neighborhood connected by public spaces, walkable alleys and paseos. To achieve this new buildings must respect and enhance the defining character that dominates the neighborhood, incorporate design features characteristic of old, but allow for a new interpretation on these old traditions. Public spaces should continue to express pride and history through entry or gateway treatments, educational signage and the preservation and application of streetscape and lighting improvements that expresses the history of these areas.

- 2.2.47 Design buildings that complement and enhance San Ysidro village character by:
- a. Design buildings of compatible scale of character-defining buildings on the same block.
 - b. Articulate building façades by incorporating transitions between public and private space, such as enclosed patios, stoops, porches and alcoves.
 - c. Provide roof line variation, using roof lines that are simple in geometry and silhouette.
 - d. Utilize windows and doors of the same sizing and proportion to wall than those used in character-defining buildings on the same block.

- 2.2.48 Preserve and retain the existing character defining lot patterns within village. Support lot consolidations where building are sited in a way to emulate the defining lot patterns.
- 2.2.49 Maintain the prevailing front yard setbacks within Traditional Character neighborhoods in order to maintain the historical development patterns.

2.3 LAND USE AND ZONING

Land Use Designations

Individual land use designations are established within the San Ysidro Community Plan in order to achieve an overall mix and intensity of land uses that promote attractive, high density urban environments around the Beyer Boulevard Trolley Station and along San Ysidro Boulevard while preserving the low-scale single- and multi-family character of the residential areas in between.

The Specific Plan Area contains five Land Use Designations (Figure 2-1 and Table 2-2) which are consistent with the Land Use Designations in the San Ysidro Community Plan and Local Coastal Program. Densities for residential development are expressed in dwelling units per gross acre. Refer to the LDC for the floor area ratio (FAR).

Table 2-1: Additional Height Allowance

LDC Zoning Designation	Additional Height Allowance
Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area in addition to the Supplemental Development Regulations located within this table.	
RM-2-5	10' additional height allowance beyond maximum height permitted within citywide zoning standards
CC-3-4	10' additional height allowance beyond maximum height permitted within citywide zoning standards

Zoning

The Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area. Refer to Figure 2-2 and Table 2-2 for the Zoning designations and descriptions. Supplemental Development Regulations are provided within this document and take precedence over similar regulations within the Municipal Code. **Within the Specific Plan Area, properties zoned RM-2-5 and CC-3-4 may provide additional height allowance beyond citywide zoning standards.** Refer to the City’s Municipal Code where the Specific Plan is silent on a topic. Refer to Section 127.01 of the LDC for Previously Conforming Premises and Use Regulations.

Figure 2-1: Land Use Map

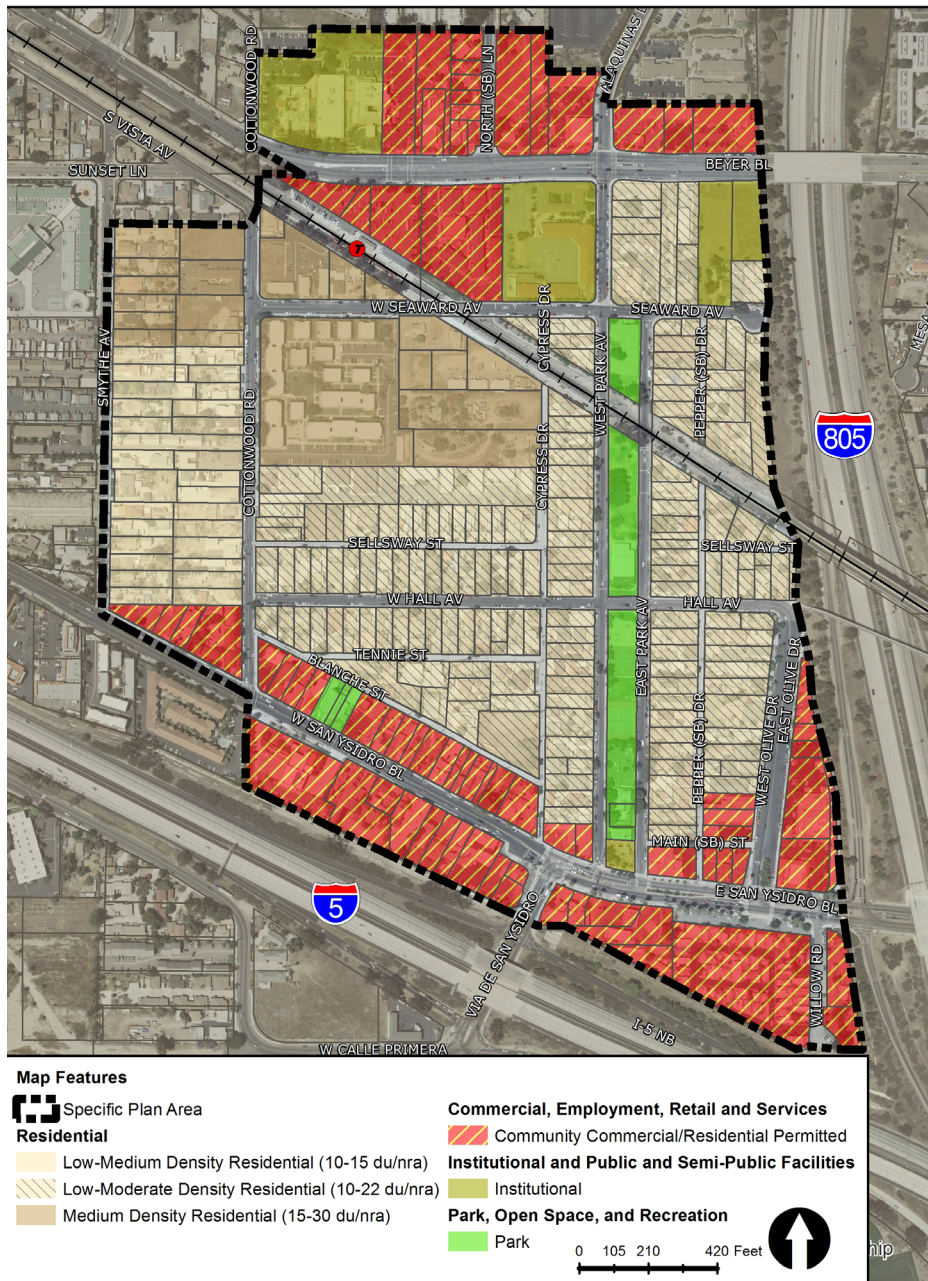


Figure 2-2: Zoning Map

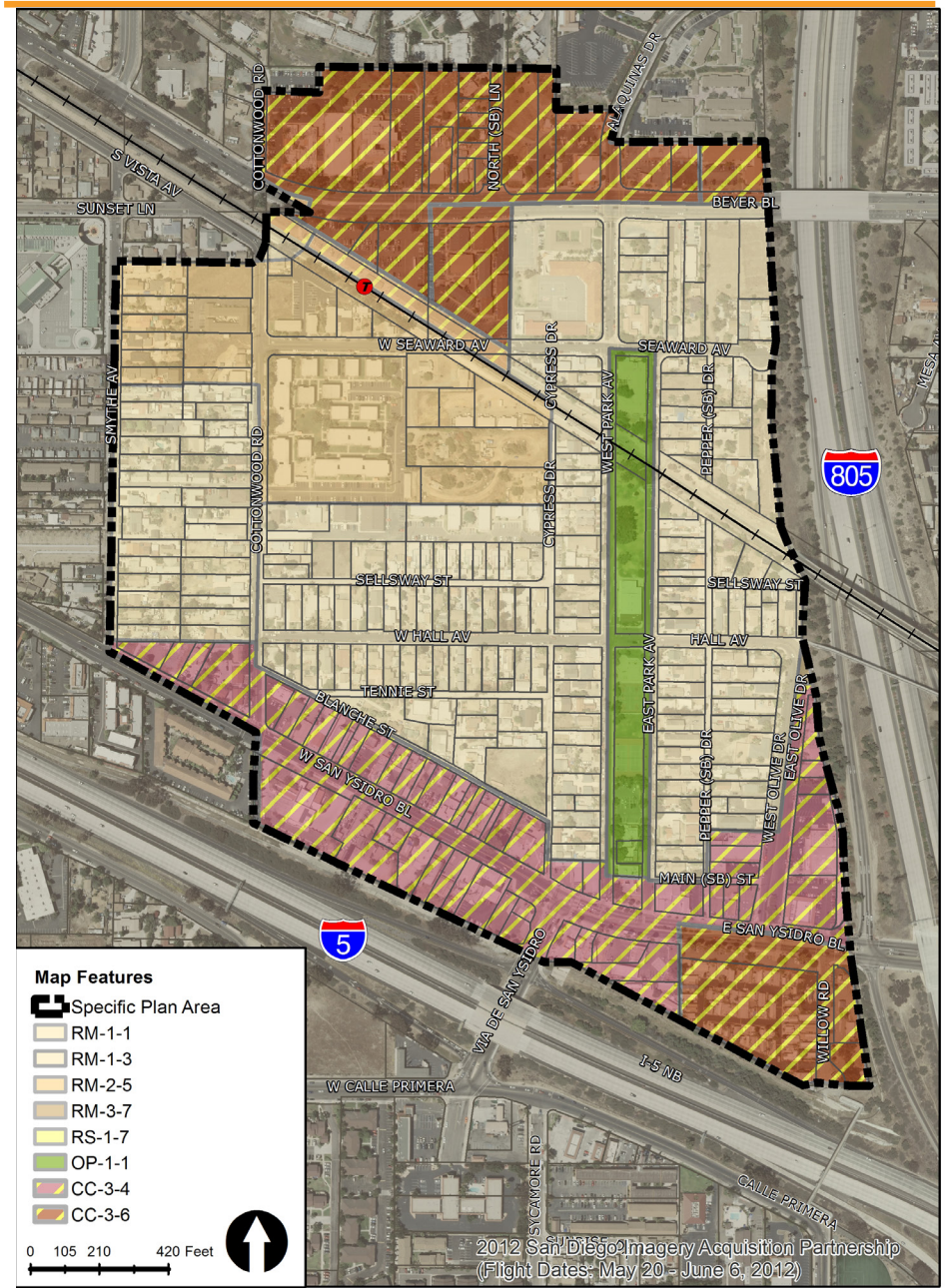


Table 2-2: Land Uses Designations and Zoning






Land Use Designation	LDC Zoning Designation ¹	Description	Additional Height Allowance ²	
Low-Medium Density Residential	RM-1-3	Provides for both single-family and multifamily housing, per the San Ysidro Community Plan, with a low-moderate density range of 10 to 22 du/ac.	N/A	
Medium Density Residential	RM-2-5	Provides for multifamily housing within a medium-density range of 15 to 30 du/ac.	10 feet	
Community Commercial/ Residential Permitted	CC-3-4	Provides for shopping areas with retail, service, civic, and office uses for the community. It can also be applied to Transit Overlay Zones where multifamily residential uses of 0 to 44 du/ac could be added to enhance the viability of existing commercial uses.	10 feet	
	CC-3-6		N/A	
<p>1. Refer to LDC Chapter 13 for applicable Base Zone and Development Regulations</p> <p>2. See Table 2-1</p>				

Table 2-2: Land Uses Designations and Zoning (continued)

Land Use Designation	LDC Zoning Designation ¹	Description	Additional Height Allowance ²	
Institutional	RM-1-3	Provides a designation for uses that are identified as public or semi-public facilities and which offer public and semi-public services to the community. Uses may include, but are not limited to: colleges, university campuses, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, park-and-ride lots, government offices and civic use.	N/A	
	CC-3-4			
	CC-3-6			
Park	OP-1-1	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community.	N/A	
<p>1. Refer to LDC Chapter 13 for applicable Base Zone and Development Regulations</p> <p>2. See Table 2-1</p>				

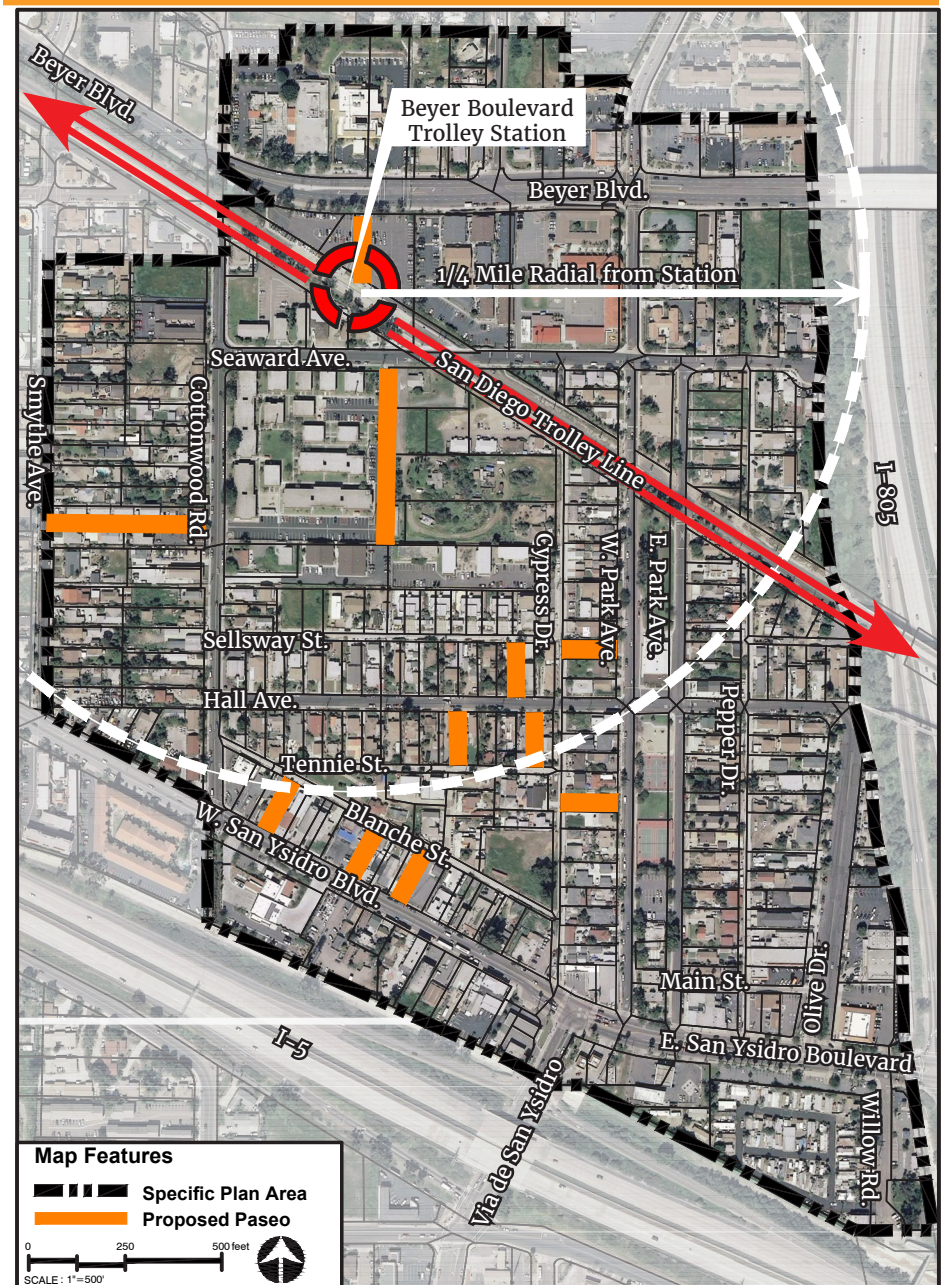
Paseos

The Village is comprised of streets and alleys which make the community a friendly and walkable environment. Paseos can provide mid-block pedestrian connections between long blocks separated by only alleys and streets. Figure 2-3 identifies proposed 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.

Table 2-3: Side Setback/Paseo Standards

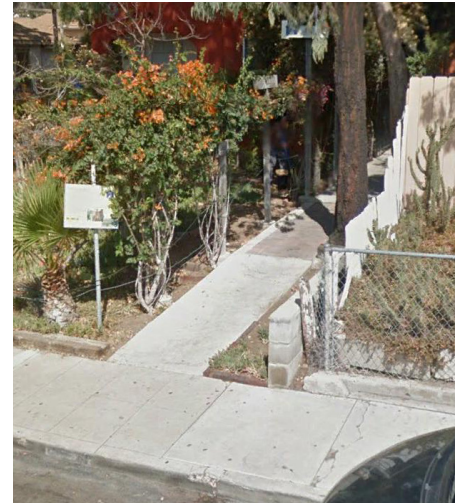
LDC Zoning Designation	Supplemental Development Regulations
RM-1-3 RM-2-5	Within the Village area, properties identified within Figure 2-3 must provide a paseo. Where a paseo is provided, the width of the paseo may be counted toward the required side setback. Paseo design shall be consistent with the guidelines provided herein and City requirements. Paseos shall be maintained and remain unlocked and available for public access during daylight hours.
CC-3-4	Within the Village area, properties identified within Figure 2-3 must provide a 10-foot minimum side setback to accommodate a paseo. The option for no side setback is not applicable on the side of the property where a paseo is to be located. Paseo design shall be consistent with the guidelines provided herein and City requirements. Paseos shall be maintained and remain unlocked and available for public access during daylight hours.

Figure 2-3: Paseo Map



Refer to the Development Regulations in Table 2-3 and the policies below regarding paseos in the Village.

- 2.3.1 Incorporate paseos into the design of large consolidated lots to enhance connectivity between alleys and primary streets.
- 2.3.2 Enhance paseos with landscaping, seating areas, artistic wayfinding, special paving treatment, lighting, and public art.
- 2.3.3 Combine side yards on adjacent properties to create opportunities for a larger paseo.
- 2.3.4 Paseos shall include a minimum 5-foot clear accessible paved surface and shall be continuous, clear of obstructions, easily identifiable as a pedestrian path, and visually distinguishable from other hardscaping. Pedestrian paths shall be separated from landscaping or other physical barriers.



Existing paseo conditions



Proposed paseo improvements

- 1 Wayfinding signage
- 2 Painted concrete



Living Rooms at the Border Concept shows existing church and dwelling units with garden pavilions which shape a courtyard space and provides a space for public gathering and paseo. Image provided by Casa Familiar.



Paseos provide pedestrian linkages between streets and alleys and are visually enhanced to add color and vibrancy to the urban fabric.

2.4 PLANNING DISTRICTS

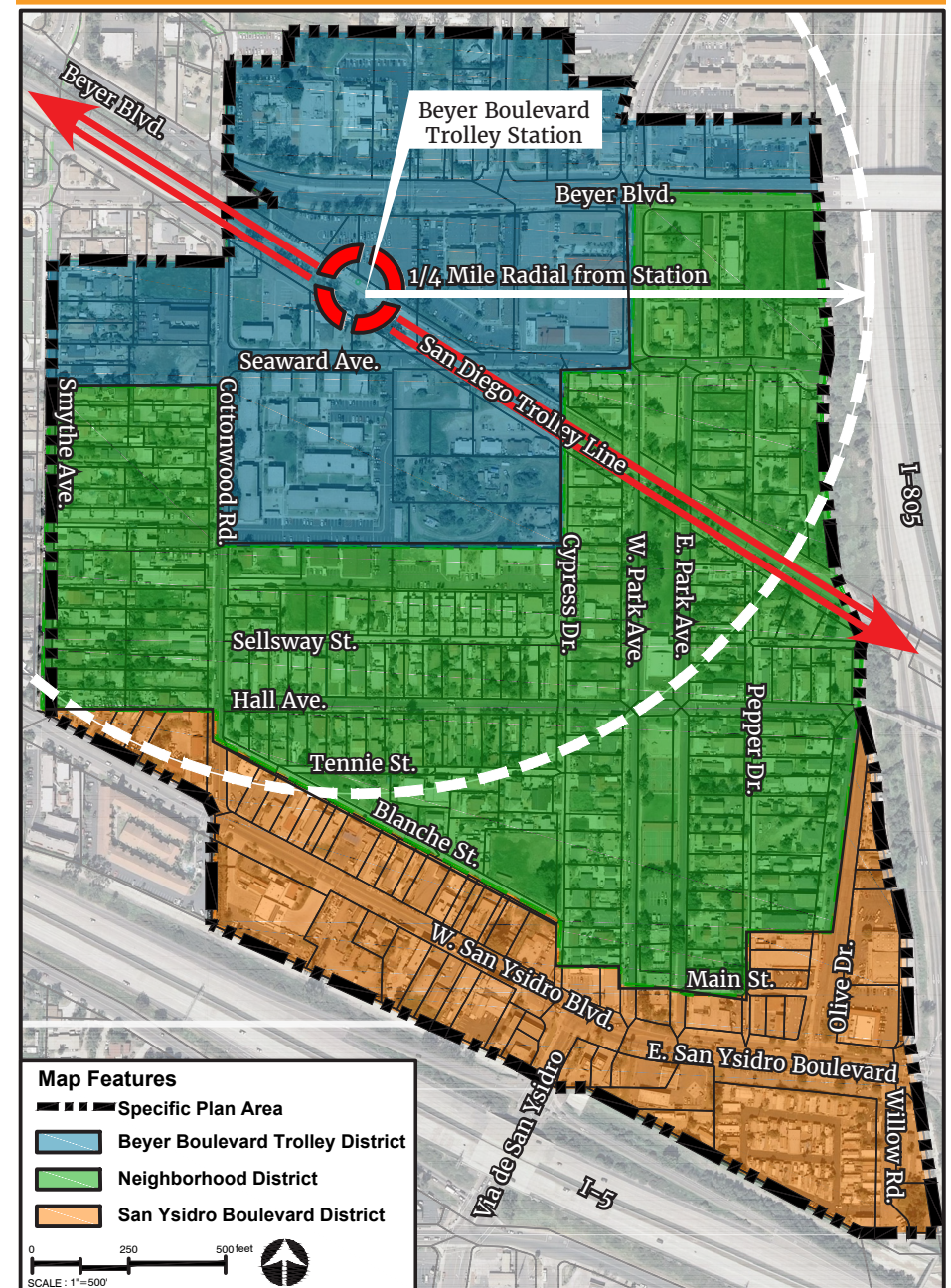
The Specific Plan Area is comprised of three individual District. These individual districts each exude their own unique form and character and, as part of this Specific Plan, are intended to become the foundation for the future of the San Ysidro Historic Village. The primary focus within the Village is to encourage transit-oriented development around the Beyer Boulevard Trolley Station including walkable streets, alleys, and paseos within a 1/4 mile radius (5-10 minute walk) of the transit station. While each district is described in greater detail within this Section, a brief summary of each is provided below.

San Ysidro Boulevard District - Currently characterized as a auto-oriented commercial corridor, this District is envisioned as the “main street” of the community with an enhanced pedestrian realm, a mix of land uses that together create a mixed-use shopping destination.

Beyer Boulevard Trolley District - Anchored by the existing Beyer Boulevard Trolley Station, this District has the greatest potential for accommodating new transit-oriented development that contains higher density residential, commercial, and other transit supporting land uses.

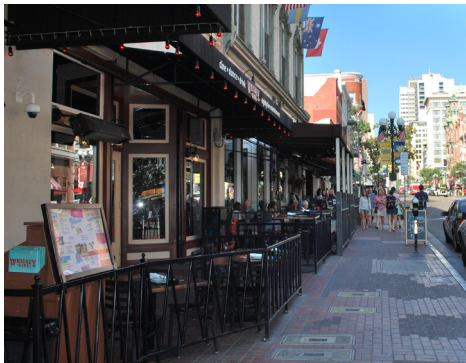
Neighborhood District - Maintaining its residential character, this District will provide for a variety of new housing typologies that accommodate additional density in small lot formats while integrating the concepts and character of Latino Urbanism.

Figure 2-4: District Map



2.4.1 San Ysidro Boulevard Corridor District

San Ysidro Boulevard is the prime arterial boulevard connecting northern San Ysidro to the border and Mexico. The San Ysidro Boulevard Corridor District is approximately 25 acres and includes the commercial parcels along Olive Drive and San Ysidro Boulevard. Land Use Designations in this District include Commercial-Community, implemented by the CC-3-4 and CC-3-6 zoning districts.



Wide sidewalks with dining opportunities create inviting spaces.



Commercial fronting onto the street creates the "Main Street" corridor and atmosphere.



Rendering concept of San Ysidro Boulevard. Image provided by Casa Familiar.



Parklets and bike corrals activate the street with public spaces.

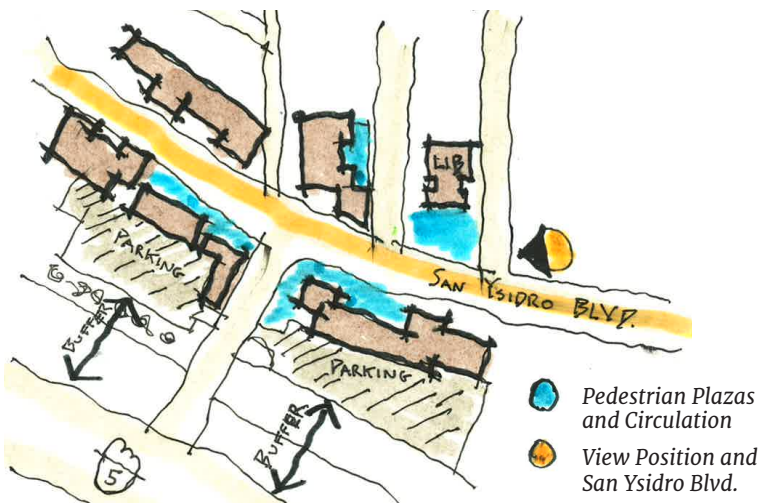
Table 2-4: San Ysidro Boulevard Corridor District Development Standards

San Ysidro Boulevard Corridor District Supplemental Development Regulations
<p>Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area in addition to the Supplemental Development Regulations located within this table.</p>
<p>Buildings fronting San Ysidro Boulevard shall incorporate the following elements to enhance the pedestrian environment:</p> <ul style="list-style-type: none"> • Allowed uses on the ground-floor fronting San Ysidro Boulevard are limited to uses in the Retail Sales Use Category and the following uses in the Commercial Services Use Category: <ul style="list-style-type: none"> ○ Eating and Drinking Establishments ○ Financial Institutions ○ Instructional Studios ○ Personal Services ○ Tasting Rooms ○ Visitor Accommodations ○ Assembly and Entertainment Uses ○ Bed and Breakfast Establishments ○ Nightclubs & Bars Over 5,000 Square Feet in Size ○ Sidewalk Cafes • Primary building entrances shall front San Ysidro Boulevard. Locate parking to the rear of a parcel, and promote reciprocal access to limit curb cuts. • A minimum of 50 percent of the area between 3 and 10 feet above the sidewalk on a building surface fronting San Ysidro Boulevard shall be transparent, with clear glass visible into a commercial use. • Ground floor plate height shall be a minimum of 14' fronting San Ysidro Boulevard.
<p>Buildings shall be located to provide a minimum 8' pedestrian path of travel within the San Ysidro Boulevard setback.</p>

Figure 2-5: San Ysidro Boulevard District Vision



Concept rendering of development improvements along San Ysidro Boulevard looking West.



Concept rendering of development improvements. Concept is for illustrative purposes only.

Urban Design Concepts

- Parking placed behind buildings and in podium parking under mixed-use buildings in order to minimize curb cuts
- Pedestrian paths to retail and mixed-use buildings
- Public plazas
- Gateways/Wayfinding signage
- District theme elements and materials
- Public Art
- Streetscape furnishings/lighting/landscaping
- Bulbouts/traffic calming
- Enhanced connectivity along sidewalks and street crossings

Vision and Character

Businesses within the historic section of San Ysidro Boulevard were first established in the 1920s and 1930s to serve the growing rural community of San Ysidro. This area has deteriorated over time due to the growth of the border commercial area and the construction of newer commercial centers; however, recent rehabilitation of structures and new investment in this area are helping to reestablish it as the “Main Street.” This corridor is essential to the Specific Plan character, which includes buildings located at the back of the sidewalk and oriented toward the street. This District is a major pedestrian thoroughfare and a landmark in the community. Higher intensity, pedestrian oriented uses are intended along San Ysidro Boulevard. Figure 2-5 is intended to represent the desired vision, development potential, and urban design treatment for the San Ysidro Corridor District.

Guidelines

- 2.4.1.a San Ysidro Boulevard should further develop into a mixed-use shopping destination and foster a “Main Street” atmosphere.
- 2.4.1.b Public and/or private “Parklets” should be installed along San Ysidro Boulevard to expand sidewalk pedestrian areas while also incorporating bicycle parking, seating, and dining area opportunities.
- 2.4.1.c Signage and solid obstructions should be limited for first floor uses.



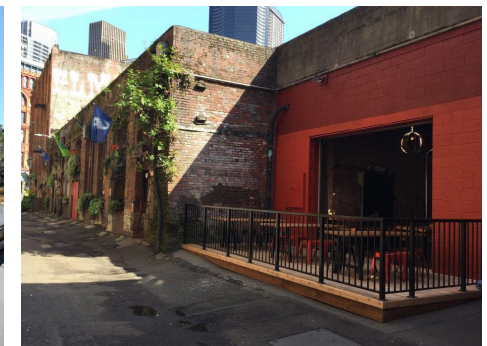
Temporary road closures create spaces for public markets and festivals.



Vibrant colors create interest.



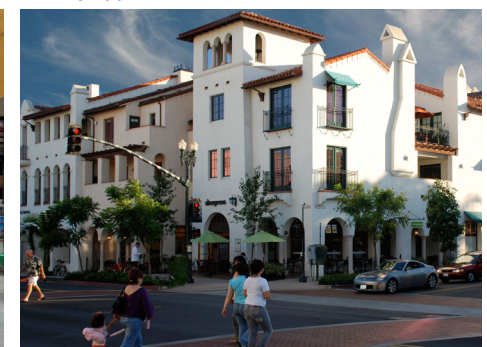
Parklet provides outdoor dining area.



Restaurant along alley provides outdoor dining opportunities.



Residential windows and balconies above commercial help activate the street edge.



360-degree architecture enhances corner mixed-use building.

2.4.2 Beyer Boulevard Trolley District

The Beyer Boulevard Trolley District is approximately 34 acres and contains Residential-Multiple Unit, Commercial-Community, and Institutional Land Use Designations implemented by the RM-2-5 and CC-3-6 zoning districts. This District provides the greatest opportunity for intensification and change in the Specific Plan Area. The opportunity provided by transit service will catalyze future mixed-use and higher density residential development and pedestrian connectivity is a key design priority to link the trolley station and bus stops located on primary streets. Figure 2-6 is intended to represent the desired vision, development potential, and urban design treatment for the Beyer Boulevard Trolley District.



Plaza and paseo connects residential to commercial and mixed-uses.



Open space and plaza provides public space at transit station.



Architectural elements create an identifiable transit station entry.



Ground floor uses activate street frontage.

Table 2-5: Beyer Boulevard Trolley District Development Standards

Beyer Boulevard Trolley District Supplemental Development Regulations
<p>Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area in addition to the Supplemental Development Regulations located within this table.</p>
<p>Buildings fronting Beyer Boulevard shall incorporate the following elements to enhance the pedestrian environment:</p> <ul style="list-style-type: none"> • Allowed uses on the ground-floor fronting Beyer Boulevard are limited to uses in the Retail Sales Use Category and the following uses in the Commercial Services Use Category: <ul style="list-style-type: none"> ○ Eating and Drinking Establishments ○ Financial Institutions ○ Instructional Studios ○ Personal Services ○ Tasting Rooms ○ Visitor Accommodations ○ Assembly and Entertainment Uses ○ Bed and Breakfast Establishments ○ Nightclubs & Bars Over 5,000 Square Feet in Size ○ Sidewalk Cafes • Primary building entrances shall front Beyer Boulevard. Locate parking to the rear of a parcel, and promote reciprocal access to limit curb cuts. • A minimum of 50 percent of the area between 3 and 10 feet above the sidewalk on a building surface fronting San Ysidro Boulevard shall be transparent, with clear glass visible into a commercial use. • Ground floor plate height shall be a minimum of 14' fronting Beyer Boulevard.

Figure 2-6: Beyer Boulevard Trolley District Vision



Concept rendering of development improvements at the Beyer Boulevard Trolley Station.



Concept rendering of development improvements. Concept is for illustrative purposes only.

Urban Design Concepts

- Parking placed behind Beyer Boulevard and in podium parking under mixed-use buildings in order to minimize curb cuts
- Pedestrian paths to retail and mixed-use buildings
- Public plazas
- Gateways/Wayfinding signage
- District theme elements and materials
- Public Art
- Streetscape furnishings/lighting/landscaping
- Bulbouts/traffic calming
- Enhanced connectivity along sidewalks and street crossings

Vision and Character

The Beyer Boulevard Trolley District is envisioned as a transportation hub for residents of San Ysidro. New mixed-use development and ground-floor retail fronting Beyer Boulevard will catalyze future projects within the Specific Plan Area and surrounding neighborhoods. Medium density housing south of the Beyer Boulevard Trolley Station transitions from mixed-use development into the adjacent lower density residential neighborhoods. Improvements to crosswalks, sidewalks, alleys, and paseos will encourage access and safety for walking, running, and bicycling into and through adjacent districts.

Guidelines

- 2.4.2.a Higher intensity, infill development such as commercial, residential and mixed-use development should be focused around the Beyer Boulevard Trolley Station in order to create a lively commercial setting.
- 2.4.2.b Mixed-use development should be designed to utilize the slope on the north side of Beyer Boulevard to terrace housing behind commercial uses.
- 2.4.2.c The Beyer Boulevard Trolley Station’s parking lot should be developed into a mixed-use project that includes affordable housing, commercial uses, and public trolley parking.
- 2.4.2.d The parkway between the trolley tracks and Beyer Boulevard should be enhanced with a buffer that includes decorative fencing, drought tolerant landscaping, and street trees.
- 2.4.2.e Signage and solid obstructions should be limited for first floor uses.

- 2.4.2.f Walk-up entries, patios, and balconies are strongly encouraged along primary streets to maintain “eyes on the street” and encourage active ground floor uses.
- 2.4.2.g Courtyards, paseos, and public plazas that provide needed open space and encourage walking and socializing at the heart of the neighborhood center and transit stations are strongly encouraged.



Interior courtyard and patio activates ground floor uses and create engaging public and private spaces.



Windows, doors, and balconies add architectural elements while encouraging “eyes on the street”.



Bright colors break up massing of architecture.



Examples of residential development with parking structures.

2.4.3 Neighborhood Village District

The Neighborhood Village District historically began as the Little Landers Colony in the 1920’s. It is the heart of the Specific Plan and is significantly shaped and defined by San Ysidro Community Park. The area consists primarily of single-family homes, several units on one lot, bungalow courts, and small-scale attached units. Land Use designations include Residential-Multiple Unit and Park. These designations are implemented by the RM-1-3 and OP-1-1 zoning districts.

Vision and Character

The Neighborhood Village District is envisioned as the primary residential area for the Village. A variety of housing typologies, including the integration of secondary residential units will accommodate additional density while at the same time maintain the historic character of the neighborhood. New projects reflecting the Latino Urbanism concepts and design will add character to and influence the look and feel of the existing residential neighborhood. Connectivity between the adjacent Beyer Boulevard Trolley District and the San Ysidro Boulevard Corridor District will be enhanced through the incorporation of paseos and alleys.

The Neighborhood Village District is an ideal location for embracing creative, space-efficient, context derived small lot development solutions in support of a cultural dynamic that currently does not exist in attached multifamily housing. This District provides opportunities to for housing alternatives that meet the density of multifamily units, and opportunities for private ownership without the burden and cost of large, single family homes. The guidelines presented within this Section are intended to guide development and promote these types of alternative, smart-growth projects.

Figure 2-7 is intended to represent infill projects on Sellsway Street Alley along with the Sellsway Street Pocket Park opportunity site.

Goals

- Increase the number and variety of housing opportunities for a wide range of income levels;
- Provide infill housing within walking distances to good, services, jobs, and transit;
- Ensure neighborhood compatibility and contextual sensitivity;
- Emphasize quality over quantity for indoor/outdoor living spaces, as well as livability over density; and
- Enhance the public realm as an extension of community outdoor space.

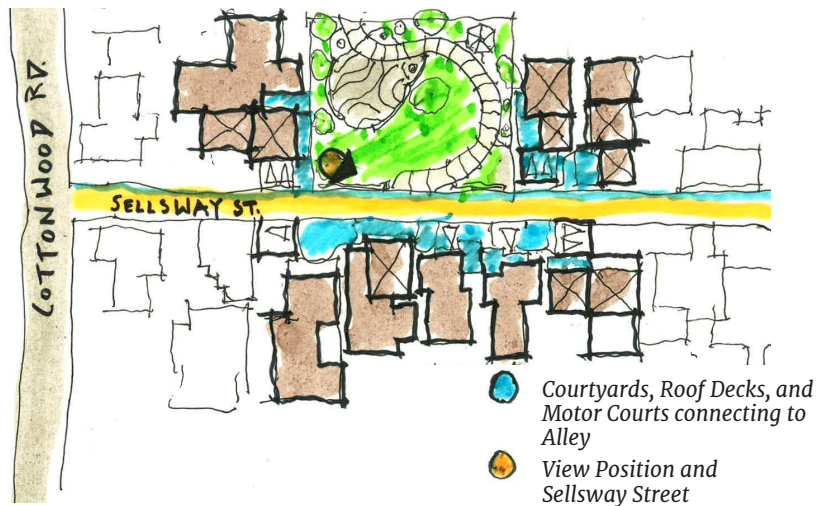
Table 2-6: Neighborhood Village District Development Standards

Neighborhood Village District Supplemental Development Regulations
Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area, in addition to the Supplemental Development Regulations located within this table.
In the RM-1-3 zone, lot consolidation is subject to Section 131.0453 Lot Consolidation Regulations of Chapter 13 of the City’s Municipal Code.
Subdivided lots may be a minimum of 16 feet in width.
Ancillary support uses, such as small community spaces, child care facilities, education facilities (including tutoring, career services, and vocational training), social services (including senior services), and other similar support uses providing services for residents of the project and nearby community, included as part of a connected and cohesive residential project are only subject to the same review process required for the residential portion of the project even if a higher review process would be required if such uses were proposed as a standalone use.

Figure 2-7: Neighborhood Village District Vision



Concept rendering of development improvements along Sellsway Street.



Concept rendering of development improvements. Concept is for illustrative purposes only.

Urban Design Concepts

- Parking placed behind buildings and in podium parking under mixed-use buildings in order to minimize curb cuts
- Pedestrian paths to retail and mixed-use buildings
- Public plazas
- Gateways/Wayfinding signage
- District theme elements and materials
- Public Art
- Streetscape furnishings/lighting/landscaping
- Bulbouts/traffic calming
- Enhanced connectivity along sidewalks and street crossings

Guidelines

- 2.4.3.a All small lot developments should provide individual and structurally independent foundations.
- 2.4.3.b Required parking for a development not located on individual lots should be connected by a designated pedestrian pathway.
- 2.4.3.c Existing single-family homes within the Neighborhood Village District should be preserved and rehabilitated to maintain the existing neighborhood character.
- 2.4.3.d Shade trees should be provided to reinforce neighborhood identity, add textured greenscape and visual character, and to create shade and a uniform streetscape.
- 2.4.3.e Infill development should enhance the overall quality of existing neighborhood context and site characteristics.
- 2.4.3.f Minimal setbacks, informed by adjacent developments, should be incorporated in order to create visible neighborhood continuity with some flexibility.
- 2.4.3.g Front doors and outdoor spaces should face public streets with driveways and parking hidden to greatest extent feasible (alleys and shared drives are preferred).
- 2.4.3.h Unit placement should alleviate monotony and create variation in façades and project massing.
- 2.4.3.i Primary entries should be visible from the street, preferably with the incorporation of a porch or courtyard space.



Enhanced entry.



Rooftop incorporated as public open space.



Landscaped pathways between residences.



Promote paintings and murals on blank walls, gates, and doors.



Unit placement and variation increases visual interest breaks up project massing.

Goal

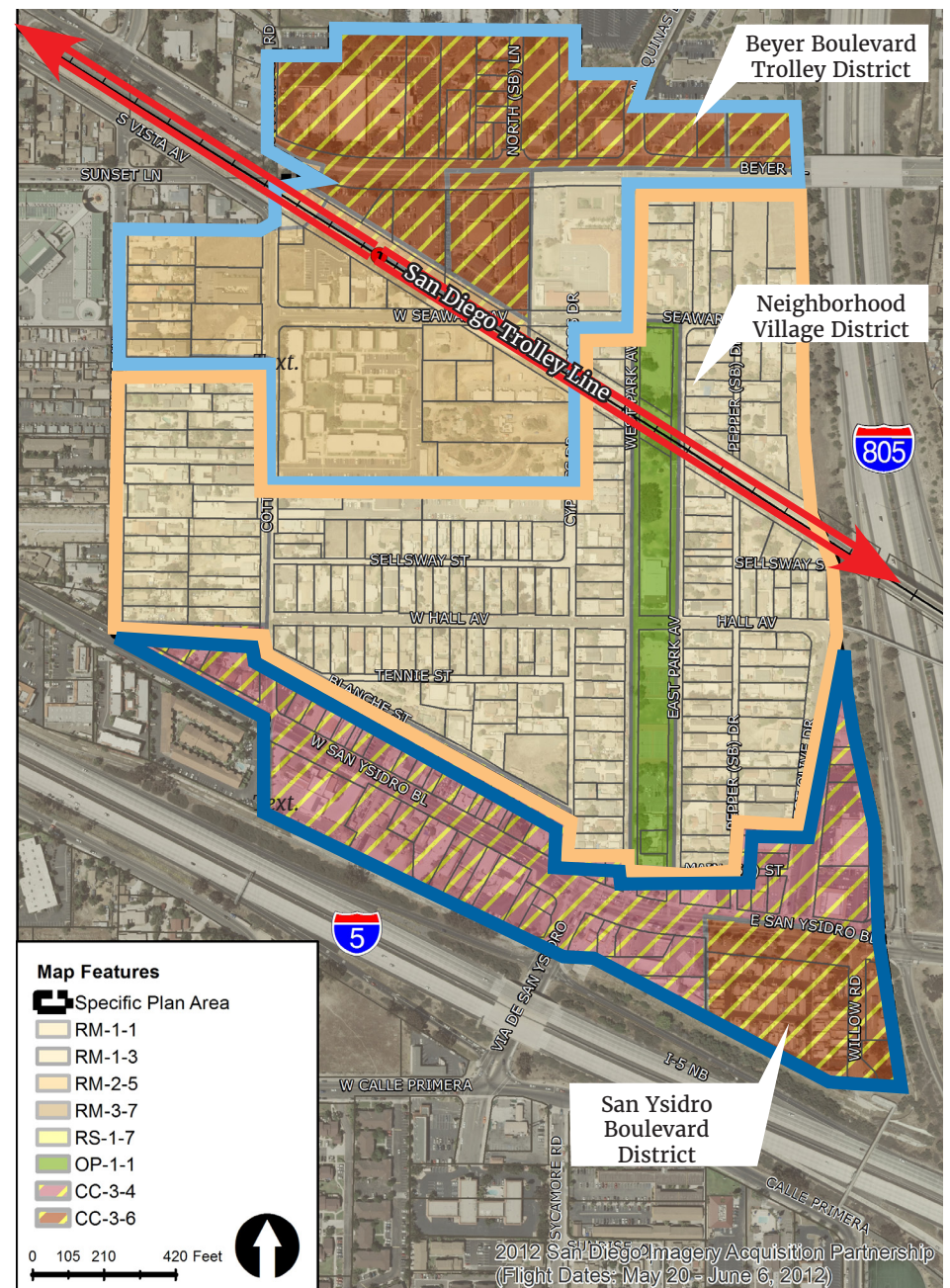
Efficient use of parking resources through parking management strategies in the clustered commercial or mixed-use areas and high frequency transit corridors to reduce the costs associated with providing parking and reduce parking impacts while supporting local businesses.

2.5 PARKING RATIOS AND MANAGEMENT STRATEGIES

Many of the goals and policies of the San Ysidro Historic Village Specific Plan depend on how parking is planned and managed within the Specific Plan area. These goals include increased residential intensity and a variety of commercial and employment uses, as well as reduced vehicle trips, increased sustainability, and enhanced urban design.

Parking management policies are numbered below as Policy 2.5.1 through Policy 2.5.4. Additional policies and guidelines related to this topic may be found in San Diego’s General Plan policies ME-G.1 through ME-G.5. Table 2-7 Private Parking Standards includes a summary of available reduction strategies offered. City parking regulations are found in the City’s Municipal Code Chapter 14, Article 2, Section 5. In addition, the Land Development Code includes provisions for reduced parking requirements which are highlighted in Table 2-7.

Figure 2-8: District Map



- 2.5.1 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.
- 2.5.2 Permit the construction of public parking garages that include shared parking arrangements with private development that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for new development.
- 2.5.3 Consider the use of metered parking in specific areas of the Village to provide short-term parking for retail customers and visitors while discouraging long term residential and employee use, therefore increasing turnover and parking availability.
- 2.5.4 Where feasible, restripe streets to convert parallel parking to angled parking in order to increase the overall parking supply within the Village.
- 2.5.5 Apply reduced parking ratios equivalent to the Transit Overlay Area Zone (TOAZ) parking standards and Affordable Housing parking standards where residential is included.
- 2.5.6 Consider reduced parking ratios for the commercial component of a mixed-use development.

The following current City allowances should be followed.

Table 2-7: Private Parking Standards

Parking Incentives	
	Shared parking between two or more different land uses adjacent or near to one another, is permitted, subject to the standards in Section 142.0545 of Chapter 14 of the City’s Municipal Code. All shared parking facilities shall be located within 600-foot horizontal distance of the uses served.
	Commercial lots that are 10,000 square feet or less and that existed before January 1, 2000 are allowed a small lot parking rate with alley access accommodating 1 space per 10 feet of alley frontage, minus one space and without alley access none is required, per Section 142.0540 of Chapter 14 of the City’s Municipal Code.
	Refer to parking provisions within Section 65915 of the California Government Code based on Assembly Bill No. 744 Planning and Zoning: Density Bonuses (2015-2016) for development that includes low- or very low- income units and is located within 1/2 mile of a major transit stop, and there are unobstructed access to the transit stops from the development.
	Affordable Housing parking standards shall apply per Section 143.0740 of Chapter 14 of the City’s Municipal Code.
	Tandem parking for new residential developments within the Neighborhood District is permitted per Section 142.0555 of Chapter 14 of the City’s municipal code.
	Structured parking shall not be counted as part of building floor area ratio per Section 113.0234 (d)(3) of Chapter 11 of the City’s Municipal Code.

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Mobility | 3

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3.1 INTRODUCTION

The Mobility chapter provides recommendations and guidelines for the public right-of-way and discusses the role of mobility into the planning, design, and operation of vehicular, bicycle, pedestrian, and public transportation. 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. Parking management strategies are discussed in Section 2.5 of Chapter 2.

3.2 MOBILITY CONTEXT

The City of San Diego Capital Improvement Program (CIP) identifies a number of priority projects to be implemented in the San Ysidro Community Plan. Figure 3-1 illustrates the relationships of these improvements to the Specific Plan Area.

3.3 WALKABILITY

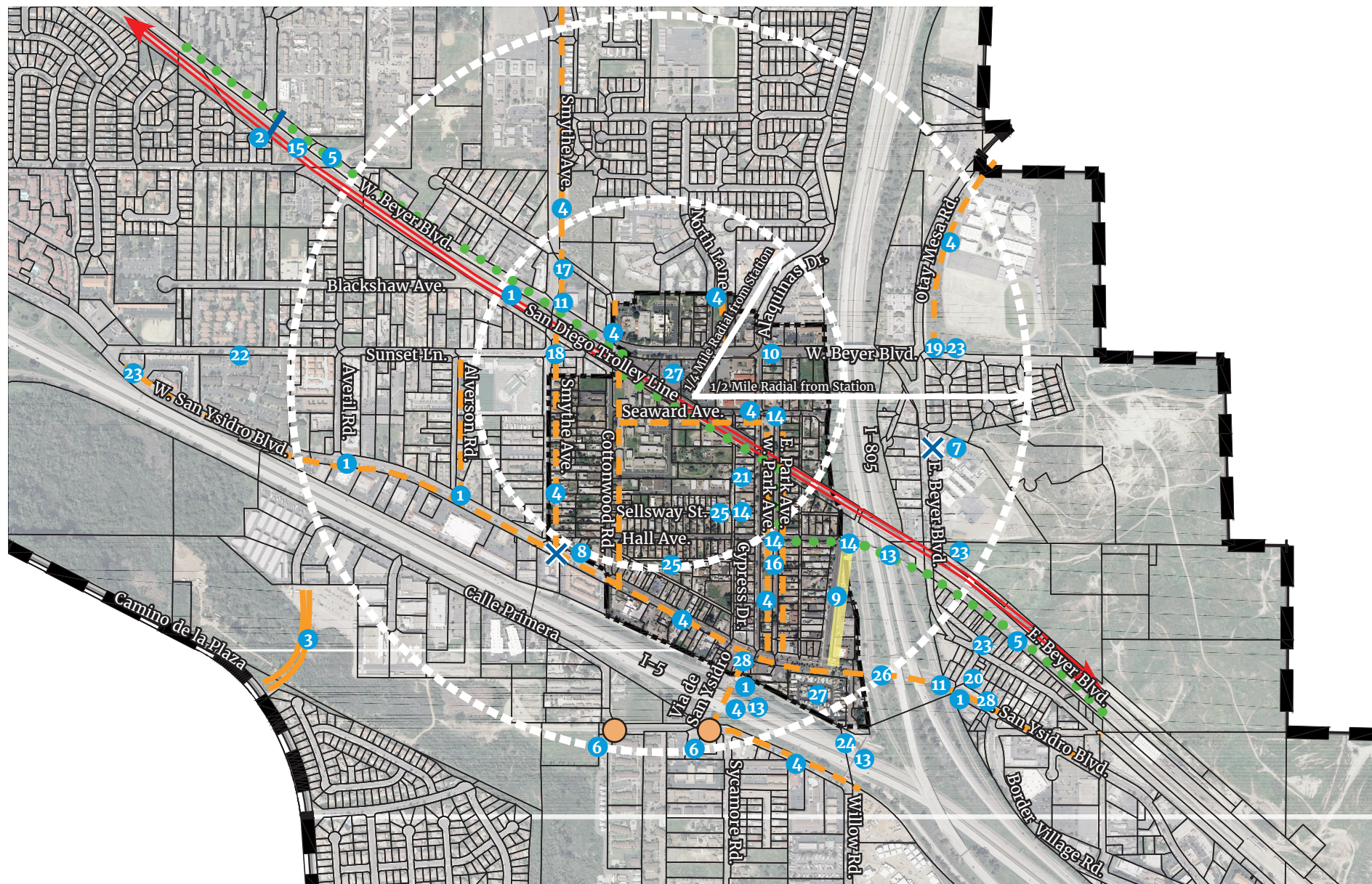
The central location of the Specific Plan Area within the San Ysidro community along with neighborhood-serving commercial uses provided in the San Ysidro Boulevard Corridor District and the Beyer Boulevard Trolley District make the Village a unique place to live, shop, and recreate. The Village is roughly one-half of a square mile (10-15 minute walk), providing convenient access to goods, services, schools, parks, and transit. Prime routes through the Specific Plan Area include San Ysidro Boulevard, Beyer Boulevard, Cottonwood Road, East and West Park Avenues, Olive Drive, and alleys including Cypress Avenue, Tennie Street, Sellsway Street, Pepper Drive, and Blanche Street.

Complete Street Goals

This Specific Plan 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. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well-designed and well-placed crosswalks
- Raised crosswalks, medians, or crossing islands in appropriate mid-block locations
- Transit priority measures
- Accessible pedestrian traffic signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other ‘traffic calming’ techniques, which tend to lower speeds and define an edge to travel ways
- Center medians with trees and groundcover
- Reduction in numbers of driveways
- Pedestrian scale lighting
- Enhanced walkability and connectivity through a network of paseos and alleys.

Figure 3-1: Connectivity Map – Proposed Capital Improvement Projects adjacent to the Specific Plan Area



Proposed Improvement Projects (see map on adjacent page)

-  *New Traffic Signal or Roundabout*
-  *New Pedestrian Bridge*
-  *New Roadway to Connect Calle Primera to Camino De La Plaza*
-  *Sidewalk Improvements*
 - Otay Mesa Rd.
 - Seaward - South Side
 - East And West Park Avenue - Both Sides
 - San Ysidro Blvd. - Both Sides
 - Calle Primera - North Side
 - Cottonwood Rd. - Both Sides, East Side North of E. Beyer Blvd.
 - Smythe Rd. - Both Sides
 - Alverson Rd. - Both Sides
 - Via De San Ysidro - Both Sides
 - North Lane - Both Sides (only in Specific Plan)
-  *Implement Green Spine*
-  *Reconfigure Ramps and Install Roundabouts*
-  *Install Enhanced Pedestrian Crossing at Beyer Elementary School*
-  *Install Enhanced Pedestrian Crossing at Smythe Ave. and W. San Ysidro Blvd.*
-  *Olive Street Improvements - See Mobility Chapter*
-  *Install Additional Southbound Left Turn Lane and Exclusive Northbound Right Turn Lane*
-  *Install Additional Westbound Right Turn Lane*
-  *Install Traffic Signal - Via De San Ysidro and I-5 NB Off-Ramp/On-Ramp*
-  *Lighting Improvements on Existing Bridges*
-  *Bulbout and Crosswalk Improvements*
 - Cypress Dr. and Sellsway St.
 - Seaward Ave. and E. and W. Park Ave.
 - Hall Ave. and Olive Drive
 - Hall Ave. and E. and W. Park Ave.
-  *Bike Lane and Angled Parking Improvements (Beyer Boulevard Between Dairy Mart and Smythe)*
-  *West and East Park Pedestrian and Bicycle Improvements*
-  *Striping Improvements*
-  *Reconfigure Sunset and Smythe Triangle*
-  *Intersection Improvements*
-  *Reconfigure San Ysidro Boulevard/I-805/Center*
-  *Pedestrian Scale Improvements along Cypress Dr.*
-  *Traffic Calming Measures along Sunset Blvd.*
-  *Lighting Improvements*
-  *Feasibility Study for Bridge Deck*
-  *Alley Improvements*
-  *Feasibility Study for a People Mover Along San Ysidro Boulevard and East and West Park Ave.*
-  *Potential Parking Structure/Garage*
-  *Gateway Arches*

This Section discusses enhancements and improvements to the sidewalks, landscaping, street trees, consistent street furnishings, accessibility, and safe street crossings that enhance the pedestrian-friendly environment and complete streets concepts. The San Ysidro Pedestrian Master Plan was developed concurrently with the Community Plan Update and provides improvement concepts that address deficiencies and provide recommendations based largely on existing conditions. It also ranks improvement areas based on access, safety, connectivity, and walkability. Specific recommendations contained therein have been incorporated into this Specific Plan. Development within the Village should conform to the following policies and recommendations.

- 3.3.1 Improve pedestrian safety along rail right-of-way by installing pedestrian scale lighting and completing sidewalks to improve connectivity.
- 3.3.2 Enhance the Beyer Boulevard rail corridor right-of-way with landscaping, shade trees, and lighting where feasible.
- 3.3.3 Enhance safety along Via de San Ysidro by improving sidewalks and providing pedestrian lighting at the Via de San Ysidro underpass.
- 3.3.4 Improve pedestrian safety and at pedestrian bridges by incorporating pedestrian lighting, streetscape amenities, public art and small plazas or seating areas. Look for opportunities to redesign or reconstruct the Willow Road pedestrian bridge north landing to better connect at grade with San Ysidro Boulevard (Refer to Figure 4-2 Olive Drive Terminus).

3.3.5 Install missing sidewalks along City streets. Improve connectivity, safety, and walkability along the following streets, alleys, and MTS right-of-way (refer to the Alley section in 4.2):

Streets

- a. Beyer Boulevard
- b. Cottonwood Road
- c. Smythe Avenue
- d. West Hall Avenue
- e. San Ysidro Boulevard
- f. East and West Park Avenue
- g. Olive Drive
- h. Willow Road
- i. Seaward Avenue
- j. West Park Avenue
- k. North Lane

Alleys (refer to Section 4.2)

- l. Cypress Drive
- m. Sellsway Street
- n. Tennie Street
- o. Blanche Street

p. Main Street

q. Sanger Place

3.3.6 Improve connectivity between San Ysidro Boulevard and the Beyer Boulevard Trolley Station by removing sidewalk obstructions, increasing sidewalk widths, incorporating bulb-outs, pedestrian lighting, and installing ADA curb ramps on Cottonwood Road, East and West Park Avenues, and Cypress Avenue.

3.3.7 Improve pedestrian connections to the Beyer Boulevard Trolley Station, San Ysidro Health Center, and the Maternal and Child Health Center by including lighting, special paving at crosswalks, and signage.

3.3.8 Provide lighting, consistent street furniture, and landscaping on all streets.

3.3.9 Enhance sidewalk areas by incorporating planter pots, plaza landscaping, and building setback landscaping.

3.3.10 Screen parking lots with a landscaped wall or a landscaped buffer.

3.3.11 Plant consistent street trees in tree grates or landscaped parkways to unify the streetscape and beautify the area. Refer to the Community Plan for street trees in the Specific Plan Area.

3.3.12 Remove and replace fencing adjacent to sidewalks.

Crossings

Street crossings also enhance the walkability of the Specific Plan Area, linking sidewalks and pedestrian zones with safe and visible markings. Improved crossings enhance the connectivity of sidewalks and safe routes to schools and transit. Accent paving adds an aesthetic element to the roadway and should be located at corners on sidewalks and in crosswalks of major intersections to distinguish the pedestrian realm from the vehicular realm. Development within the Specific Plan should conform to the following guidelines and recommendations.

- 3.3.13 Crosswalks at all intersections should have consistent paving treatments to improve the visual appeal of the street, help designate distinct activity centers, and separate pedestrians from vehicles.
- 3.3.14 Pavement markings at crosswalks should adhere to the California Manual on Uniform Traffic Control Devices (CaMUTCD) standards.
- 3.3.15 The texture and tolerances of accent paving should consider universal design standards to accommodate the elderly, children in strollers, and people with disabilities. Paving materials, for example, should not have deep grooves between pavers that may cause discomfort for someone with limited mobility.
- 3.3.16 Curb bulbouts and ADA compliant curb ramps should be installed to improve the horizontal clearance within the sidewalk zone and allow for streetscape amenities and a landscape parkway with street trees. Curb bulbouts effectively reduce curb-to-curb width at crossing points, reducing travel distance and conflict areas for pedestrians.

- 3.3.17 Existing sidewalks should be repaired to remove obstructions and hazardous irregularities in paving.
- 3.3.18 Crossings or mid-block crossings should be enhanced along Beyer Boulevard and San Ysidro Boulevard, where feasible. Consider pedestrian actuated crossing beacons at high volume areas. A crossing should be provided at the Old Fire Station #29 Pocket Park location and a mid-block crossing at 147 W. San Ysidro Boulevard.



Crosswalk striping and intersection specialty paving enhance the area and distinguish the pedestrian realm from vehicular areas.

3.4 BICYCLE NETWORK

“Complete Streets Networks” include priority areas for cycling. Quality bicycling facilities should be available within the vicinity of the Beyer Boulevard Trolley Station and Transit-Oriented Development to encourage ridership. The rail corridor provides opportunity for a Class I Bike Path, which constitutes a portion of the SANDAG-identified “Border Access Corridor” facility. Figure 3-2: Bicycle Map indicates the planned bicycle facilities within the Specific Plan Area designated within the Mobility Element of the Community Plan.. The following policy recommendation is provided to ensure development of these facilities and supplement Figure 3-2. Figure 3-3, Bicycle Class Descriptions describes recognized bicycle facilities in San Diego.

- 3.4.1 Incorporate Class I Bicycle Paths along the south side of the San Diego Trolley Tracks and along the east side W. Park Avenue as part of the Green Spine bicycle facility.
- 3.4.2 Incorporate Class II Bicycle Lanes along Beyer Boulevard. Incorporate Class III Bicycle Lanes along San Ysidro Boulevard, W. and E. Park Avenue, Hall Avenue, and the newly designed Olive Drive.
- 3.4.3 Incorporate Class IV Cycle Tracks along Hall Avenue between East Park Avenue and the I-805 bridge crossing at Olive Drive as part of the Green Spine bicycle facility.

Figure 3-2: Bicycle Map

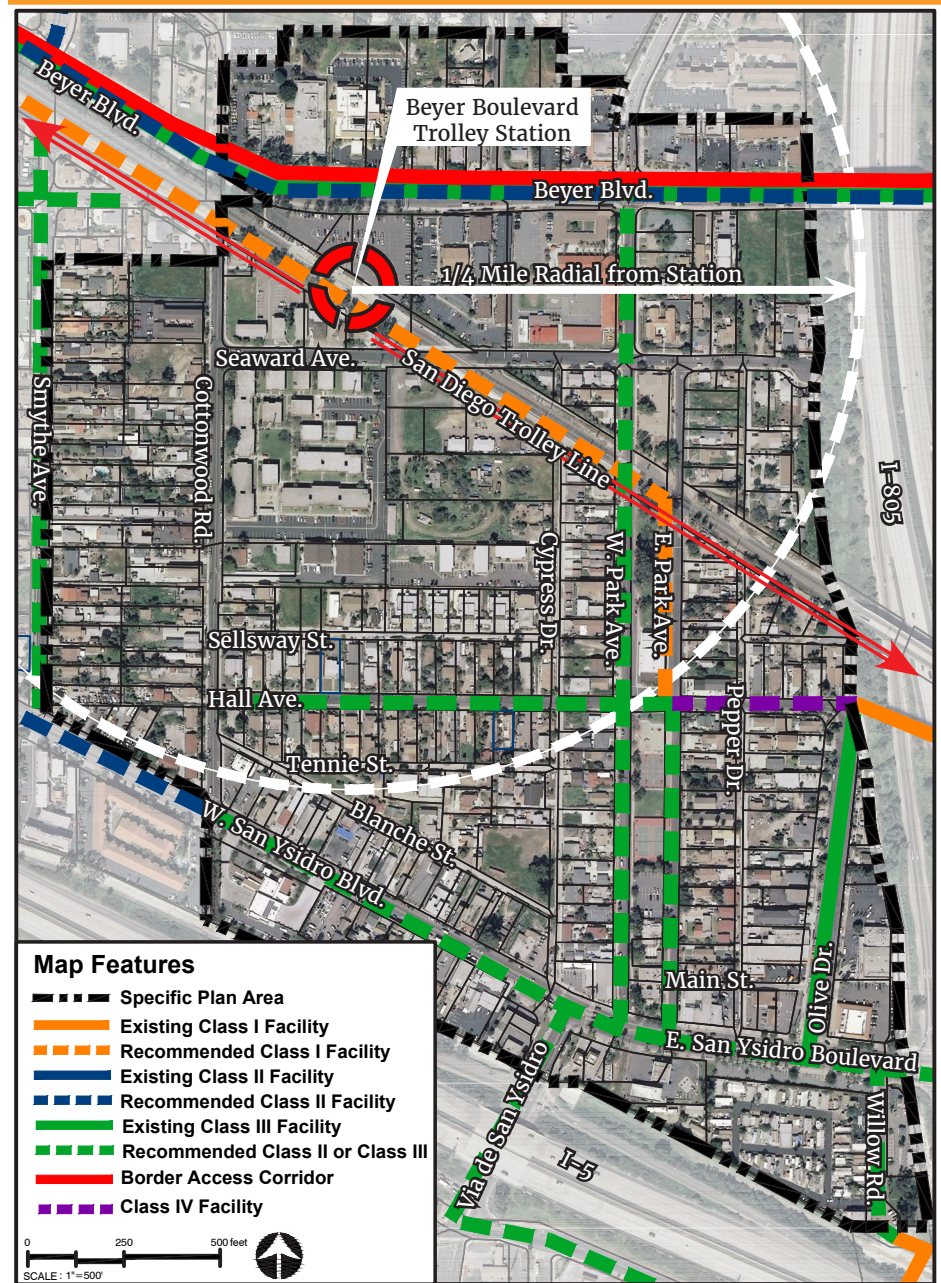
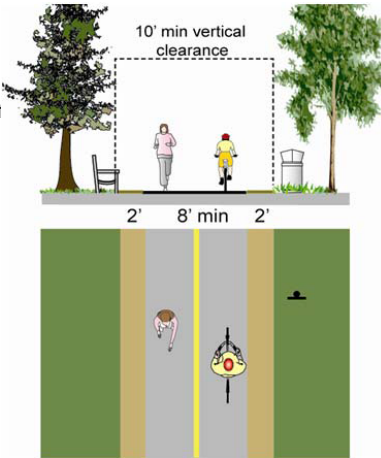

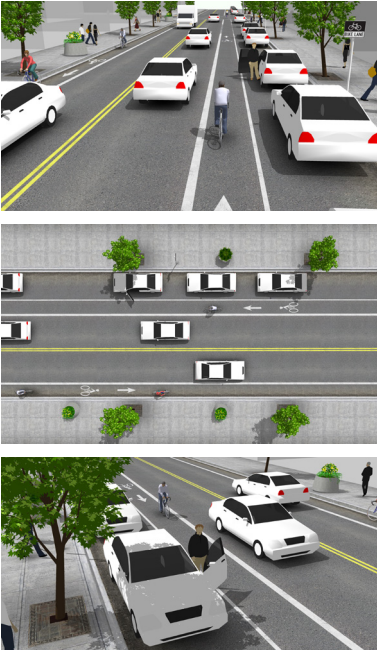
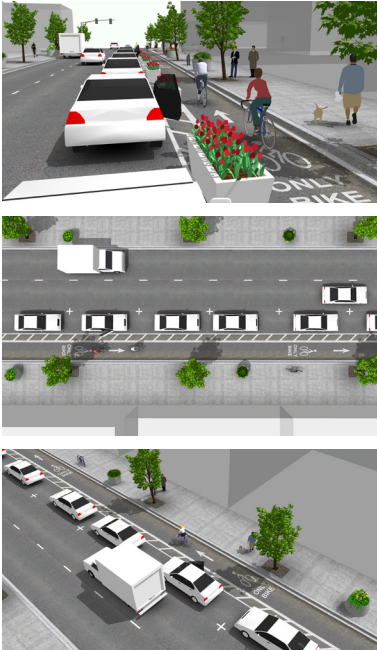


Figure 3-3: Bicycle Class Descriptions

Class Description	Example Graphic	Class Description	Example Graphic
<p>Class I – Bike Path</p> <p>Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.</p>	 <p>The diagram shows a cross-section of a bike path with a 10-foot minimum vertical clearance. The path is 8 feet wide, with 2-foot shoulders on both sides. It is physically separated from a roadway by a curb and trees. Below the cross-section is a top-down view showing a pedestrian, a cyclist, and a wheelchair user on the path, adjacent to a roadway with a car.</p>	<p>Class III - Bike Route</p> <p>Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, Bike Routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, Bike Routes should be enhanced with treatments that improve safety and connectivity, such as the use of “Sharrows” or shared lane markings to delineate that the road is a shared-use facility.</p>	 <p>The diagram shows a D11-1 Bike Route Sign (a blue sign with a white bicycle icon and 'BIKE ROUTE' text) mounted on a tree. Below it, a car and a cyclist are shown in a travel lane. A 14-foot preferred minimum dimension is indicated between the car and the cyclist. Below this is a top-down view showing a car and a cyclist on a road with a 'SHARROW' marking (a bicycle icon with a white dot) on the pavement.</p>
<p>Class II – Bike Lane</p> <p>Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Whenever possible, Bike Lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.</p> <p>Enhanced buffered bike lanes add additional striping and lateral clearance between bicyclists and vehicles, leading to lowered LOS for the rider.</p> <p>Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists.</p>	 <p>The images show three different bike lane configurations: 1) A standard one-way bike lane with a white arrow and a white line. 2) A buffered bike lane with a white arrow, a white line, and a 5-foot buffer zone. 3) An enhanced buffered bike lane with a white arrow, a white line, a 5-foot buffer zone, and a 10-foot buffer zone.</p>	<p>Class IV – Cycle Track</p> <p>A Cycle Track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional Bike Lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barrier or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. A Cycle track is proposed as a pilot project along a 7.6-mile segment of the San Diego bikeway network. To provide bicyclists with the option of riding outside of the Cycle Track to position themselves for a left or right turn, parallel bikeways should be added adjacent to Cycle Track facilities whenever feasible.</p>	 <p>The images show three different cycle track configurations: 1) A standard cycle track with a white arrow, a white line, and a physical barrier. 2) A buffered cycle track with a white arrow, a white line, a 5-foot buffer zone, and a physical barrier. 3) An enhanced buffered cycle track with a white arrow, a white line, a 5-foot buffer zone, a 10-foot buffer zone, and a physical barrier.</p>

Sources:
 - City of San Diego Bicycle Master Plan Update 2011
 - NACTO Urban Bikeway Design Guide, 2014

3.5 TRANSIT NETWORK

The Specific Plan Area is a prime transportation hub in San Ysidro. New development centered around the Beyer Boulevard Trolley Station will provide residents with greater accessibility to the border and greater San Diego. The MTS Trolley Blue Line terminates at the San Ysidro Transit Center Trolley Station near the international border. The Trolley Blue Line travels northward to the Santa Fe Depot in downtown San Diego. The trolley operates with three and four-car trains serving San Ysidro approximately every 7.5 minutes during the weekday peak periods, and 15 minutes during weekday off-peak and during weekends. Two bus routes (906 and 907) serve the community with stops along Cottonwood Road, and San Ysidro Boulevard within the Specific Plan Area. Trolley and bus stops are within a one-half mile walk of residential and neighborhood services within the Specific Plan Area. Figure 3-4, Transit Network Map illustrates the transit routes and stops within the community. Improvements and enhancements of the Beyer Boulevard Trolley Station and bus stops along San Ysidro Boulevard and Cottonwood Road should be implemented and the following policies shall apply.

- 3.5.1 Provide pedestrian links to transit by way of enhanced sidewalks, paseos, and improved alleys.
- 3.5.2 Provide curb extensions at bus stops where feasible, to increase pedestrian areas and incorporate shelters, seating, lighting, bicycle racks, and landscaping.
- 3.5.3 Provide wayfinding signage, interpretive kiosk, and/or downloadable applications that illustrate pedestrian/ bicycle routes to and from the Beyer Boulevard Trolley Station.

- 3.5.4 Provide electronic arrival schedules at bus stops along San Ysidro Boulevard and Cottonwood Road and implement real time transit schedule updates to provide timely and efficient loading.
- 3.5.5 Support implementation of a street car or people mover system along East San Ysidro Boulevard and Camino de la Plaza to connect the ITC at the border and the Virginia Avenue Intermodal Center, including the commercial area west of Virginia Avenue with the San Ysidro Historic Village to supplement and complement the existing 906/907 route for future development.

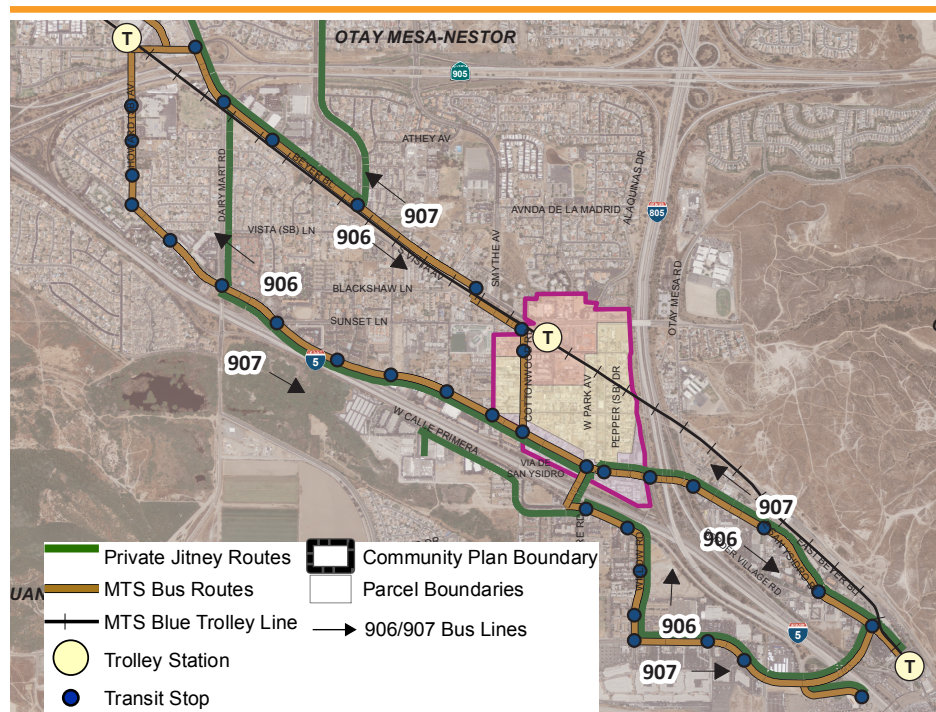


Bus stop incorporates creative shade structures with seating, wide sidewalks, and decorative paving treatment.



Transit-oriented development incorporates accessible transit station, seating, landscaping, signage, and lighting.

Figure 3-4: Transit Network Map



3.6 CIRCULATION AND STREET IMPROVEMENTS

Key roadways providing connectivity throughout the Specific Plan Area include Beyer Boulevard and San Ysidro Boulevard, Smythe Avenue, Cottonwood Avenue, Olive Drive, and Hall Avenue. The following pages illustrate the characteristics and improvements recommended to select streets serving the Specific Plan Area.

- 3.6.1 Support the evaluation of a one-way couplet configuration for Cottonwood Road and Smythe Avenue between Vista Avenue and West San Ysidro Boulevard.
- 3.6.2 Support 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 the following locations:
 - a. Beyer Boulevard between Dairy Mart Road and East Beyer Boulevard (see Figure 3-6).
 - b. East and West Park Avenue between East San Ysidro Boulevard and MTS right of way at trolley tracks (see Figure 3-11).
 - c. East Hall Avenue between East and West Park Avenue (see Figure 3-11).
 - d. Olive Drive between East San Ysidro Boulevard and East Hall Avenue (see Figure 3-9 and 3-10).
- 3.6.3 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings (also see Section 4.2).

Beyer Boulevard

Beyer Boulevard provides connection from the northwestern portion of San Ysidro to the southeastern portion of San Ysidro and the Port of Entry. Beyer Boulevard also provides access to the Beyer Boulevard Trolley Station in the Specific Plan Area. Importantly, a goal of the Specific Plan is to implement complete street improvements along Beyer Boulevard to include wider sidewalks for pedestrians, Class II Bike Lanes separated by a two-foot buffer, MTS bus service, and parallel parking. Where feasible, a vegetated center median should be installed to provide pedestrian refuge at street crossings and beautify the streetscape. Expanded sidewalks with pedestrian scaled lighting should be incorporated to improve visibility of new and existing businesses and improve the overall pedestrian environment, including access to the Beyer Boulevard Trolley Station.

Figure 3-6: Beyer Boulevard (Cottonwood Road to Otay Mesa Road)

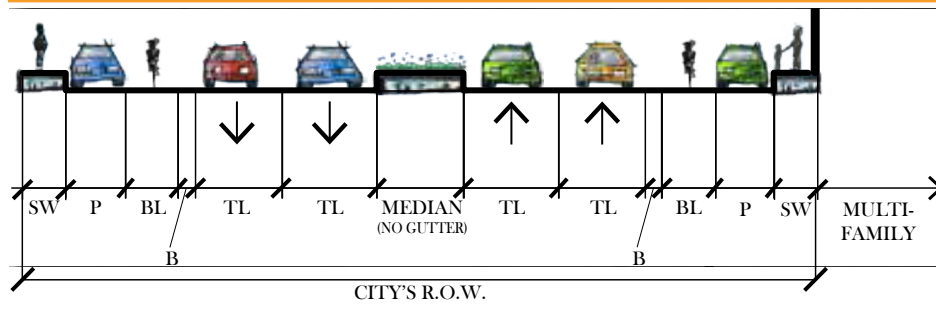


Figure 3-5: Specific Plan Area



East and West San Ysidro Boulevard

East and West San Ysidro Boulevard runs along the north side and parallel to I-5. It is a four-lane road between Via de San Ysidro and I-805 and is the spine and commercial heart of the historic community of San Ysidro. East San Ysidro Boulevard extends southeast from East Park Avenue to the Border Village and West San Ysidro Boulevard extends northwest to Dairy Mart Road from East Park Avenue. Streetscape improvements include wide sidewalks for pedestrians to walk to shops and restaurants. San Ysidro Boulevard will provide bike sharrows/bike lanes, four travel lanes, and a large center median/left-turn lane. Enhanced landscaping, street trees, and unique streetscape furnishings, and pedestrian-scaled lighting will create a unique identity for the District.

San Ysidro Boulevard narrows to a two-lane road between Cottonwood Avenue and Via de San Ysidro. This portion is envisioned to provide bike sharrows, wider sidewalks, pedestrian lighting

and enhanced landscaping and street trees. Unique streetscape furnishings will enhance the downtown village character. A center turn-lane should be installed between Cottonwood Avenue and Smythe Avenue to enhance the right-of-way.

Figure 3-7: West San Ysidro Boulevard (Via de San Ysidro to Cottonwood Rd.)

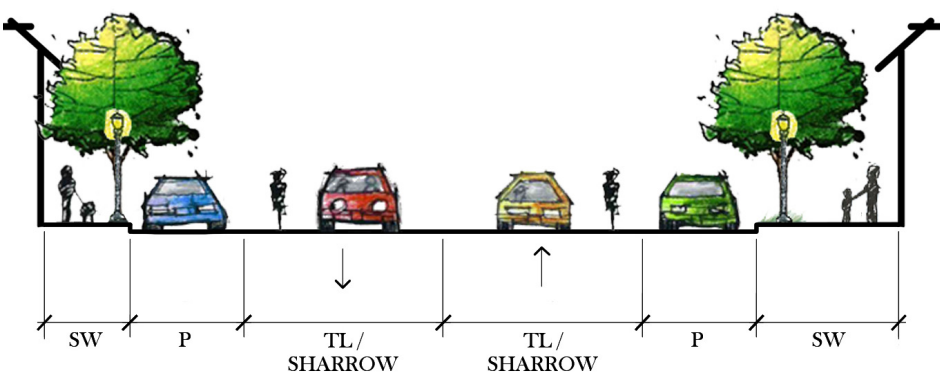
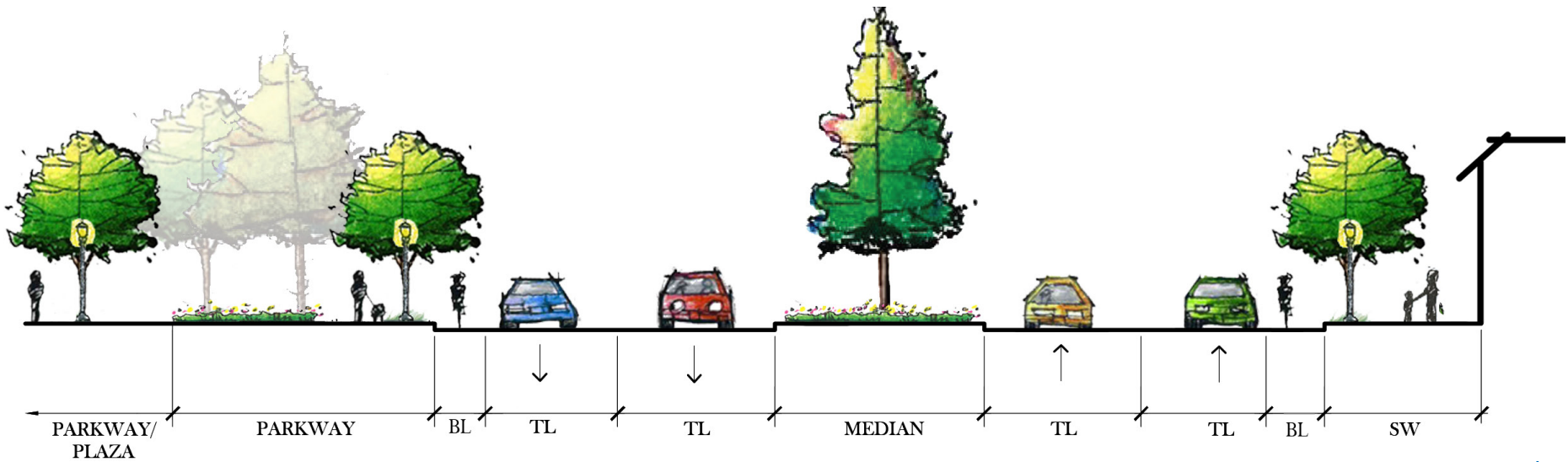


Figure 3-8: East San Ysidro Boulevard (E. Park Avenue to I-805)



Cottonwood Road

Cottonwood Road is a north-south, two-lane road with parallel parking on both sides of the street. Cottonwood Road provides connection from San Ysidro Boulevard to South Vista Lane and is one of the main corridors for pedestrians and bicyclists to traverse between the Beyer Boulevard Trolley Station and San Ysidro Boulevard. It is also a primary bus route that provides access to the Specific Plan Area residential neighborhoods. Cottonwood should incorporate complete streets improvements discussed on Page 3-1 of this Chapter, closing gaps in sidewalks and providing curb extensions at intersections to enhance walkability and to improve pedestrian safety. Consider providing Class II Bike Lanes (Figure 3-2) or bike sharrows in both directions. Refer to Streetscape Beautification (Section 4.3) for enhancement to the street character.

Smythe Avenue

Smythe Avenue is a north-south, two-lane road with parallel parking on both sides of the street. Smythe Avenue connects San Ysidro Boulevard to South Vista Lane and Sunset Boulevard, the location of Sunset Elementary School. Smythe Avenue should incorporate sidewalk and pedestrian lighting improvements as identified within the San Ysidro Community Plan, as well as complete streets improvements identified on Page 3-1 of this Chapter in order to enhance safe routes to school and improve bicycle facilities.

Seaward Avenue

Seaward Avenue is an east-west, two-lane road with parallel parking on both sides of the street connecting Cottonwood Road to East Park Avenue. Consistent with the San Ysidro Community Plan, Seaward Avenue should include sidewalk and pedestrian lighting enhancements as well as intersection improvements at West Hall Avenue. In addition, complete streets improvements identified on Page 3-1 of this Chapter, including closing gaps in sidewalks, ADA accessible route across the railroad tracks, and curb extensions at intersections should be provided to enhance circulation and access within the Specific Plan Area.

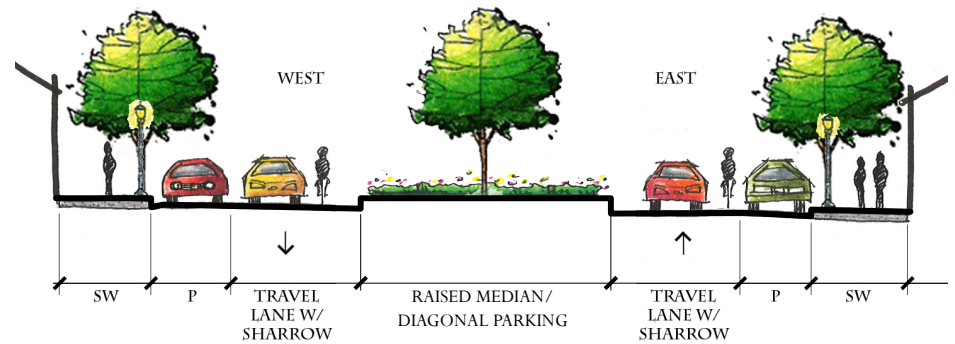
Hall Avenue

Hall Avenue is an east-west, two-lane road with parallel parking on both sides of the street. Hall Avenue connects Cottonwood Road to Olive Drive. A proposed Class IV Cycle Track (Figure 3-3) is proposed along the north side of the street to connect the Class I Bike Path (Figure 3-3) proposed along E. Park Avenue and the Olive Street pedestrian bridge. Improvements on Hall Avenue should close gaps in sidewalks, and streetscape enhancements including landscaping and lighting. Refer to Streetscape Beautification (Section 4.3) for enhancement to the street character.

Olive Drive

Olive Drive is a two-lane street connecting Hall Avenue to San Ysidro Boulevard and provides a pedestrian bridge connection across I-805 to E. Beyer Boulevard. In its current state, it contains a wide, automobile-oriented right-of-way, parallel parking, and no center median. Olive Drive is envisioned to include a median with street trees, diagonal parking in the center of the street, bike sharrows, parallel parking, enhanced landscaping as well as sidewalk, pedestrian lighting, and Hall Avenue/Olive Drive intersection improvements consistent with the San Ysidro Community Plan. Olive Drive could provide opportunity for short term street closures for interim uses such as street festivals, farmer’s markets, and special events. It is also an important connection to the Willow Road pedestrian bridge across San Ysidro Boulevard, providing a link to the southern portion of San Ysidro.

Figure 3-9: Olive Drive Concept Section



Example of enhanced streetscape with improved pedestrian connectivity.

Figure 3-10: Olive Drive Concept Plan



Example streetscape in plan view, featuring traffic calming, landscaping, crosswalks, and connection to the pedestrian bridge.

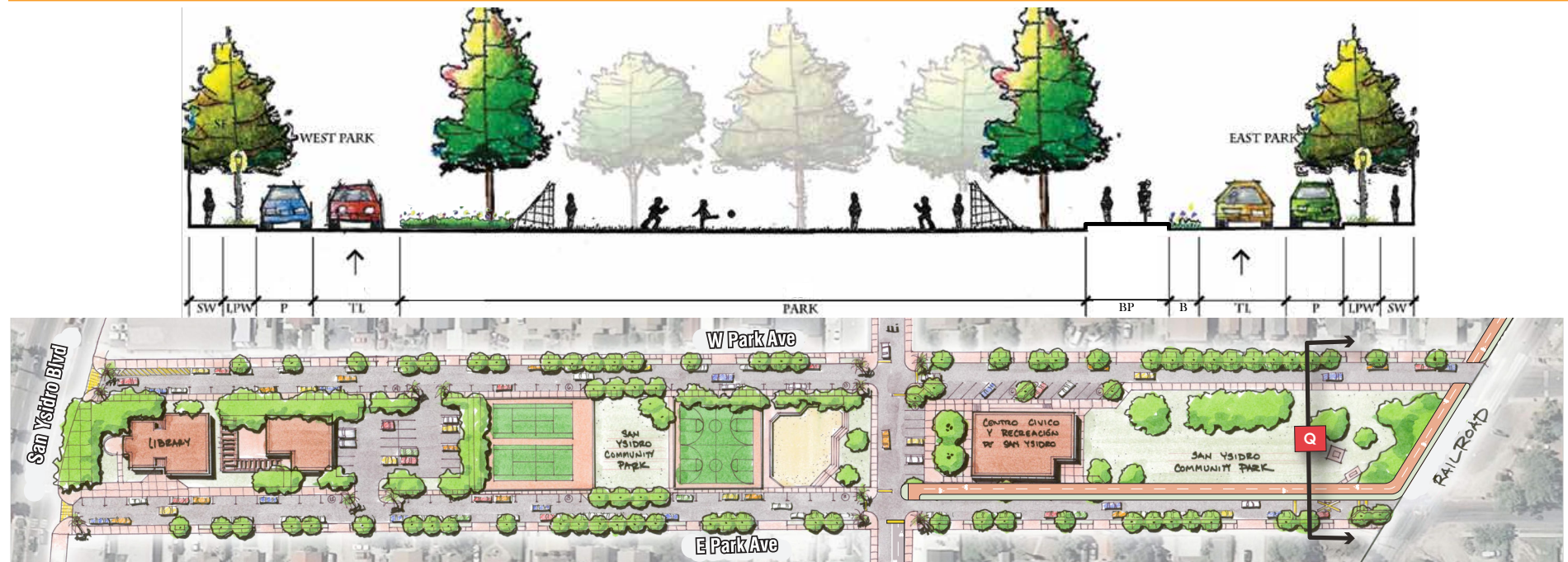
East Park Avenue

East Park Avenue is envisioned to remain a one-lane, one-way road in the northbound direction. However, improvements should include integration of parallel parking on both sides of the street between San Ysidro Boulevard and Hall Avenue. In addition, a Class I Bike Path (Figure 3-3) should be installed along the west side of the street between Hall Avenue and the railroad tracks. East Park Avenue should be a primary pedestrian route, providing recreational opportunities throughout the park and access to the Class I Bike Path (Figure 3-3) along the railroad right-of-way and access to the future Library site on Beyer Boulevard. Landscaped parkways, street trees, and pedestrian lighting should be installed to enhance the streetscape (Refer to Section 4.3).

West Park Avenue

West Park Avenue is envisioned to remain a one-lane, one-way road in the southbound direction. However, improvements should include integration of parallel parking on both sides of the street between San Ysidro Boulevard and Hall Avenue. In addition, landscaped parkways, street trees, and pedestrian lighting should be provided to enhance the streetscape environment. Between Hall Avenue and Seaward Avenue, West Park Avenue should become a one-lane road in the southbound direction with parallel parking on the west side of the road. West Park Avenue should become a two-lane road in both directions between Beyer Boulevard and Seaward Avenue.

Figure 3-11: East and West Park Avenue Section and Concept Plan



Example streetscape in plan view, featuring connected sidewalks, landscaping, crosswalks, and Cycle Track.

Urban Design | 4

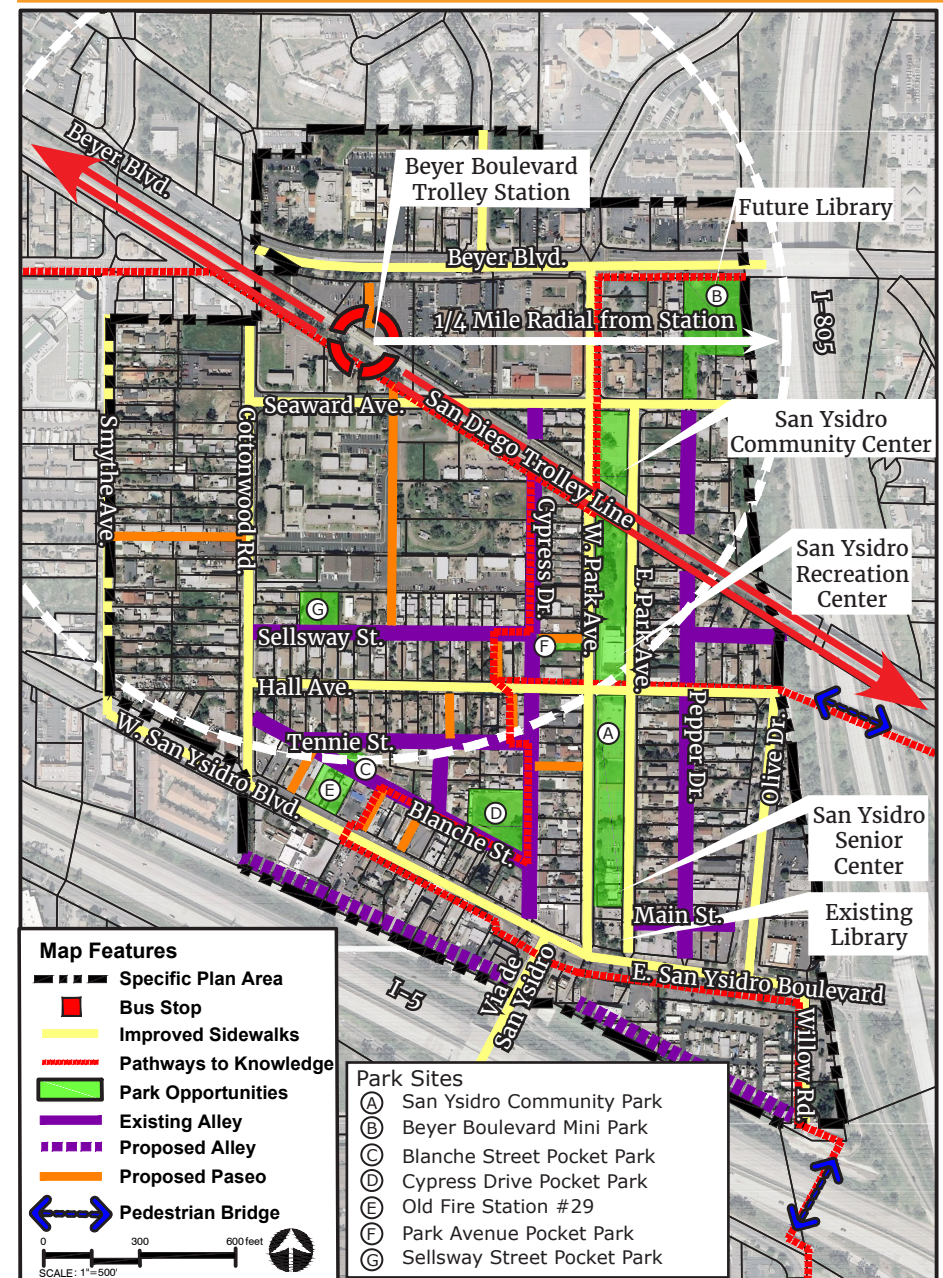
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4.1 INTRODUCTION

Urban design blends 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. The Village should build upon the existing “Pathways to Knowledge” (a network of alleys currently utilized as informal pedestrian connections that are designed to promote mobility for all ages and abilities, highlighting curiosity, knowledge, and creativity) with pedestrian amenities, public art, and cultural elements, creating preferred routes to schools, parks, the library, and other services. Refer to Chapter 3, Mobility for specific policies and guidelines for circulation improvements. Figure 4-1 illustrates some of the concepts identified within this chapter. The following policies apply to designing urban spaces in the Village.

- 4.1.1 Build upon the “Pathways to Knowledge” and preferred routes to parks, schools, and services to strengthen existing linkages and improve pedestrian circulation within the community.
- 4.1.2 Enhance pedestrian access, sidewalks, alleys, and paseos within a minimum of a 1/4 mile radius of the Beyer Boulevard Trolley Station.
- 4.1.3 Add pedestrian-scale lighting or wall-mounted light sconces to light alley and building entries and increase visibility and safety, especially along identified paseos, public spaces, and key connectivity points.

Figure 4-1: Urban Design in Public Spaces



- 4.1.4 Enhance pedestrian improvements along the MTS right of way with pedestrian scale lighting, bicycle lane, new fencing and xeriscape or drought tolerant landscaping from Beyer Trolley Station to West Park Avenue.
- 4.1.5 Enhance the open space network by providing paseos, entry forecourts, courtyards, plazas, larger parkways, and landscaped setbacks.
- 4.1.6 Provide a strong, well-landscaped link to the library, the linear park, and to the pedestrian bridges when redeveloping property within the Village area.
 - a. Utilize pedestrian-oriented design elements, such as plazas, fountains or sculptural elements, paths, and landscaping. Community-serving retail uses, pedestrian in scale and oriented to the street, should further strengthen the link.
 - b. Place buildings along San Ysidro Boulevard at the property line to maintain the uniform building setbacks of the commercial area.
- 4.1.7 Integrate public art, gateway treatments, mini plazas, and other improvements to create more inviting connections at bridge entries crossing I-5 and I-805 which link village and commercial areas, neighborhoods, schools, parks, and plazas.
 - a. Incorporate design themes into bridge entries, fencing, and guard rails, to express the cultural context and add visual interest from all viewpoints.



Underutilized space and blank wall enhanced with mural and pocket park.



Parklets used to expand the pedestrian zone into a parking space for dining.



New pathway links Cottonwood Road to the Beyer Boulevard Trolley Station.



Outdoor cafe dining, landscaping, and railings enhance the public interface.



Safe, accessible routes encourage outdoor activity.



Public open space is oriented to celebrate vistas and focal features.

- b. Incorporate seating areas, specialty paving, shade and accent trees, landscaping, wayfinding, public art, and lighting into plazas at bridge entries.
- c. Incorporate art installations and pedestrian lighting on the Via de San Ysidro underpass.

- 4.1.8 Integrate additional drought tolerant landscaping, trees, picnic areas, group gathering spaces, and community gardens into existing and future Village public spaces.
- 4.1.9 Convert underutilized parcels into neighborhood plazas and pocket parks to provide neighborhood access to additional green space, outdoor activity space, and playgrounds.

4.2 SAN YSIDRO HISTORIC VILLAGE PUBLIC SPACES

Public spaces within the Specific Plan Area include civic parks and recreation facilities, public plazas, neighborhood plazas, pocket parks, and a network of paseos and alleys. The following urban design policies should be adhered to when developing within the Specific Plan Area:

- 4.2.1 Enhance community center, library, and civic open space along Park Avenue with additional plaza, pedestrian and bicycle amenities, water features, and public art.
- 4.2.2 Explore opportunities to enhance the San Ysidro Community Park including new park amenities such as but not limited to: a plaza, public art, EV charging stations, photovoltaic systems on shade structures, solar panels on city buildings and public facilities and a public restroom along the south end of San Ysidro Civic Center.

- 4.2.3 Provide a transit plaza with pedestrian and bicycle amenities, wayfinding, and public art at the Beyer Boulevard Trolley Station.
- 4.2.4 Develop a neighborhood plaza located at the former fire station site #29, as described in Figure 4-3.
- 4.2.5 Develop a neighborhood plaza located at the terminus of Olive Drive at San Ysidro Boulevard, as described in the Olive Drive terminus concept (Figure 4-2).



Public art incorporated along bike path with drought tolerant landscaping.



Public art incorporated into bridge railing.



Bike paths along corridors enhance connectivity.



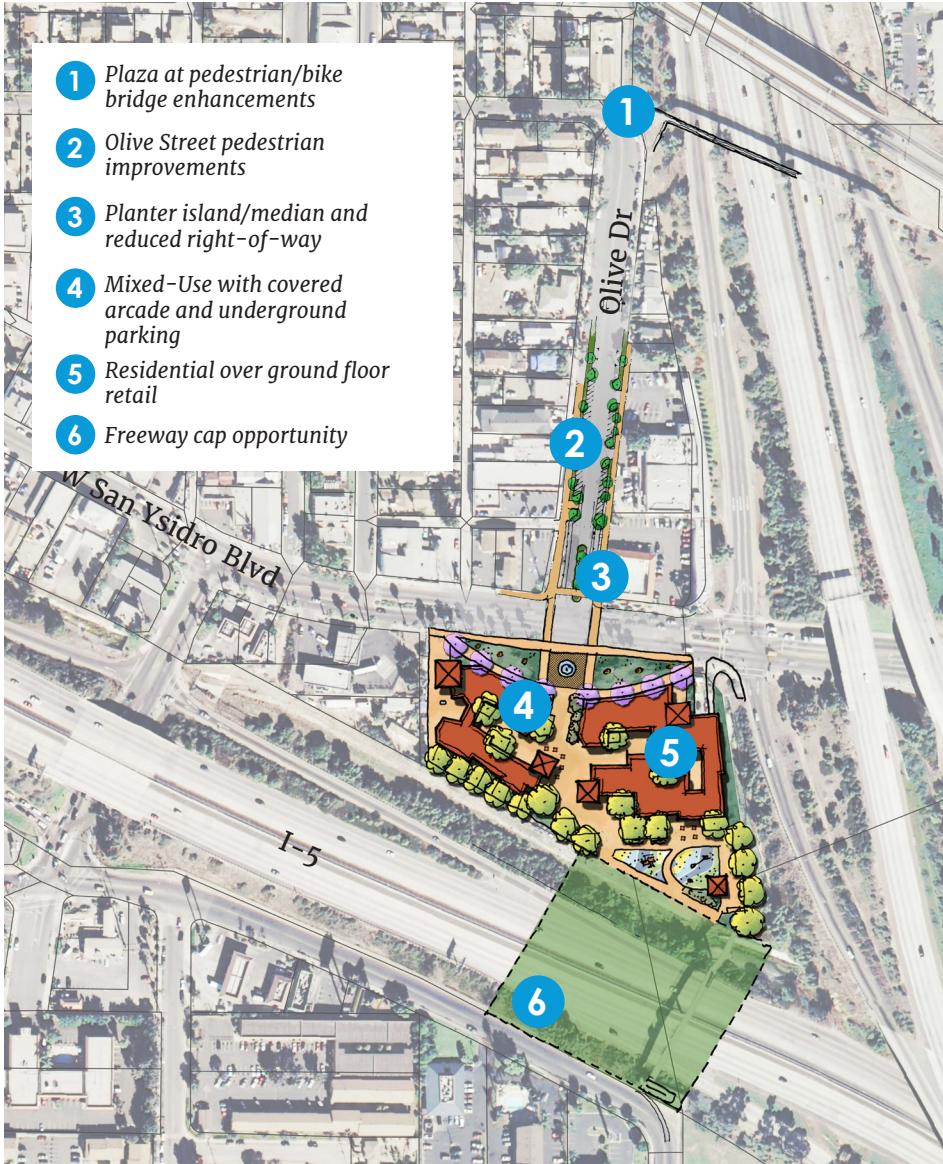
Fountains add a playful and whimsical element to public spaces.

- 4.2.6 Retain San Ysidro Community Park as the heart of the Specific Plan and provide easy, enhanced multi-modal access and community gathering opportunities within the park.
- 4.2.7 Consider opportunity to construct a freeway cap over I-5 to Calle Primera and Willow Road.
- 4.2.8 Programming of flexible use/temporary spaces in the public right-of way is encouraged along Olive Drive to provide temporary and/or seasonal event opportunities.

Olive Drive Terminus

An example of a neighborhood plaza site is a potential redevelopment opportunity at the terminus of Olive Drive and the pedestrian bridge above I-5. This is a highly utilized pedestrian connection, and an opportunity to integrate affordable housing, a public parking structure, open space, and improved bridge access. Alternatively, the neighborhood plaza and existing pedestrian bridge could be incorporated into a freeway cap. The following elements in Figure 4-2 should be explored and incorporated.

Figure 4-2: Olive Drive Terminus



Olive Drive terminus

Old Fire Station #29 Pocket Park

The former fire station site at San Ysidro Boulevard and Blanche Street is envisioned to be redeveloped into a public space that includes a variety of features and amenities to create an inviting environment. Potential amenities could include outdoor seating, picnic tables, landscaping, public art, shade trees, and decorative hardscape.

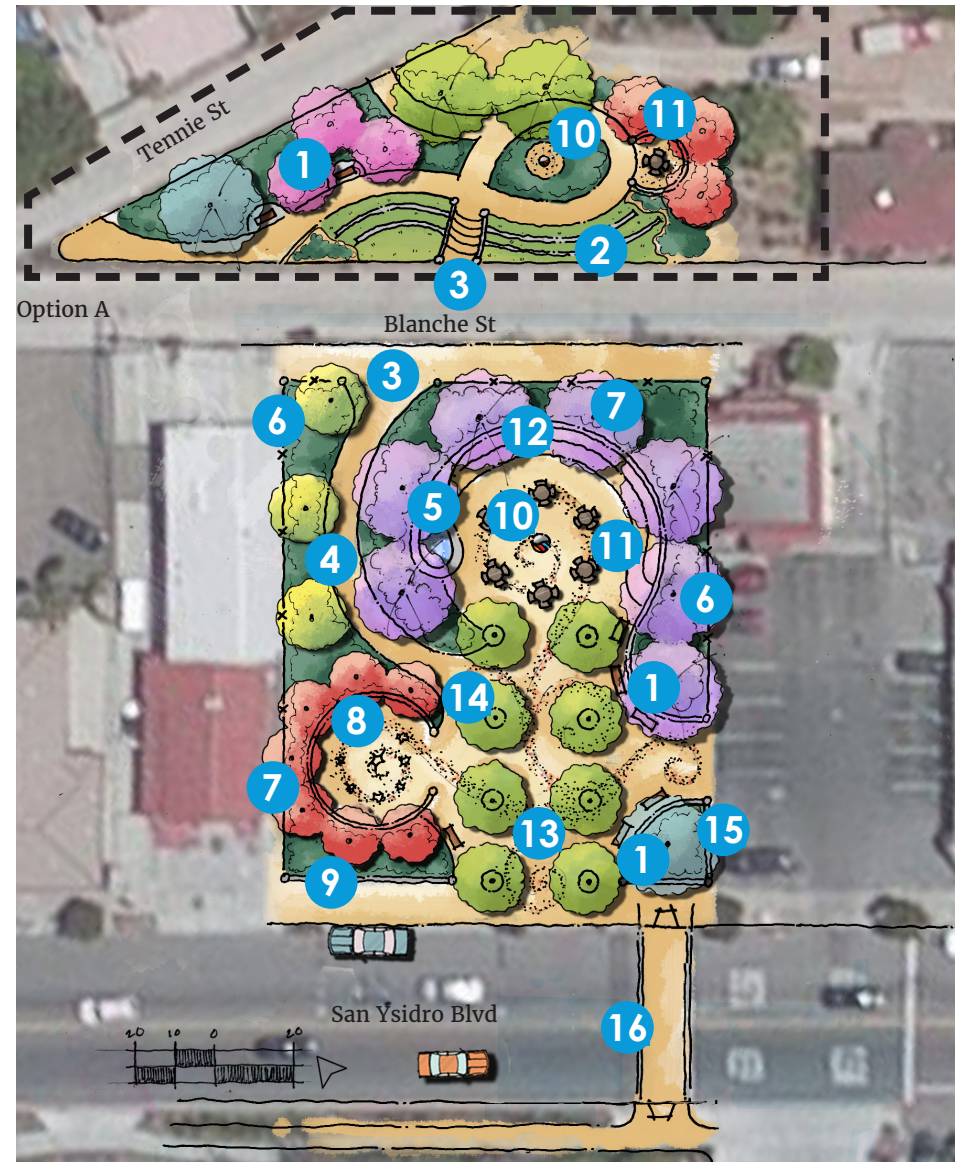
Adjacent to the Old Fire Station #29 Pocket Park and north of Blanche Street is the Blanche Street Pocket Park. Both parks are separate projects and independent of one another, but careful consideration should be taken in providing connections and amenities. The Figures 4-3 and 4-4 illustrate a couple of options that incorporate some of the featured public space elements that are recommended for the neighborhood plaza.

Blanche Street Pocket Park Option A:

Option A provides an extended plaza and passive park between Tennie Street and Blanche Street. The lot could include trees and landscaped areas for public art, walking paths, benches, and picnic tables. Refer to Figure 4-3 for concepts and amenities.

- | | |
|--|----------------------------------|
| 1 Benches | 9 Seat wall |
| 2 Terraced seating | 10 Public art opportunity |
| 3 Connection to alley (Blanche Street) | 11 Picnic table |
| 4 ADA accessible ramp to plaza | 12 Steps for seating |
| 5 Water feature | 13 Decorative paving |
| 6 Fence | 14 Tree wells for shade |
| 7 Colorful shade trees | 15 Planter with seat wall |
| 8 Splash pad with seat walls | 16 Potential pedestrian crossing |

Figure 4-3: Old Fire Station #29 and Blanche Street Pocket Parks

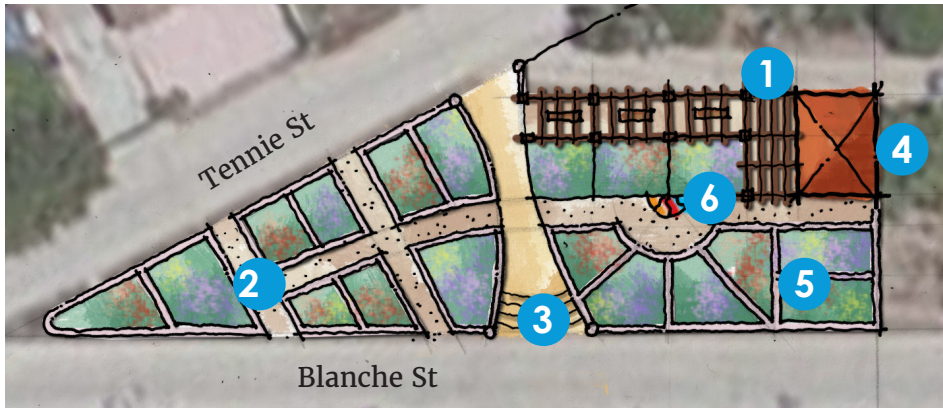


Example neighborhood plaza.

Blanche Street Pocket Park Option B:

This option shows the proposed public space between Tennie Street and Blanche Street as a community garden with raised garden plots, access pathways, grape arbors, and an equipment shed for storage. The community gardens create great places for neighbors to socialize and provide healthy choices of outdoor gardening and growing wholesome foods. Refer to Figure 4-4 for optional concepts and amenities.

Figure 4-4: Blanche Street Pocket Park Option B



Example community garden, Option B.



Inspirational photos for neighborhood plaza and park design.



Inspirational photos for neighborhood plaza and park design.



- 1 Trellis with grape vines and benches
- 2 Garden beds
- 3 Gravel walkway
- 4 Maintenance and equipment shelter
- 5 Raised wooden garden beds
- 6 Public art opportunity

Sellsway Street Pocket Park

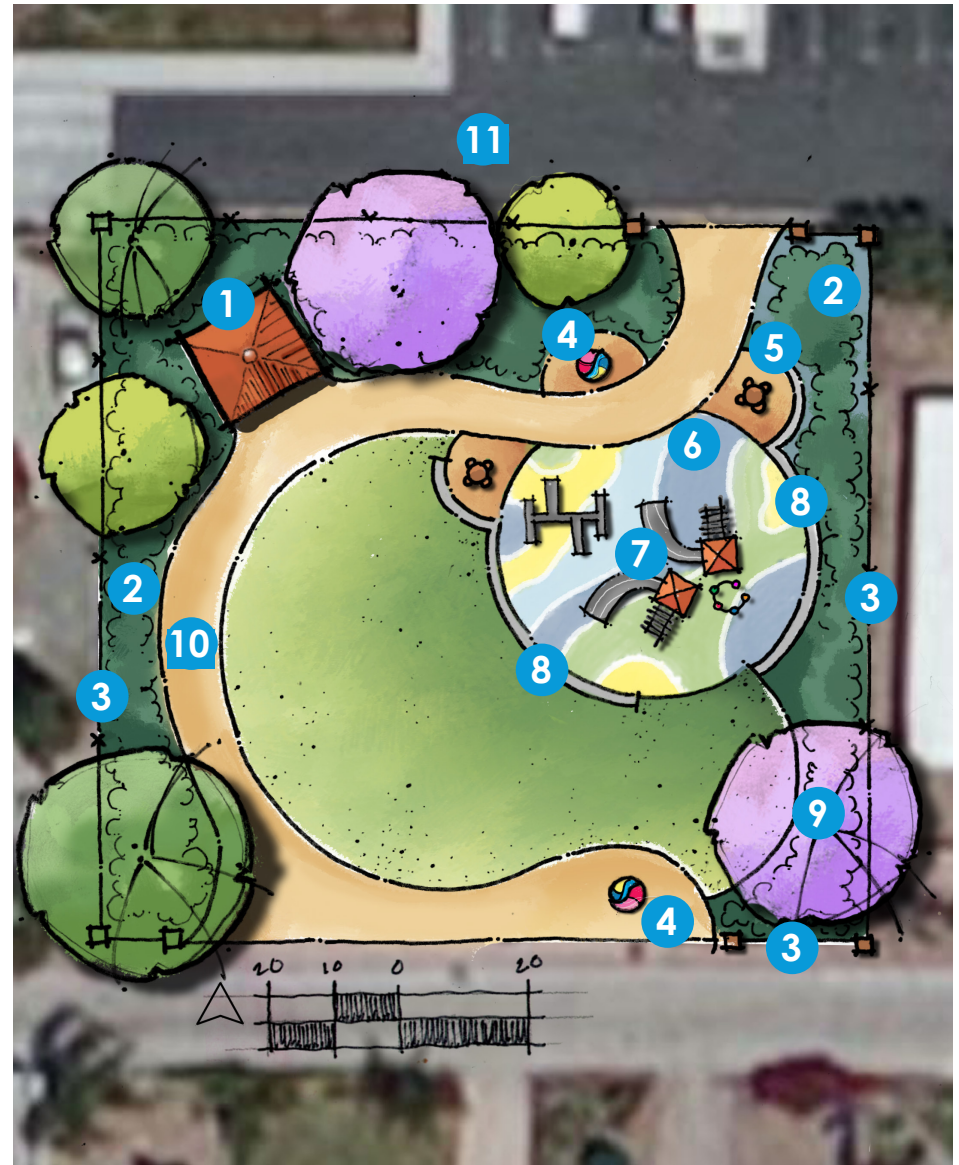
Underutilized properties provide opportunities for pocket parks that create improved open spaces on a smaller scale throughout the community. Pocket parks provide much-needed neighborhood gathering areas that can be used for both passive uses and active play. Typically surrounded by residences, these areas integrate into the neighborhood fabric and support “eyes on the park” for improved safety. Figure 4-5 illustrates a conceptual layout and potential features for this pocket park.

- 1 Picnic shade structure
- 2 Planting
- 3 Fence
- 4 Public art or signage opportunity
- 5 Picnic table
- 6 Colorful safety surfacing
- 7 Playground
- 8 Seat wall
- 9 Shade trees
- 10 Pathway
- 11 Typical alley



Inspirational photos of park and plaza.

Figure 4-5: Sellsway Street Pocket Park



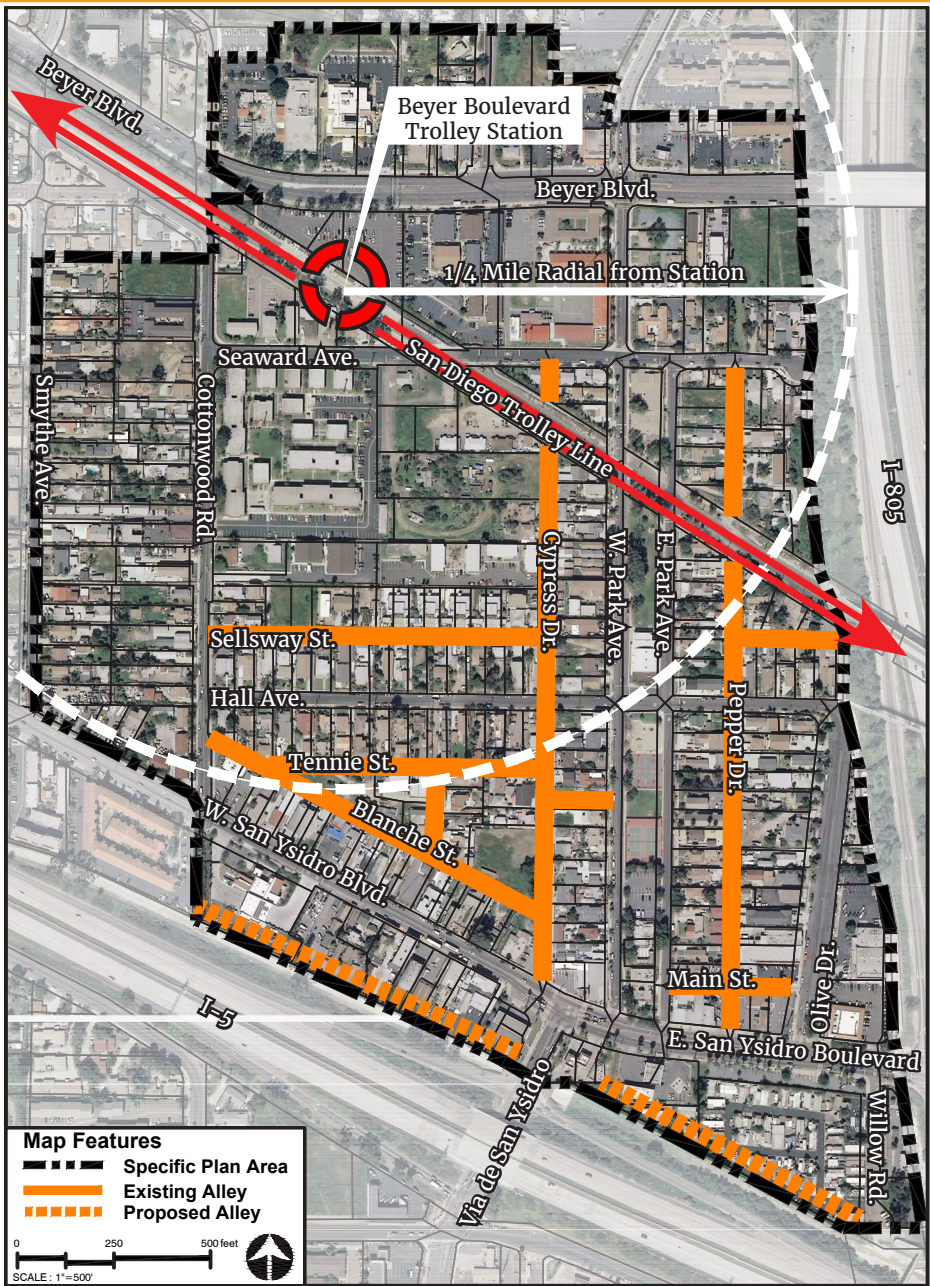
Sellsway Street Pocket Park Concept.

Alleys

The Specific Plan Area is largely made up of pre-1950s construction evident in the lot layout pattern and use of alleys that provide rear access to property and garages. Today, many properties have subdivided or added a secondary dwelling on a property, utilizing the alley as the primary access to a residence. The following policies and design considerations should be implemented to enhance the visual quality, safety, accessibility, and environment of the alley.

- 4.2.9 Provide pedestrian lighting for safety and security, textured paving at intersections and crosswalks, wayfinding signage, bulbouts at arterial intersections, traffic calming elements, site furnishings, and public art along the following alleys: Sellsway Street, Tennie Street, Blanche Street, Cypress Drive, Pepper Street, and Main Street.
- 4.2.10 Construct new ADA accessible routes to pedestrian paths along the railroad tracks at the terminus of Cypress Drive and Pepper Drive.
- 4.2.11 Implement specialty paving or artistic ground treatment, such as painted concrete where alleys intersect each other or with a street.
- 4.2.12 Integrate common trash enclosures for multiple businesses to create a more attractive and walkable environment.
- 4.2.13 Provide landscaping, where feasible, underground utilities, and incorporate murals or vines on expanses of blank wall surfaces.

Figure 4-6: Alley Map



- 4.2.14 Repair and maintain alley surfaces and paving.
- 4.2.15 Consider special paving and/or painting a 4'-wide pedestrian zone to provide visual cues to distinguish pedestrian areas from bicycle and vehicular access thus minimizing conflicts.
- 4.2.16 Remove obstructions to maintain 20' clear emergency vehicle access.
- 4.2.17 Develop reciprocal access agreement/alley for development along San Ysidro Boulevard where properties back up to I-5.
- 4.2.18 Remove and replace chain link fences located adjacent to an alley.

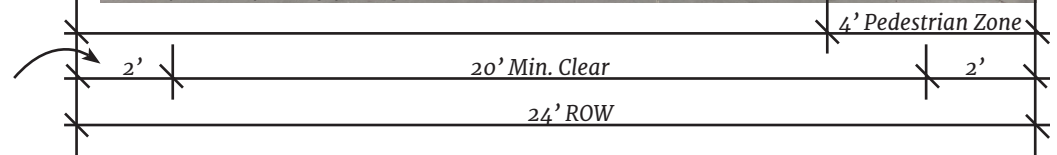


Proposed alley enhancements and development concept on Sellsway Street Alley.

Landscape/lighting zone, Typ.



Before: Cypress Drive looking north from Hall Avenue.



After: Cypress Drive looking north from Hall Avenue.

Pedestrian Bridge Connections

Existing pedestrian bridges, crossing I-5 and I-805, link village and commercial areas, neighborhoods, schools, parks, and plazas.

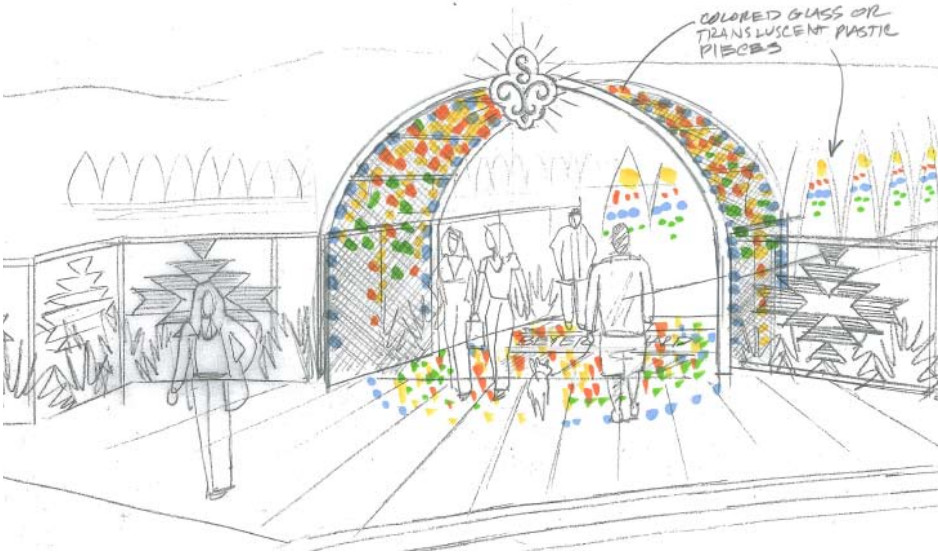
- 4.2.19 Provide opportunities for public art, gateway treatments, mini plazas, and other improvements to create more inviting connections at bridge entries.
- 4.2.20 Integrate public art and design themes into bridge entries, fencing, and guard rails, to express the bi-cultural context and add visual interest from all viewpoints.
- 4.2.21 Incorporate seating areas, specialty paving, shade and accent trees, landscaping, wayfinding, public art, and lighting into access plazas at bridge entries.



Existing condition at Olive Drive



Pedestrian bridge, Concept A



Pedestrian bridge, Concept B

4.3 STREETScape BEAUTIFICATION

Streetscape beautification identifies opportunities to enhance the character in the public realm while creating a safe and pleasant environment for pedestrians and makes this area a destination within San Ysidro. This Section includes improvements to public right-of-way, sidewalks, public open space, and key intersections. Beautification improvements will enhance the visual quality and act as an investment catalyst, encouraging private property upgrades, new development and social exchange. Streetscape beautification and cohesive urban design planning will promote cultural identity, the preservation and celebration of traditions, and integrate social exchange to produce new spaces for art and economy by supporting and fostering creative expressions and collaborations with artists, architects, cultural producers and the community. The following streetscape elements or similar designs should be provided in public areas in order to provide a consistent and unified streetscape theme.

Lighting

Both street lighting and pedestrian-scale lighting promote a safer environment and enhance the pedestrian experience. Street lighting must be provided in accordance with the Street Lighting section discussed in the City of San Diego Street Design Manual. Pedestrian-scale lighting should also be used in alleys, paseos, plazas, and parking lots to delineate pedestrian areas. In addition to providing illuminated areas, lighting can incorporate selected LED colors that can help separately identify an area, street, or district. The series of lights below provide an LED option to enhance the street, pedestrian, and alley each in a unique and identifiable way, bringing color, life, and character to the street.



Phillips Lumec Oval Series lights with colored LED lamp provides a unique character to a specific place.



Phillips Lumec Oval Series Light Columns with colored LED lamp could enhance safety and character in alleys.

Light Manufacturer: Phillips Lumec

Street Light Model: Oval Series (SOLM1-LED and SOLM2-LED), Lamp: Green

Pedestrian Light Model: Oval Series (SOL1-LED and SOL2-LED), Lamp: White

Alley Light Model: Oval Series Light Column (OV1), Lamp: Blue

Benches and Trash Receptacles

Benches provide places to stop and rest, gather with friends, or wait for transportation. Trash receptacles contribute to the maintenance and beautification of the street edge. Benches should be placed every 100 feet to 300 feet apart along the street and within semi-public and public open spaces. Benches and trash receptacles should be clustered together. Optional graphics, signage, art, cultural identity, and historical reference can add an artistic touch to benches and trash receptacles.

Manufacturer: Maglin Site Furniture

Bench Model: SCB1600-PCC Bench

Trash Receptacle Model: SCWR1600-M-VG Custom Graphic Trash Receptacle

Bus Shelter

The Specific Plan Area lacks bus stops with shelters and seating. Any new and existing bus stops should be upgraded to include a shelter and appropriate seating, lighting, and bicycle parking. Transit shelters should use photovoltaics, LEDs, and WiFi to encourage ridership and use. Bus stops should be designed to provide adequate passenger loading zones and convenient access for all users. Shelter design provides an opportunity to embrace the unique character of The Village and promote creativity and artistic flair. Refer to the City of San Diego Street Design Manual and the MTS Transit Manual for the configuration of transit shelters. Collaborate with Clear Channel Outdoor for potential funding and maintenance with advertising contract.



Maglin trash receptacle with custom graphics incorporates a contemporary design with a historical graphic.



Maglin benches clustered together to provide respite along streetscape.



Custom bus shelters by Lundberg Design and contracted through Clear Channel, enhance San Francisco's streets and include photovoltaic panels, LED lighting, and WiFi.

Bicycle Parking

Bicycle parking facilities should be provided throughout the Specific Plan Area at a number of private and public locations. Bicycle parking facilities include both bike racks and bike lockers. Both should be provided at all office/employment uses, mixed-use residential developments, at the Beyer Boulevard Trolley Station, and main bus stops. Bike racks should also be provided at shopping centers, schools, and parks. Bike parking should be easily accessible to building entries and visible from streets and parking lots. Bicycle racks can also be located in a bike corral, an on-street motor vehicle parking space converted into a bicycle parking zone.

Manufacturer/Model: City of San Diego Standard with District Theming

Manufacturer/Model: ID Metalco Bike Box

Bollards

Bollards are encouraged in locations where high-traffic pedestrian zones are adjacent to the street, near crosswalks, and areas to limit vehicular access. Pop-up bollards can be used in temporary street closures. Bollards should incorporate lighting when used adjacent to pedestrian walkways.

Manufacturer: Phillips Lumec

Model: OVB, Lamp: White



Themed bicycle rack.



Bicycle lockers should be provided at the Beyer Boulevard Trolley Station, mixed-use developments, and employment centers.



Bollards light paths and entry areas.

Trees and Landscaping

Large canopy street trees contribute to the City’s urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bicycles. When planting within the Specific Plan Area, refer to the San Ysidro Community Plan for appropriate street trees and adhere to the following guidelines:

- 4.3.1 A street tree canopy should be consistent with the Community Plan and expand and maintain new tree plantings where gaps exist.
- 4.3.2 Landscaping for new projects should comply with Title 23, Chapter 2.7 of the California Code of Regulations, Model for Efficient Landscape Ordinance.
- 4.3.3 Native, drought-tolerant, or low-water-use plant species should be planted in streetscapes and designed for ease of maintenance to assure their longevity and limit water and resource use.
- 4.3.4 Bioswales, pervious strips, flow-through planters, and pervious pavement should be incorporated to help infiltrate stormwater runoff before it enters the sewer system.
- 4.3.5 Water conservation methods should be implemented, such as regular adjustment of irrigation controllers, irrigation scheduling based on plant water needs, preventing overspray, water-efficient landscape designs using low water-use plants, efficient irrigation systems, minimize turf areas, soil improvement and mulch, watering during early or late hours, and water budgeting using Water Use Classification of Landscape Species (WULCOLS) to reduce the amount of water used in a landscape.



Drought tolerant trees and landscaping used within a median.



Landscaping in bulbouts and consistent street trees help define the street edge and beautify the streetscape.



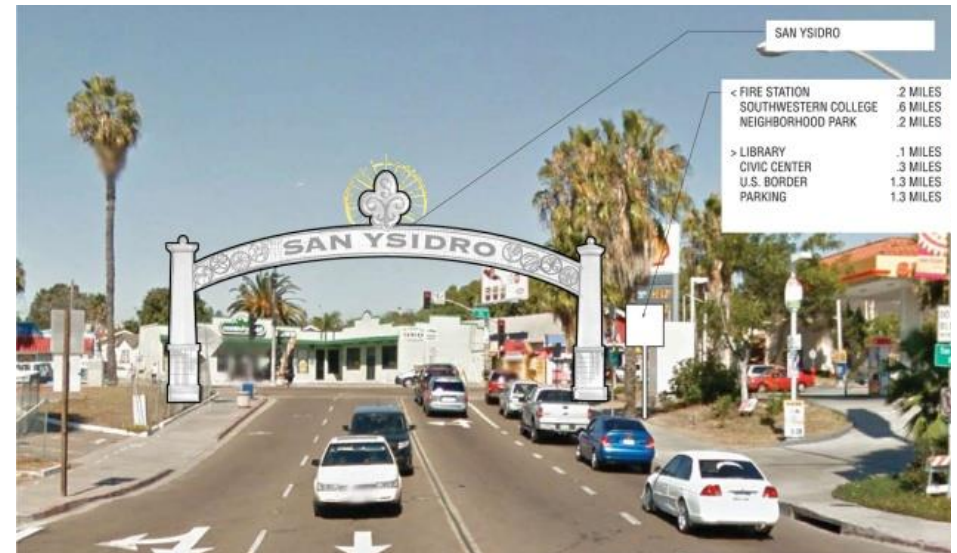
Flow-through planters are used to provide filtration of surface runoff.

4.4 BRANDING, GATEWAYS, AND PUBLIC SIGNAGE

Gateways and signage are important elements that contribute to San Ysidro's community identity. Unique district identity creates an attractive and identifiable village area. Each district should develop a unified sign and branding program to help orient visitors through the community including gateways, directional and directory signs, information and historical interpretive signs, and freeway identification signage. Use materials that reflect the history and culture of Mexican-American textiles and incorporate art into the design of each element. Refer to Figure 4-7 for potential gateway and directional signage locations. Public signage contained within the Specific Plan area should conform with the following policies and guidelines.

Gateways

- 4.4.1 Create a primary gateway arch across Via de San Ysidro on the north side of the I-5 off-ramp to welcome visitors into the Specific Plan Area.
- 4.4.2 Create a primary gateway at the intersection of the I-805 off-ramp and E. San Ysidro Boulevard to welcome visitors into the Specific Plan Area, including enhanced landscaping and signage.
- 4.4.3 Consider opportunities for additional secondary gateway signs at the Beyer Boulevard Trolley Station and along San Ysidro Boulevard on the northeast corner of Smythe Avenue.
- 4.4.4 Utilize the pedestrian bridge as a vantage point from southbound I-805 to integrate welcome signage and public art.



Rendering of a primary gateway arch on Via San Ysidro near W. San Ysidro Boulevard (Provided by Graphic Solutions).



Rendering of a secondary gateway arch at the Beyer Boulevard Trolley Station.

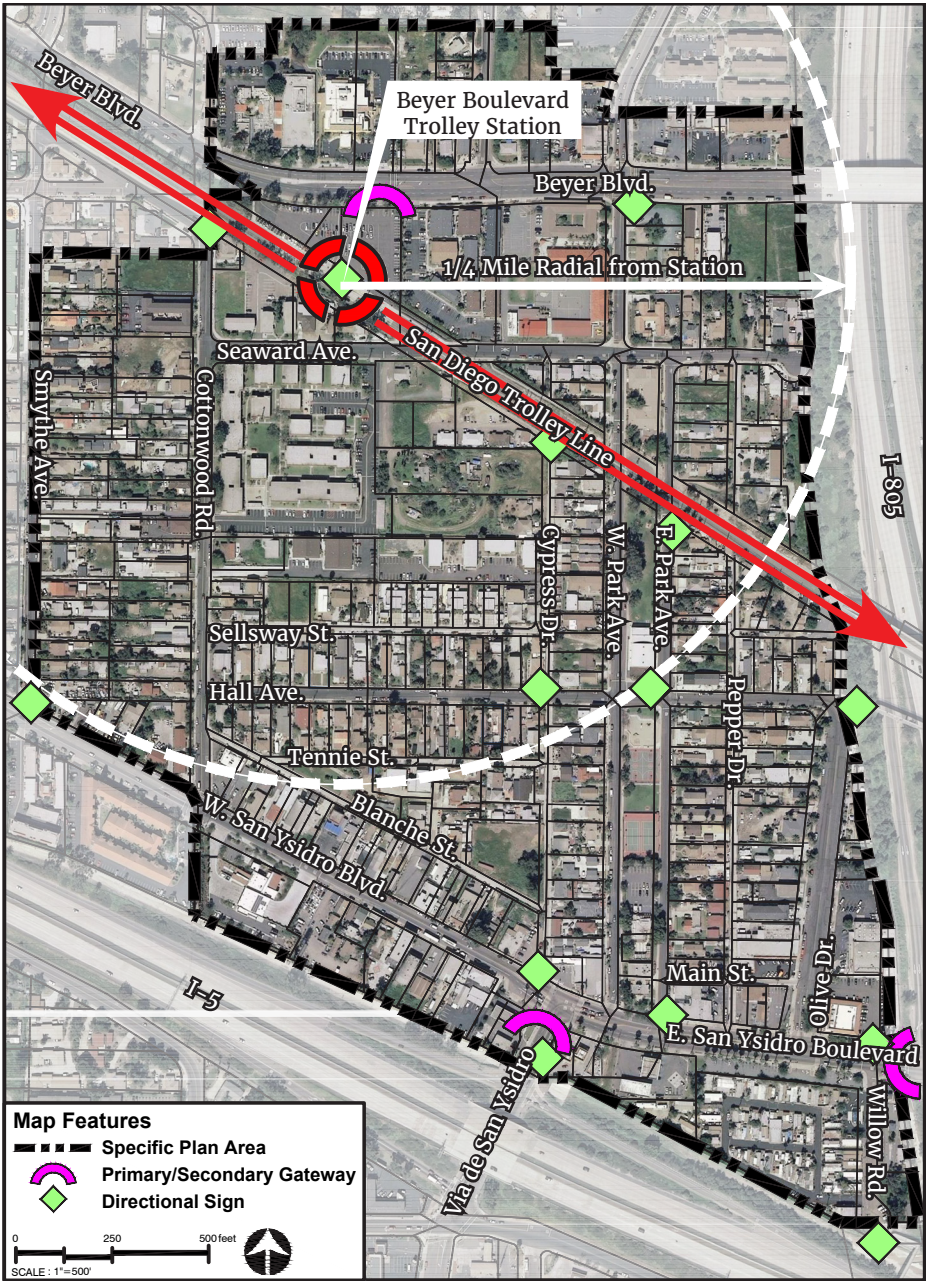
- 4.4.5 Gateway locations should have a unique and easily identifiable appearance with specific landscaping, lighting, and/or special signage.
- 4.4.6 Monuments or signs should have The Village or district logo and a greeting that is unique to San Ysidro Historic Village.

Directional and Directory Signs

A common directional sign design should be developed to assist pedestrians, cyclists, and motorists to navigate the Specific Plan Area. Signage should contain a unified design theme, custom logo, and directional arrow and labeling to denote key points of interest and public information, such as parking facilities and transit locations, civic uses, and parks. Directional signs should be smaller than the City gateways but constructed of similar materials. Recommended locations have been identified in Figure 4-7.

- 4.4.7 Develop a specific design theme and sign program to include a logo, gateway and entry treatments, directional signs (vehicular and pedestrian-oriented), identification signs for parking, and banners.
- 4.4.8 Provide directional signage to help direct pedestrians, bicyclists, and vehicles to specific attractions.
- 4.4.9 Include directional arrows, distances or walking time, and labeling to denote attractions.
- 4.4.10 Incorporate district theme elements into directional signs.

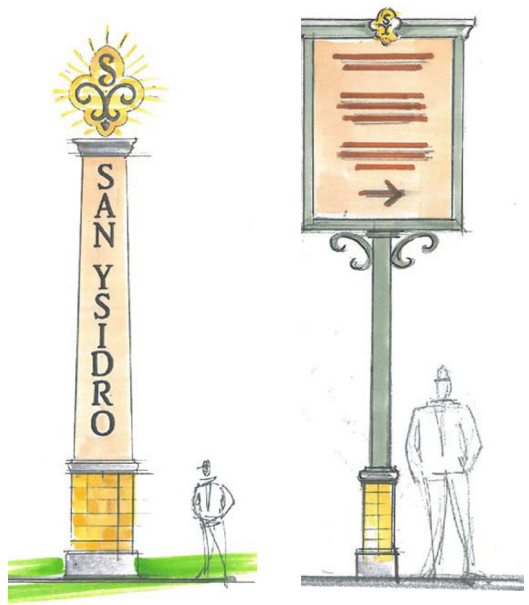
Figure 4-7: Gateway and Directional Signage Locations





Rendering depicting enhanced landscaping, crosswalks, wayfinding signage, and development along San Ysidro Boulevard.

- 4.4.11 Provide interpretive signs along the Pathways to Knowledge (Refer to Figure 4-1) to inform visitors as well as residents of San Ysidro’s rich culture and history.
- 4.4.12 Signs should be colorful, lit for increased visibility, landscaped, and placed permanently at the back of the sidewalk or within raised medians.
- 4.4.13 Signs should be well proportioned and accented with landscaping. The sign scale should be in proportion to adjacent buildings and landscaped areas. Plantings at maturity should not obscure safe vehicular sight lines.
- 4.4.14 Signs should incorporate complementary colors, materials, and lettering fonts.



Column concept Directional sign
(Signage concepts provided by Graphic Solutions).

Banners

Banners are an immediate and inexpensive way to promote individuality of the Specific Plan Area. This type of beautification effort can enhance the aesthetic environment, unify the appearance of the streetscape and introduce color and a sense of excitement to an area. Banners can provide an opportunity to communicate and promote special community events and promote an alternative to typical seasonal holiday displays. Banners should be installed along San Ysidro Boulevard and should follow these guidelines.

- 4.4.15 Signs should be safe, neat, and compatible with the area.
- 4.4.16 Lettering should be clear, precise, and simple, with minimal graphics to avoid distracting motorists and creating traffic hazards.
- 4.4.17 Signs should incorporate district theme elements and graphics.



Street banner and signage.



Freeway Signs

The Specific Plan Area is bound by two highways with off-ramps directing residents and visitors into the village area. Freeway signs and community identification signs should help orient visitors to the amenities, services, and culturally significant sites.

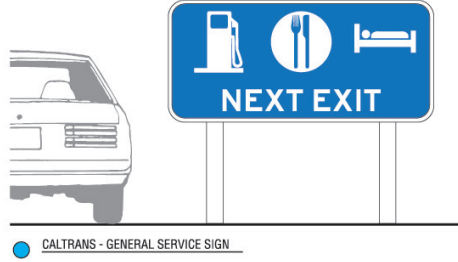
- 4.4.18 Coordinate with Caltrans to incorporate wayfinding signage to key destination areas at the I-5 freeway off-ramp to Via de San Ysidro and the 1-805 off-ramp to San Ysidro Boulevard to entice visitors to commercial attractions.
- 4.4.19 Provide a freeway-oriented community identification sign along I-805.



CALTRANS - FWY EXIT SIGN



CALTRANS - FWY EXIT SIGN



CALTRANS - GENERAL SERVICE SIGN

Freeway signs. (Provided by Graphic Solutions).

4.5 PUBLIC ART

Public art can be used to express the Latino culture and heritage and enhance the sense of identity, pride, and historic character of the community. Art celebrates the people and creates an inviting and visually stimulating experience.

The City of San Diego encourages the inclusion of public art through the General Plan and the Public Art Master Plan. The Public Art Master Plan guides the Public Art Program which manages existing art owned by the City, integrates art into capital improvement projects, and ensures the inclusion of art or space for cultural use in private development projects. The Public Art Program also provides educational opportunities for artists, advocates for public art programming, and developing public policy for art in public places. The following guidelines apply:

- 4.5.1 Public art may include sculpture, murals, waterworks, fiber-optics, neon, mosaic tile work, furnishings or fixtures, or a combination thereof, and may include architectural features of the building.
- 4.5.2 Public art concepts should be integrated into early stages of design.
- 4.5.3 An artist or consultant should be an integral member of the project's design team early in the process so that art can be integrated into the design rather than added as an afterthought.
- 4.5.4 Public art elements should be commensurate with the scale and visibility of the project, and they should be compatible with its architecture, landscape, and surrounding environment.

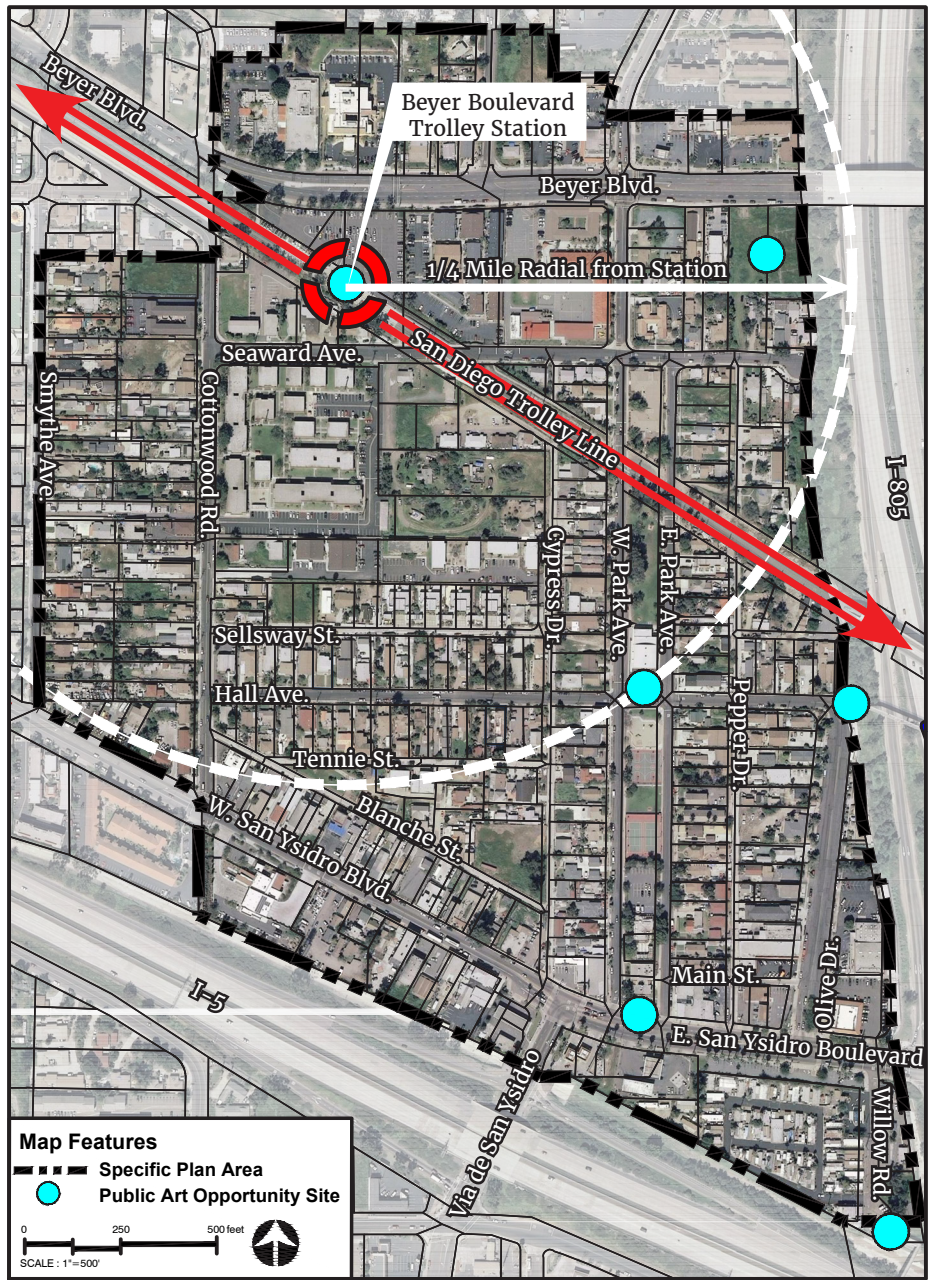
- 4.5.5 Custom artwork designed specifically for the Specific Plan Area is encouraged.
- 4.5.6 Public art should be incorporated into the Pathways to Knowledge (Refer to Figure 4-1).



Examples of public art.

- 4.5.7 Public Art should enhance public facilities. Consider providing art at the following locations (refer to Figure 4-8):
 - a. At the pedestrian bridges over I-5 and I-805;
 - b. In front of the existing library;
 - c. Incorporated into the new library located on Beyer Boulevard;
 - d. Along Hall Avenue in front of the San Ysidro Recreation Center.
- 4.5.8 Custom benches and other street furniture can be considered public art, if approved by the Planning Director.
- 4.5.9 Public art can be incorporated into walls, buildings, and paving.
- 4.5.10 The pedestrian bridges over I-5 and I-805 should be enhanced with murals and signage to attract visitors to the Specific Plan Area.

Figure 4-8: Public Art Opportunity Sites



Infrastructure and Public Facilities | 5

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5.1 INTRODUCTION

As an already developed area, the Specific Plan Area already has much of the basic infrastructure and utilities needed to provide infrastructure and public facilities to serve existing and future development. However, increasing the intensity of development around the Beyer Trolley Station and along San Ysidro Boulevard will result in users with different needs than are currently supported. Certain utilities will need to be expanded to accommodate potential growth and different patterns of use.

This Chapter describes the infrastructure and public services needed for implementation of the Specific Plan. It establishes policies and describes improvements necessary for the upgrading and expansion of public facilities, including water, wastewater, solid waste, stormwater, natural gas, police and fire protection, schools, libraries, parks, hospitals, and other public services within the Specific Plan Area. Existing conditions are described and recommendations are proposed to support new development.

5.2 WATER

The City of San Diego's Public Utilities Department (PUD) provides water services to 1.3 million customers through a water system that serves over 200 square miles of developed land. The Specific Plan Area is located within this service area. The City's PUD imports up to 90 percent of its water from other areas such as northern California and the Colorado River. To do this, the PUD purchases imported water from the San Diego County Water Authority (Water Authority). The Water Authority was formed for the purpose of purchasing Colorado River water from The Metropolitan Water District of Southern California (MWD) for conveyance to San Diego County.

The City water system consists of a large network of infrastructure connecting residents and businesses to the water supply. The City also runs two recycled water facilities. Established in 1985, the PUD's Water Conservation Program saves over 36,000 acre feet (AF) of potable water per year. Savings are achieved through the implementation of programs, policies, and ordinances promoting water conservation practices. All residential, commercial, and industrial buildings are required to be certified as having water-conserving plumbing fixtures in accordance with Municipal Code Section 147.04. The PUD works in collaboration with the MWD and the Water Authority to formulate new conservation initiatives, and annual checks progress toward conservation goals.

In addition, the City's 2010 Urban Water Management Plan (UWMP) was implemented to address the City's water system, water supply resources, and historic and projected water use. Further, the PUD also adopted the Long-Range Water Resources Plan in 2013. This plan provides guidance and input on alternative strategies for meeting San Diego's water needs through 2035 by addressing concerns such as population growth and water resource diversification. In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects are required to implement sustainable landscape design and to use recycled water to the maximum extent feasible in development projects to aid in water conservation (City of San Diego 2008).

The San Ysidro area is serviced by the City's 490 South San Diego (SSD) Pressure Zone. The water supply originates at the City's Otay Water Treatment Plant at Lower Otay Reservoir which is supplied from the SDCWA or local runoff. SSD Pipelines No. 1 and no. 2 (36" to

42” parallel transmission mains) deliver water to the San Ysidro area.

The City has completed several master planning projects to provide long-term water infrastructure needs to serve the 490 SSD Pressure Zone. In the late 1990s, developers prepared water planning studies addressing the critical need to upsize and replace the SSD pipelines to reliably convey future water supplies. Most of these pipeline upgrades have been completed. The City also plans to replace the aging SSD Reservoir as future development encroaches and impacts the existing facility.

- 5.2.1 No development is entitled to municipal water until a building permit is issued by the City.
- 5.2.2 Reduce water consumption through a program of water conservation measures, such as use of recycled water, water-saving features, and drought-tolerant landscaping.
- 5.2.3 Require that water saving devices, as required by the California Plumbing Code, be installed in all residential, commercial, industrial and institutional facilities within the Specific Plan Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions.
- 5.2.4 Explore opportunities to provide recycled water to irrigate all parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. Where reasonable and feasible, commercial uses, schools and non-residential mixed use developments should provide with dual plumbing to enable indoor recycled water use for non-potable uses to the extent feasible.

- 5.2.5 Upgrade and expand the water distribution system such that it will be adequate to serve new development in the Specific Plan Area.
- 5.2.6 Continue compliance with all federal, state, regional and local regulatory policies relating to water supply, use and distribution.

5.3 WASTEWATER

The City PUD provides wastewater collection, treatment, and disposal services to the San Diego region, including the Specific Plan Area, through its Metropolitan Sewerage System. Sewage collected is conveyed through a sewer interceptor, a pump station, a series of force sewer mains, and ultimately discharging at the South Bay International Water Treatment Plant/South Bay Water Reclamation Plant (SBWRP).

Sewer flows generated within the Specific Plan Area are conveyed to the San Ysidro Sewer Interceptor, which then conveys wastewater to the Grove Avenue Pump Station (GAPS), located northwest of San Ysidro. An existing 42” Otay Mesa trunk sewer main flows into San Ysidro at the northeast corner of the San Ysidro community in Otay Mesa Road, north of Beyer Blvd. Wastewater from the Otay Mesa trunk sewer is then conveyed through a main that varies in size from 10”, 12” to 15”. This main then discharges into the eastern end of the San Ysidro (trunk sewer) Interceptor, just west of Bolton Hall Road.

The San Ysidro Interceptor currently services the San Ysidro and Cottonwood Road sewer basin areas with its 24” and 30” trunk segments located between Bolton Hall Road and Dairy Mart Road,

along Calle Primera then running in a westerly direction towards Dairy Mart Road. This Interceptor also serves the Princess Del Sol and Montgomery Palisades sewer basin areas with its 36” trunk segments, flowing in a northwesterly direction along Dairy Mart Road, adjacent to Interstate 5, toward the GAPS.

The GAPS collects wastewater generated by the entire San Ysidro community, which is then combined with wastewater from the remainder of the Otay Mesa Community Plan Area via a force sewer main from the Otay River Pump Station (ORPS). The ORPS collects wastewater from the Otay Valley Trunk Sewer from the east, and wastewater from parts of the Nestor and Imperial Beach communities.

Wastewater from the Otay River and Grove Avenue pump stations is pumped along Hollister, Sunset, and Dairy Mart Roads to the South Bay Water Reclamation Plant, located outside the San Ysidro Community Plan area at the south end of Dairy Mart Road, near the US/Mexico border. This Plant currently treats more than 15 millions of gallons per day (mgd) from parts of the South Bay and Tijuana, producing more than 6 mgd of recycled water. The sludge is pumped to the Point Loma Treatment Plant, and the treated effluent piped to the west along the Tijuana River Valley to the ocean outfall.

The City’s wastewater infrastructure is constantly in need of continued upgrade and replacement to maintain the system, such as aging pipelines in need of replacement. Planned improvements to existing facilities would increase City wastewater treatment capacity to serve an estimated population of nearly 3 million through the year 2050 when nearly 340 million gallons per day (MGD) of wastewater are anticipated to be generated. Section 6.1 of the SYCPU acknowledges that water and sewer system improvements have

been ongoing. SYCPU Policy 6.1.21 addresses the need to provide systematic improvements and gradual replacement of water, sewer, and storm water facilities throughout the community. As individual development projects are initiated within the Specific Plan Area, localized improvements to the wastewater system would be required as part of the project design and review.

- 5.3.1 Construct the improvements to the wastewater collection system within the Specific Plan Area such that it will be adequate to serve new development in the Specific Plan Area.

5.4 STORM DRAINAGE

Storm water runoff originating in the Specific Plan Area is conveyed to the receiving waters in streets, gutters, cross gutters, open channels, and storm drain systems. The Specific Plan Area is within the Central Drainage Area with identified hydrological and drainage pattern. Runoff from the Central Drainage Region is conveyed via a network of existing storm drain systems and open channels in a westerly direction towards the Old Tijuana River Channel (a tributary channel of the Tijuana River). The Central Drainage Region contains approximately six major outfalls within its drainage boundary.

Because the Specific Plan Area is highly impervious, the volume or rates of runoff are not likely to be increased by new development. It is more likely that the volume and rate of runoff could be slightly decreased due to storm water quality regulations which require implementation of low impact development (LID) practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

On a local “on-site” level, adherence to the requirements of the City of San Diego’s Drainage Design Manual and Storm Water Standards Manual which require installation of LID practices such as bioretention (biofiltration) areas, cisterns, and/or rain barrels can be expected to improve surface drainage conditions, or at a minimum, to not exacerbate flooding or cause erosion.

In addition, the proposed SYCPU contains goals and policies to improve drainage patterns and decrease surface runoff. Policy 6.1.27 of the Public Facilities, Service, and Safety Element encourages the identification of suitable sites to be used as community-wide storm water retention areas. The Conservation Element of the SYCPU notes that advances in urban runoff management practices now give more consideration to the small runoff quantities that have an erosive effect on local streams, due to the longer duration and greater frequency of occurrence. Policies 8.7.1 through 8.7.8 address various aspects of storm water management, including guidance to manage storm water using LID principles for development proposals, and include the most current restrictions/allowances for sustainable development and environmental maintenance (Policy 8.7.1); and include LID practices, such as bioretention, porous paving, and green roofs, early in the development process to find compatibilities with other goals (Policy 8.7.4). These policies support the installation of infrastructure to capture and minimize storm water runoff.

- 5.4.1 Provide storm drain infrastructure to adequately serve new development and meet City standards.
- 5.4.2 Ensure that runoff in storm drains does not lower water quality within or outside of the Specific Plan Area by implementing Best Management Practices (BMPs) in new developments within the Specific Plan Area.

- 5.4.3 Construct the improvements within the Specific Plan Area that were identified in the Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan.

5.5 DRY UTILITIES

There are existing dry utilities including electric, gas, and telecommunication located within the Specific Plan Area. Service for these dry utilities is provided by different companies and the distribution systems consist of both overhead and underground utility lines.

Telecommunications and Cable Service

Communications systems for telephone, computers, and cable television for the Specific Plan Area are serviced by utility providers such as AT&T, Time Warner Cable, Cox, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects. Individual projects consisting of more than four lots are subject to San Diego Municipal Code Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

Energy (Electricity and Natural Gas)

Gas and electricity services for the Specific Plan Area are provided by the San Diego Gas and Electric Company (SDG&E). SDG&E has a number of programs related to conservation, including commercial and residential energy audits, low interest loan programs for energy conservation, and retrofit installations and rebates for solar water heaters. In addition, energy conservation measures required by applicable energy conservation regulations (e.g. the California Green Building Code) will improve efficiency of long-term energy use for the Specific Plan Area. Further, the City is actively involved in undergrounding existing overhead power lines.

- 5.5.1 Develop utilities within the Specific Plan Area consistent with Chapter 6 of the City of San Diego Municipal Code.
- 5.5.2 Prioritize undergrounding of utilities along San Ysidro Avenue and Beyer Boulevard.

5.6 COMMUNITY SERVICES

The Specific Plan Area is served by a variety of community services including library, schools, police, fire/emergency, and solid waste services.

Library

The Specific Plan Area is within the service area of the City of San Diego Library System. Each service area for a library is two miles, although the area served depends on the proximity and access to residential, commercial, and civic uses, as well as roadways and transit. Within the Specific Plan Area, the existing San Ysidro Branch Library is located at 101 W. San Ysidro Boulevard and is 4,089 square feet in size. The library building was originally built in 1924 and is historically designated. There are plans to build a new, approximately 15,000 square foot library either within the Specific Plan Area or within walking distance. The existing library would be reused as a public space, a museum, art gallery, or other civic and cultural space.

- 5.6.1 Incorporate public space, paseo, or a pocket park and public art into the library site and provide bicycle and pedestrian improvements and wayfinding signage to encourage multi-modal travel to the new library.
- 5.6.2 Look for opportunities to repurpose the existing library facility for community related services.

Schools

The San Ysidro community is served by the South Bay Union School District, the San Ysidro School District (preschool through eighth grade), and the Sweetwater Union High School District (ninth through twelfth grades). The San Ysidro School District has preschool classes, a childcare center, a K-8 district with five elementary schools, one K-8 elementary school, and one middle school (seventh through eighth grades). The San Ysidro School District serves over 5,550 students and is projected to double its student population in the next 10 years. While the Specific Plan Area does not encompass any public school sites, Sunset Elementary is located immediately to the west of the village.

In addition, there are charter schools, private schools, and neighboring community schools, which help to serve the community, including Our Lady of Mt. Carmel School within the Specific Plan Area. New school facilities are anticipated to serve the Specific Plan Area. In addition, by law, payment of school fees is considered sufficient to avoid significant impacts of new development on schools.

- 5.6.3 The City will ensure that all school impacts fees are paid from individual projects prior to the issuance of any building permits.
- 5.6.4 The City and school districts should work together to create the necessary pedestrian and bicycle connections to provide Safe Routes to School. Safe Routes to School are programs to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle.

Police

The San Diego Police Department (SDPD) provides police services including patrol, traffic, investigative, records, laboratory, and support services to the City of San Diego. The San Ysidro community is served by the Southern Division of the SDPD, located at 1120 27th Street. The Southern Division encompasses 31.5 square miles and serves the neighborhoods of Border, Egger Highlands, Nestor, Ocean Crest, Otay Mesa, Otay Mesa West, Palm City, and San Ysidro. Police presence in the Specific Plan Area is provided by Beat 712. The Southern Division’s offices are located in Otay Mesa and have requested that a small kiosk or work space be incorporated into a future ITC at the Port of Entry.

- 5.6.5 Additional police staff will be hired and equipment purchased to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Specific Plan Area.

Fire/Emergency Services

San Ysidro Historic Village is serviced by San Diego Fire-Rescue Station 29. Fire Station 29 is located in the Specific Plan Area at 198 West San Ysidro Boulevard. Fire Station 29 serves 6.21 square miles including San Ysidro and its surrounding areas. The department is equipped to respond to both fire and medical incidents and includes a Paramedic Unit and Rescue Rig to stabilize and transport victims to the closest appropriate facility. The department is adequately staffed and equipped. No deficiencies have been identified.

Rural/Metro San Diego is contracted with the City of San Diego to provide Emergency Medical Services (EMS). Rural/Metro San Diego provides 911 services and non-emergency service transportation

services including: inter-facility non-emergency transportation (e.g. hospital to nursing home), residence to medical facility transportation, wheelchair van and shuttle services, and special events medical support.

- 5.6.6 When updating the City’s emergency and disaster response plans, the Fire-Rescue Department shall take the location and type of new development, and future traffic levels, into account.

Solid Waste

The City of San Diego provides refuse, recycling, and yard waste collection and disposal services to some residents under the People’s Ordinance (Municipal Code Section 66.0127). The City provides free solid waste collection services to primarily single-family homes, and some multi-family and commercial/business customers. Most multi-family residences are not served by the City, and are required to fund and contract directly with private haulers for trash and recycling collection.

Solid waste generated in the City is either diverted or disposed in landfills. Solid waste for disposal is primarily taken to three landfills. The majority of waste disposed in the City is sent to the Miramar Landfill. The Miramar Landfill is operated by the City’s Environmental Services Department (ESD) Refuse Disposal Division. The remaining waste goes to other landfills, including the Otay Landfill or Sycamore Landfill. These two landfills are currently owned and operated by Allied Waste Industries.

It is anticipated that implementation of the Specific Plan would increase the solid waste disposal needs of future residents and businesses. However, due to the programmatic nature of the Specific

Plan, the size, location, and type of specific developments are not known at this time. Any future development would comply with the City’s Refuse and Recyclable Materials Storage Regulations, the Recycling Ordinance, and the C&D Debris Deposit Ordinance, among others. In addition, any future development in the Village area would need to be evaluated on a project-specific basis for potential impacts to solid waste facilities.

- 5.6.7 All new development shall participate to the maximum extent practical in solid waste source reduction and diversion programs.
- 5.6.8 Continue ongoing compliance with the City’s Refuse and Recyclable Materials Storage Regulations, the Recycling Ordinance, and the C&D Debris Deposit Ordinance, among others.
- 5.6.9 Evaluate proposed developments on a project-specific basis for potential impacts to solid waste facilities.

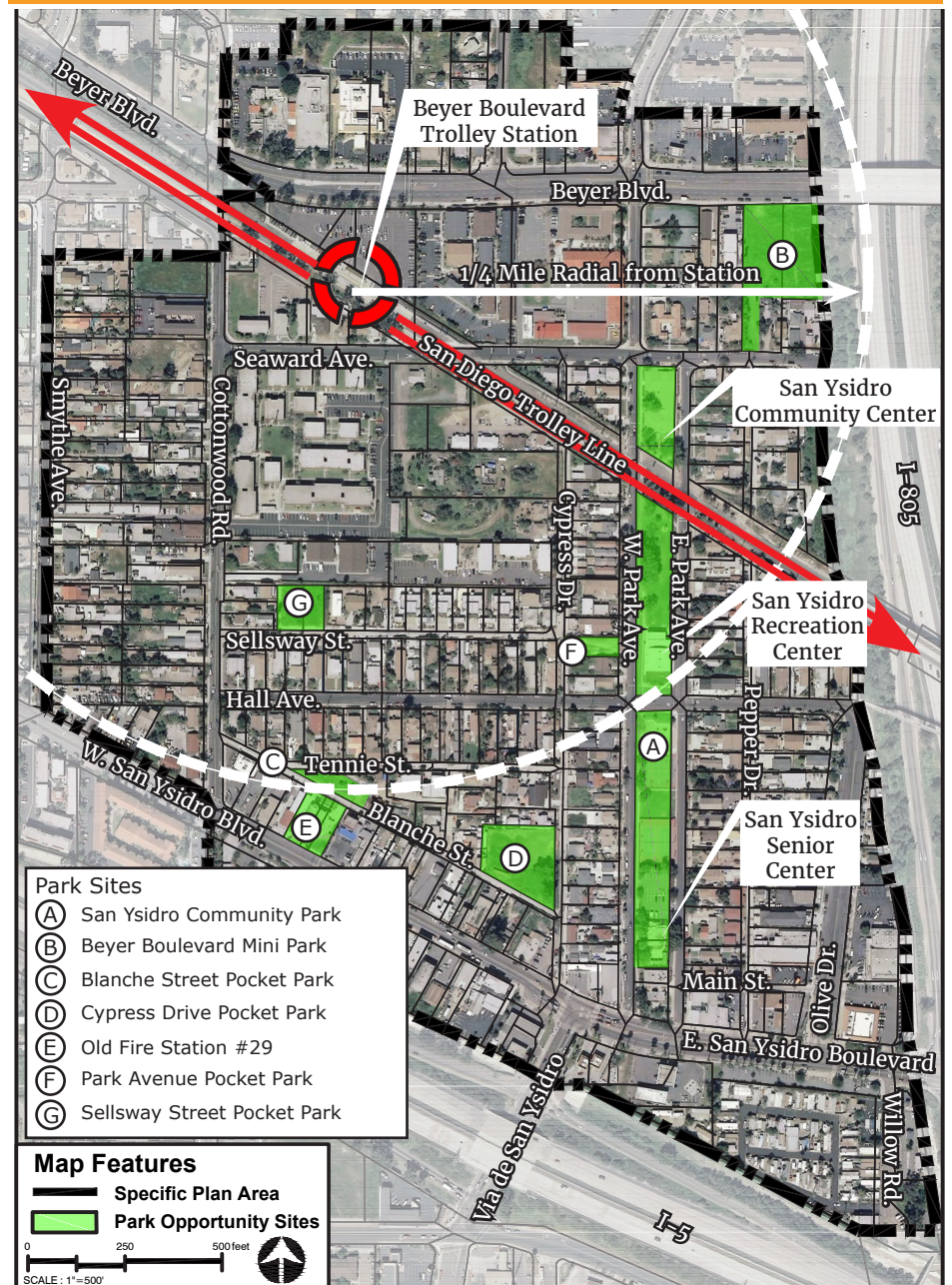
5.7 PARKS AND RECREATION

The San Ysidro Community Plan and Local Coastal Program (Community Plan) established Park and Recreation policies for the Community Plan Area which includes the entire Specific Plan Area. The Community Plan Area has a total of 35.28 usable acres of park land which includes three recreation centers and an aquatics complex and the La Mirada Elementary School Joint Use Area. Projected population of the Community Plan Area will be 38,700 at full development. The following table provides General Plan Guidelines for population-based parks and recreation facilities for the community of San Ysidro.

Figure 5-1: General Plan Guidelines for Population Based Parks

General Plan Guideline	Population Based
Parks (2.8 acres/1000 population)	108.36 acres
Recreation Center (17,000 square feet) serves population of 25,000	26,220 square feet
Aquatic Complex .77 (Serves 50,000)	.77 Aquatic Complex

Figure 5-1: Parks and Recreation Map



The only park in the Specific Plan Area is the San Ysidro Community Park, approximately 2.9 acres between East and West Park Avenues from Seaward Avenue in the north and W. San Ysidro Boulevard to the south. San Ysidro Community Park has an existing recreation center, senior center, library, gymnasium, tennis and basketball facilities, tot lot, and open turf areas with picnic tables. The San Ysidro Recreation Center is located at the northernmost portion of the park and is operated by Casa Familiar. The 7,854 square foot facility contains a gymnasium, weight room, meeting room, kitchen, and an office. Consistent with the Community Plan, opportunity for additional parks and recreation facilities could be located within the Specific Plan Area at the locations listed in Table 5-2 and shown on Figure 5-1: Parks and Recreation Map.

The addition of these parks would add a total of 2.72 acres of recreation facilities distributed throughout the Specific Plan Area.

Pocket parks, small parks accessible to the public frequently created on a single vacant lot or small, irregular pieces of land, provide flexible options for providing public spaces for recreation and relaxation. Pocket parks and other public spaces are addressed in the Land Use section of this Specific Plan.



San Ysidro Community Park.

Table 5-2: Recreation Facilities Inventory and Recommendations

Parks and Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Community Parks				
San Ysidro Community Park	2.9	0.0	Existing community park with a recreation center, senior center, library, gymnasium, tennis and basketball facilities, tot lot, and landscaped/turf open area with picnic tables	Design and construct security lighting (all areas); and ADA/accessibility and path of travel upgrades to all buildings, the children’s play area, basketball courts, tennis courts, and parking lot.
Mini Parks				
Beyer Boulevard Mini Park	0.0	1.1	Proposed mini park on two undeveloped privately-owned parcels located on the south side of Beyer Boulevard between West Park Avenue and I-805.	Acquire one parcel and a portion of the adjacent parcel and design and construct a mini park with amenities such as: multipurpose turf areas, a children’s play area, picnic facilities, walkways, security lighting, 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.
Pocket Parks/ Plazas				
Blanche Street Pocket Park	0.0	0.17	Proposed pocket park on a portion of undeveloped privately-owned parcel located at the intersection of Blanche and Tennie Streets	Acquire a portion of the site, design, and construct a pocket park with park amenities such as a community garden or plaza, and provide an information kiosk.
Cypress Drive Pocket Park	0.0	0.65	Proposed pocket park on one undeveloped privately-owned parcel located at the northwest corner of Blanche Street and Cypress Drive.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping. Incorporate the required public park acreage on site if the site developed with residential uses.

Table 5-2: Recreation Facilities Inventory and Recommendations (continued)

Parks and Recreation Facilities	Existing Usable Acreage	Proposed Usable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Old Fire Station #29 Pocket Park	0.0	0.32	Proposed plaza/pocket park on City Park and Recreation Department property which is the former Fire Station #29 site located on the north side of West San Ysidro Boulevard.	Demolition of existing structure. Design and construct a pocket park with park amenities such as: a plaza, public gathering areas, stage/amphitheater, picnic facilities, seating, and landscaping.
Park Avenue Pocket Park	0.0	0.16	Proposed pocket park on one undeveloped privately-owned parcel located at 213 West Park Avenue, between Cypress Drive and West Park Avenue.	Acquire, design, and construct a pocket park with amenities such as: picnic facilities, seating, walkways, and landscaping.
Sellsway Street Pocket Park	0.0	0.32	Proposed pocket park on two undeveloped, privately-owned parcels, located on the north side of Sellsway Street, between Cottonwood Road and Cypress Drive.	Acquire, design, and construct a pocket park with amenities such as: multipurpose turf areas, children play areas, picnic facilities, walkways, and landscaping.
Recreation Centers				
San Ysidro Recreation Center	N/A	N/A	Existing 7,854 square foot facility that is leased to and operated by Casa Familiar. This facility contains a gymnasium, weight room, meeting room, a kitchen, and an office.	Design and construct refurbishment of the gymnasium floor.
San Ysidro Senior Citizens Center	N/A	N/A	Existing 2,344 square foot facility that is leased to and operated by Casa Familiar. This facility contains a reception hall/meeting room, a kitchen, an office, and bathrooms.	Design and construct upgrades to the Senior Center, including roof replacement, ADA/accessibility upgrades to the interior of the facility, and the parking lot.

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Implementation | 6

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6.1 INTRODUCTION

This Specific Plan will be implemented through a number of different mechanisms that are outlined in the Community Plan. Refer to the Community Plan for guidance.

6.2 INCENTIVE PROGRAMS

As identified in the Community Plan, the adoption of the Specific Plan is an incentive in and of itself by providing tailored direction for future development and investment in the Specific Plan Area. This Section also identifies various entitlement and development incentives that could be used to encourage and facilitate new development and/or rehabilitation and adaptive reuse of existing structures specifically within the Specific Plan Area.

Land Use Entitlement

Projects that are consistent with and advance the vision, goals and policies of the Specific Plan and underlying zone will have the opportunity to process land use entitlements either ministerially or as a low level discretionary process. This ultimately allows development to proceed on an accelerated basis that saves property owners, business owners, developers, and builder's valuable time and money.

6.3 ATTRACTING PRIVATE INVESTMENT AND PROVIDING PUBLIC BENEFITS

Suggested improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible.

6.4 IMPLEMENTATION ACTION PLAN

Actions and priorities associated with Specific Plan Implementation are identified in the Impact Fee Study (IFS) described in the Community Plan. This is intended to provide a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Specific Plan's visions. In conjunction with the City's annual budget process, the identified tasks and projects and their priority may be adjusted given funding availability, feasibility of implementation, timing of private development, or as new projects funding opportunities present themselves over time.

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Administration | 7

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7.1 INTRODUCTION

This Section describes the specific plan authority, procedures for amendments to this Specific Plan, and development processing requirements.

7.2 SPECIFIC PLAN AUTHORITY AND ADOPTION

San Diego Municipal Code Section 122.01 (Land Use Plans) establishes procedures to standardize the review process for the adoption of new land use plans and the privately or publicly initiated amendment of adopted land use plans. As defined by the Municipal Code, land use plans include specific plans as well as the General Plan and community plans, precise plans and sub-area plans. Section 122.0107 (Required Contents of Specific Plans) establishes the required contents of a specific plan by referencing California Government Code Section 65451.

All specific plans must comply with California Government Code Sections 65450 through 65457. These provisions require that a specific plan be consistent with the adopted General Plan for the jurisdiction in which the Specific Plan Area is located. In turn, all subsequent development proposals, such as tentative subdivision maps, site plans, improvement plans, and all public works projects, must be consistent with the adopted specific plan.

Pursuant to California Government Code Section 65453, a specific plan may be adopted by resolution or by ordinance. Specific plans adopted by ordinance effectively become a set of zoning regulations that provide specific direction to the type and intensity of uses permitted and may also define design expectations and standards. The San Ysidro Historic Village Specific Plan is a regulatory document

adopted by ordinance. In any instance where the Specific Plan conflicts with the requirements of the San Diego Municipal Code, the Specific Plan provisions shall take precedence. Where the Specific Plan is silent on a topic, the Municipal Code requirements remain in effect.

7.3 SPECIFIC PLAN AMENDMENTS

The San Ysidro Historic Village Specific Plan may need to be revised over time to accommodate modifications in the community's needs or changing economic conditions. California Government Code Section 65453 states that a specific plan "may be amended as often as deemed necessary by the legislative body." Amendments to the Specific Plan may be proposed as long as the proposed amendments are compatible and consistent with the purpose and goals of the San Ysidro Historic Village Specific Plan, San Ysidro Community Plan, and the San Diego General Plan. The process for Specific Plan amendments is provided by San Diego Municipal Code Section 122.0105 (Decision Process for Land Use Plans). Modifications to the Specific Plan may be proposed and processed as an Administrative Modification or Amendment as described below.

Administrative Modifications

Administrative Modifications may be administratively approved by the Planning Director that are minor in nature and conform with the adopted Specific Plan goals and policies and do not increase development density or intensity.

Amendments

Modifications to the Specific Plan that are not determined to be minor in nature shall require an amendment to the Specific Plan. Amendment criteria include:

- A change to land uses or land use map in the Specific Plan.
- A change in the streets network.
- A change in supplemental development regulations.

7.4 SPECIFIC PLAN ADMINISTRATION

Interpretation

The Planning Director is assigned the responsibility and authority to interpret the San Ysidro Historic Village Specific Plan. Whenever the Planning Director makes an official interpretation of this Specific Plan, the interpretation shall be made in writing explaining the interpretation and the general circumstances surrounding the need for the interpretation. Any interpretation by the Planning Director may be appealed. The Planning Director may refer interpretation of the Specific Plan to the Planning Commission for a decision at a public meeting.

Severability

If any section, subsection, sentence, clause, phrase or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason found to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this Specific Plan document or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase or portion or any future amendments or additions thereto, irrespective of the fact that any

one or more section, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

Development Review Process

Consistent with Municipal Code Section 122.0107(b), the Specific Plan shall not establish new decision processes or permit types, but shall use Processes One through Process Five as established in Chapter 11 (Land Development Procedures) and permit types described in Chapter 12 (Land Development Reviews). All development applications within the Specific Plan Area will be evaluated for compliance with Specific Plan regulations and guidelines. Appeals are regulated pursuant to Chapter 11 (Land Development Procedures) of the San Diego Municipal Code. Preliminary Review pursuant to Municipal Code Section 143.0910 is recommended for proposed development within the adopted Specific Plan prior to formal development application submittal.

Allowable Land Uses

Allowable land uses are identified in Section 2, Land Use and Urban Form which references the San Diego Municipal Code. A land use shall be identified as belonging to a use category or subcategory. If a particular use is not listed or could meet the description of more than one category or subcategory, Section 131.0110 (Determination of Use Category and Subcategory) of the San Diego Municipal Code shall be used to determine conformity of the land use.

Previously Conforming

Section 127.01 (Previously Conforming Premises and Uses) of the San Diego Municipal Code shall be used for any previously conforming premises or uses within the Specific Plan Area.

Appendix | A

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Table 2-1: Additional Height Allowance

LDC Zoning Designation	Additional Height Allowance
Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area in addition to the Supplemental Development Regulations located within this table.	
RM-2-5	10' additional height allowance beyond maximum height permitted within citywide zoning standards
CC-3-4	10' additional height allowance beyond maximum height permitted within citywide zoning standards

Table 2-3: Side Setback/Paseo Standards

LDC Zoning Designation	Supplemental Development Regulations
RM-1-3 RM-2-5	<p>Within the Village area, properties identified within Figure 2-3 must provide a paseo. Where a paseo is provided, the width of the paseo may be counted toward the required side setback. Paseo design shall be consistent with the guidelines provided herein and City requirements. Paseos shall be maintained and remain unlocked and available for public access during daylight hours.</p> <p>Landscape elements, signs, benches, lighting, and public art less than 8-feet in height may encroach within the required setback as to not preclude a 5-foot minimum pedestrian access.</p>
CC-3-4	<p>Within the Village area, properties identified within Figure 2-3 must provide a 10-foot minimum side setback to accommodate a paseo. The option for no side setback is not applicable on the side of the property where a paseo is to be located. Paseo design shall be consistent with the guidelines provided below and City requirements. Paseos shall be maintained and remain unlocked and available for public access during daylight hours.</p>

Table 2-4: San Ysidro Boulevard Corridor District Development Standards

San Ysidro Boulevard Corridor District Supplemental Development Regulations
<p>Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area in addition to the Supplemental Development Regulations located within this table.</p>
<p>Buildings fronting San Ysidro Boulevard shall incorporate the following elements to enhance the pedestrian environment:</p> <ul style="list-style-type: none"> • Allowed uses on the ground-floor fronting San Ysidro Boulevard are limited to uses in the Retail Sales Use Category and the following uses in the Commercial Services Use Category: <ul style="list-style-type: none"> ○ Eating and Drinking Establishments ○ Financial Institutions ○ Instructional Studios ○ Personal Services ○ Tasting Rooms ○ Visitor Accommodations ○ Assembly and Entertainment Uses ○ Bed and Breakfast Establishments ○ Nightclubs & Bars Over 5,000 Square Feet in Size ○ Sidewalk Cafes • Primary building entrances shall front San Ysidro Boulevard. Locate parking to the rear of a parcel, and promote reciprocal access to limit curb cuts. • A minimum of 50 percent of the area between 3 and 10 feet above the sidewalk on a building surface fronting San Ysidro Boulevard shall be transparent, with clear glass visible into a commercial use. • Ground floor plate height shall be a minimum of 14' fronting San Ysidro Boulevard.
<p>Buildings shall be located to provide a minimum 8' pedestrian path of travel within the San Ysidro Boulevard setback.</p>

Table 2-5: Beyer Boulevard Trolley District Development Standards

Beyer Boulevard Trolley District Supplemental Development Regulations
<p>Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area in addition to the Supplemental Development Regulations located within this table.</p>
<p>Buildings fronting Beyer Boulevard shall incorporate the following elements to enhance the pedestrian environment:</p> <ul style="list-style-type: none"> • Allowed uses on the ground-floor fronting Beyer Boulevard are limited to uses in the Retail Sales Use Category and the following uses in the Commercial Services Use Category: <ul style="list-style-type: none"> ○ Eating and Drinking Establishments ○ Financial Institutions ○ Instructional Studios ○ Personal Services ○ Tasting Rooms ○ Visitor Accommodations ○ Assembly and Entertainment Uses ○ Bed and Breakfast Establishments ○ Nightclubs & Bars Over 5,000 Square Feet in Size ○ Sidewalk Cafes • Primary building entrances shall front Beyer Boulevard. Locate parking to the rear of a parcel, and promote reciprocal access to limit curb cuts. • A minimum of 50 percent of the area between 3 and 10 feet above the sidewalk on a building surface fronting San Ysidro Boulevard shall be transparent, with clear glass visible into a commercial use. • Ground floor plate height shall be a minimum of 14' fronting Beyer Boulevard.

Table 2-6: Neighborhood Village District Development Standards

Neighborhood Village District Supplemental Development Regulations
Land Development Code Base Zones and Development Regulations apply to development within the Specific Plan Area, in addition to the Supplemental Development Regulations located within this table.
In the RM-1-3 zone, lot consolidation is subject to Section 131.0453 Lot Consolidation Regulations of Chapter 13 of the City’s Municipal Code.
Subdivided lots may be a minimum of 16 feet in width.
Ancillary support uses, such as small community spaces, child care facilities, education facilities (including tutoring, career services, and vocational training), social services (including senior services), and other similar support uses providing services for residents of the project and nearby community, included as part of a connected and cohesive residential project are only subject to the same review process required for the residential portion of the project even if a higher review process would be required if such uses were proposed as a standalone use.

Table 2-7: Private Parking Standards

Parking Incentives
Shared parking between two or more different land uses adjacent or near to one another, is permitted, subject to the standards in Section 142.0545 of Chapter 14 of the City’s Municipal Code. All shared parking facilities shall be located within 600-foot horizontal distance of the uses served.
Commercial lots that are 10,000 square feet or less and that existed before January 1, 2000 are allowed a small lot parking rate with alley access accommodating 1 space per 10 feet of alley frontage, minus one space and without alley access none is required, per Section 142.0540 of Chapter 14 of the City’s Municipal Code.
Refer to parking provisions within Section 65915 of the California Government Code based on Assembly Bill No. 744 Planning and Zoning: Density Bonuses (2015-2016) for development that includes low- or very low- income units and is located within ½ mile of a major transit stop, and there are unobstructed access to the transit stops from the development.
Affordable Housing parking standards shall apply per Section 143.0740 of Chapter 14 of the City’s Municipal Code.
Tandem parking for new residential developments within the Neighborhood District is permitted per Section 142.0555 of Chapter 14 of the City’s municipal code.
Structured parking shall not be counted as part of building floor area ratio per Section 113.0234 (d)(3) of Chapter 11 of the City’s Municipal Code.

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