



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: September 14, 2006 REPORT NO. PC-06-196
ATTENTION: Planning Commission Agenda of September 21, 2006
SUBJECT: Workshop on the Otay Mesa Community Plan Update
REFERENCE: Planning Commission Workshop Report No. PC-05-222

SUMMARY

THIS IS A WORKSHOP ON THE OTAY MESA COMMUNITY PLAN UPDATE. NO ACTION IS REQUIRED ON THE PART OF THE PLANNING COMMISSION AT THIS TIME.

BACKGROUND

The community of Otay Mesa encompasses approximately 9,300 acres located at the southern limit of the City of San Diego (see Attachment 1). The community is bordered by the San Ysidro and Otay Mesa-Nestor communities on the west, the City of Chula Vista and the Otay Valley Regional Park on the north, the County of San Diego on the east and the US/Mexico border and the City of Tijuana on the south.

The Otay Mesa Community Plan was adopted by the San Diego City Council on April 27, 1981 and amended several times in response to public and private proposals. The amended community plan calls for residential and supporting commercial development in western Otay Mesa with industrial development and limited commercial uses in the central and eastern portions of the community surrounding Brown Field (see Attachment 2).

In addition to the community plan, precise plans have been adopted for seven residential areas in the western portion of the community to help implement community plan goals in addition to city-wide zones. The central and eastern industrial and commercial areas of Otay Mesa are within the Otay Mesa Development District, a planned development ordinance which provides tailored zoning for the area.

Existing Plan

The 1981 Otay Mesa Community Plan was intended to guide development of the area through the year 2000. Its principal goals include facilitating the annexation of part of Otay Mesa into the City of San Diego, coordinating development of the Otay Mesa port of entry, increasing employment opportunities, providing residential communities; and providing amenities for employees and residents. The following table summarizes the land uses and acreages for the adopted plan as amended.

2000 Land Use Plan Summary

Land Use	Acres	Percent
Residential	1,855	15.1
Commercial	594	4.8
Schools	130	1.1
Parks	65	0.5
Open Space	2,175	17.7
Industrial	3,475	28.3
Airport	1,000	8.2
Future Growth Area	2,200	18
Institutional	166	1.4
Agriculture	600	4.9
TOTAL	12,260	100

The residential objectives of the adopted Otay Mesa Community Plan include promoting a balanced community in terms of housing types and economic appeal, incorporating housing for various age groups, family sizes, and racial and ethnic compositions. The plan calls for the objectives to be achieved through location of residential uses in proximity to community facilities and protected from incompatible uses, clustering to preserve open space, avoiding unstable soil areas, preserving privacy and views, providing lower cost housing, promoting realistic phasing of development, and encouraging easterly development from I-805 only as full community needs and amenities are met. Originally, the plan called for the ultimate development of 18,200 dwelling units. However, a 1997 community plan amendment to incorporate the Multi-Habitat Planning Area (MHPA) reduced the potential residential build-out by approximately 6,000 units, resulting in 12,900 dwelling units currently being anticipated by the Otay Mesa Community Plan. At present, 3,600 dwelling units exist in Otay Mesa with an estimated population of 12,800.

The existing community plan designates 594 acres for commercial development. Because the commercial acreage is limited in relation to other land uses, the plan does not set forth commercial objectives. Rather, the plan provides broad definitions for the four commercial designations of Town Center, Specialized Commercial, Commercial Center, and Neighborhood Commercial to allow flexibility in their application to respond to future market demands.

The Otay Mesa Community Plan designates 3,475 acres for industrial development. The industrial objectives include providing labor intensive industrial uses to alleviate high unemployment, providing areas suitable for the development of large scale manufacturing facilities, providing exclusive areas for industrial uses, providing a future foreign trade zone, encouraging the “Twin Plants” concept, locating hazardous industrial development away from proposed urbanization, and developing proper design relationships to minimize conflicts between land uses. The plan recognizes the unique availability of large parcels of land that would be suitable for larger users, and therefore designates a large portion of the land as industrial. The industrial policies contained with the Otay Mesa Community Plan were largely based on an economic development strategy for manufacturing complementary to the *maquiladoras* in Tijuana. While the Twin Plants manufacturing concept for jointly using raw materials and labor from both sides was not realized, the Twin Plants concept has evolved to include Quality Assurance/Quality Control, repackaging, testing, administration and to some limited extent, final assembly on the U.S. side. Much of the developed industrial land is underutilized and is occupied by warehousing, distribution, truck storage and customs brokerages. Logistics associated with international trade is a significant industry in Otay Mesa in terms of land consumption. Other significant industries include automobile recycling, aviation-related uses associated with Brown Field, government and a few research and development electronics businesses.

Update Process

The City embarked on the current update of the Otay Mesa Community Plan in 2001. A Planning Commission workshop was conducted in July of 2002 which identified issues to be addressed through the update. Major themes that emerged included the need to create a jobs/housing balance, analyze the industrial base and improve the image of the mesa. Extensive public outreach was conducted throughout 2002, including work with the Otay Mesa Planning Group.

After 2002, work on the Otay Mesa Community Plan Update diminished due to staff and budget cuts. In the spring of 2004, a coalition of developers approached the Planning Department in order to accelerate work on the update. The Otay Mesa Planning Coalition was interested in pursuing land use changes that would not be otherwise considered while an update was in process. Focused on seven areas of the community in which they had ownership interests ranging sole to partial, the coalition included Pardee Homes, D.R. Horton, Centex Homes, Integral Partners, Sunroad Enterprises, McMillin Land Development and Murphy Development. A map illustrating the coalition planning areas is shown on Attachment 3. With the added resources of the Otay Mesa Planning Coalition, work on the Otay Mesa land use plan and technical studies was accelerated in the summer of 2004.

In the summer of 2005, the Otay Mesa Planning Coalition and the City prepared a Discussion Draft Concept Plan to reflect the Coalition’s proposals and stimulate public discussion (see Attachment 4). The concept plan was presented to the Planning Commission at a public workshop on August 4, 2005. After public testimony, the Planning Commission asked staff to address a variety of issues. Included in these were issues associated with introducing residential development into former industrial areas were the amount of industrial land needed,

compatibility issues between residential and industrial uses, and health and safety issues. The Commission also asked staff to address homeland security, circulation, outreach, affordable housing and habitat preservation, among other issues.

On August 18, 2005, the Planning Department, in conjunction with the Otay Mesa Community Planning Group, hosted a public workshop to address the Discussion Draft Concept Plan and issues identified by the Planning Commission. Over 90 people attended the workshop and provided input in a number of breakout groups. Major issues addressed included Brown Field, affordable housing, industrial preservation, collocation of residential and industrial uses, truck traffic, and the image of Otay Mesa. Workshop notes are included as Attachment 5.

Through the public outreach process, detailed issues that would have an important effect on the community plan update were identified. In the fall of 2005, the City and the Otay Mesa Planning Coalition decided to put the Community Plan Update on hold in order to explore the detailed issues identified through the public outreach process. The department held a series of eight roundtables with the purpose of gaining a greater understanding of policy issues surrounding the Otay Mesa Community Plan Update. The goal was to engage City staff and individuals with specialized knowledge or experience to explore and discuss issues of concern. The topics of discussion were industrial lands, parks and public facilities, schools, international trade and the Port of Entry, truck traffic and California ARB Guidelines, corridor planning, Brown Field and the cross border terminal concept, and infrastructure funding needs. The roundtable discussions involved SANDAG staff, school district staff, Otay Mesa Chamber of Commerce representatives, Customs and Border Protection staff, engineering experts, economic experts, California Environmental Protection Agency staff, Air Pollution Control District staff, California Air Resources Board staff, Caltrans staff, California Transportation Ventures staff, South County Economic Development Council representatives, San Diego Regional Airport Authority staff, County, state and federal representatives and appropriate City staff.

The outcome of the industrial roundtable included the evolution of global industrial and manufacturing uses, the need to focus on expanding base sectors and creating higher income jobs, the need for an industrial sanctuary, and the possibility of changing the characteristics of industrial lands with the opening of SR-905 and SR-125. Within the Parks roundtable, joint use remained a key planning principle, parks should not be used as buffers from highways or noxious uses, safe linkages need to be provided, and there should be flexibility in meeting levels of services. The Schools roundtable reiterated the joint use concept, considered the Southwestern College area as an opportunity for siting another high school nearby, and was instrumental in generating ongoing meetings with the school districts regarding multi-leveled schools, site design, and K-8 schools. The International Trade roundtable discussed the need to plan regionally with the County, reinforced the notion that logistics and truck storage are important uses in the border area, and discussed the opportunity of a third border crossing to the east. At the Airport roundtable, the importance of Brown Field to the community was reiterated, as well as the need to begin master planning for the airport, and the opportunity of a cross border terminal in the border area. Within the Infrastructure roundtable, the discussion centered on the need for a combination of funding sources for Otay Mesa as traditional sources of funding will not be adequate, as well as the need to work with the County as the East Otay Mesa area is dependent on the City's infrastructure. The Truck Traffic roundtable focused on truck volumes

and traffic patterns, as well as idling and the California ARB guidelines. The last roundtable, on Corridor Planning, focused on the completion of SR-905, possible funding sources for the completion gap of SR-905, and the desire for a third Port of Entry and SR-11 (see Attachment 6).

Following the series of roundtable sessions, the City coalesced the input received into the following objectives for the plan update:

- **Regional Center:** Enhance Otay Mesa's role in the region
- **Create Complete Places:** Balanced, integrated mix of uses within and across Otay Mesa
- **Transit:** Coordinate land use planning to support high frequency transit service
- **Build Needed Infrastructure:** Include development that can finance infrastructure improvements
- **Diversify:** Broaden the industry profile and increase employment
- **Industrial Capacity:** Protect and enhance
- **International Trade:** Support activities
- **Housing:** Provide more housing and meet workforce needs

The objectives continue to be refined through the outreach process and the community planning group meetings. The Otay Mesa Community Planning Group has committed to including an extra hour per meeting to have focused discussions on the issues, process and progress of the plan update. The in-depth discussions began in August 2006, when the group discussed the work program, the timeline, and the aforementioned goals. In September, the group will discuss industrial trends and Tijuana's industrial clusters. October's meeting will focus on infrastructure needs and financing, while November's theme will be Brown Field and the cross border terminal concept. Based on the monthly discussion and input from the group, the objectives may be refined and additional objectives may be generated.

Work on the Otay Mesa Community Plan update is being coordinated with the General Plan update as work on these two important policy documents progresses. The Draft General Plan update includes policies that identify the need for increased housing opportunities to accommodate future population growth. The development of villages is promoted and land use categories recommended by the Draft General Plan are being incorporated in the Otay Mesa Community Plan update. The Economic Prosperity Element also identifies Otay Mesa as a Subregional Employment District and states that its geographic separation from most of the City and proximity to Mexico create a unique opportunity for industrial development. Analysis of the compatibility of the community plan update and draft land use scenarios with the General Plan update will continue in the coming months.

Because the Otay Mesa community planning area includes regional impacts and issues, the City and its consulting team are working with SANDAG staff, County staff, and Tijuana representatives to coordinate a comprehensive planning approach for the Otay Mesa update. SANDAG discussions center on potential smart growth sites for the Smart Growth Concept Map, as well as discussions with transit staff to determine a transit program for Otay Mesa that integrates with the existing regional network. Through SANDAG's Borders Program, City staff and its consulting team work jointly with SANDAG and Tijuana representatives on the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan which focuses on transportation,

economic development, housing, and environmental issues. Preliminary discussions have occurred with County staff with regards to circulation, infrastructure financing, and land use impacts.

In early 2006, the City and its consulting team prepared three alternative land use scenarios to implement the objectives identified through the public input process. The scenarios, as described below, were initially presented to the Otay Mesa Planning Group on March 28, 2006. Following presentation to the Planning Group, the Planning Department made presentations to a variety of other interest groups including the Otay Mesa Chamber of Commerce and other interested parties. On June 7, 2006, the newly formed City Planning and Community Investment Department held a widely noticed public workshop to address the alternatives. The 80 participants provided comments on the draft land use scenarios as identified in Attachment 7, while the workshop notes are contained in Attachment 8. Since that time, the three alternative land use plans were refined in response to public comment and analytical work in preparation of beginning the EIR process has begun.

PROJECT DESCRIPTION

As mentioned above, the three different Draft Land Use Scenarios are contained in Attachment 7 and have been generated to support varying types and levels of uses. An overview of each is provided below.

Draft Scenario 1: Draft Scenario 1 represents an evolution of the plan discussed at the August 4, 2005 Planning Commission Workshop and includes the seven Coalition areas. The scenario differs from the adopted community plan by representing an increase in residential use and a decrease in industrial use. Features include increasing housing unit yield in the southwestern residential area, creating a one-half mile wide corridor of mixed use with increased residential density and intensity of uses along the planned SR-905 freeway, distributing land uses within the mixed use corridor to support walkability for future urban villages, and two focused village areas roughly centered within the community, but remaining segregated from industrial areas. Within Draft Scenario 1, the dominant industrial land use would be Business Park.

Draft Scenario 2: Draft Scenario 2 represents the greatest change from the adopted Community Plan with increased residential use and decreased industrial use. Features include increasing housing unit yield in the southwestern residential areas, creating two substantial urban village centers by expanding Draft Scenario 1 village areas south of Airway Road, differentiating industrial areas into four principal themes to create sanctuaries, and providing distinct sanctuaries for warehousing, distribution and outdoor uses. The distribution of industrial uses in Draft Scenario 2 is relatively balanced between business park, light industrial, heavy industrial and scientific research uses.

Draft Scenario 3: Draft Scenario 3 is the Land Use Scenario most similar to the industrial intensity found in the adopted community plan. Features of Draft Scenario 3 include increasing housing unit yield in the southwestern residential areas, creating an urban village center in an area south of SR-905 and west of Britannia Boulevard, and designating a corridor of Business

Park-themed industrial uses along SR-905. The industrial land use designations are differentiated into business park, light industrial, heavy industrial, and scientific research.

DISCUSSION

As outlined above, a number of key issues have been identified through the plan update process. The following paragraphs outline six of these issue areas, including Industrial Lands, Housing, Brown Field, International Border Operations, Infrastructure/Public Facilities/Circulation, and Environmental.

Industrial Lands

Otay Mesa contains a large proportion of the City’s long-term supply of remaining industrial land. A market study prepared on behalf of the City of San Diego by Economics Research Associates (ERA) evaluated industrial trends in the region and specifically Otay Mesa through the year 2030. The table below illustrates absorption rates for the industrial lands in Otay Mesa. The industrial land absorption figures assume that most of the region’s industrially-designated land will be entitled and that Otay Mesa will capture 20-50 percent of countywide industrial absorption. The figures assume development of presently vacant land and redevelopment of underutilized industrial land. A negative figure indicates all industrial land is projected to be developed prior to 2030. The geographic areas designated as industrial land vary between each of the scenarios.

Absorption Rate 2005 – 2030	Acres	Scenario #1: Available Industrial Acres After 2030	Scenario #2: Available Industrial Acres After 2030	Scenario #3: Available Industrial Acres After 2030
Low	680	610	535	815
Medium	880	410	335	615
High	1,340	-55	-125	155

Industrial lands in Otay Mesa are presently occupied by manufacturing, storage, and warehouse distribution uses. Many areas are occupied by interim conditional uses such as automobile recycling and truck trailer storage. The latter use is a component of the logistics industry, which because of the specific nature of institutionalized trade practices with Mexico, is a necessary component of international trade. However, these uses may eventually shift to other areas such as East Otay Mesa in the County of San Diego as land prices increase within the city and industrial markets evolve. Therefore, some industrial land in Otay Mesa may become available for more intensive research and development, manufacturing, warehousing and logistics uses through 2030.

The currently adopted community plan does not differentiate industrial uses, allowing for a mix of heavy and light industrial uses to be located throughout the industrial areas of Otay Mesa. The adopted community plan does not permit most office uses, except those which are accessory to the primary industrial use on the site. However, single-tenant corporate headquarters and government office uses are currently permitted. All scenarios include a land use designation for Heavy Industrial, which would allow outdoor storage and heavy industry uses by right and encourage the uses to shift to the newly designated areas. All three scenarios propose to

differentiate industrial land uses into the proposed land use designations contained in the draft General Plan. The industrial land use designations consist of: Heavy Industrial; Light Industrial; Scientific Research, Technology Park, and Business Park. As part of the community plan update process, staff will identify what portions of these designations should be identified as Prime Industrial Lands under the draft General Plan policies and therefore further protected and preserved following the community plan update.

As this is a comprehensive update to the community plan, potential impacts can be evaluated to provide for the compatibility between different land uses. The community plan scenarios envision the redesignation of varying amounts of industrially-designated land to residential and mixed use. Compatibility between potentially conflicting land uses could be achieved through a variety of methods. These methods could include transitional buffering land uses such as commercial office and retail uses, physical transitions such as major roadways, additional landscaping and sound-proof construction materials and potential off-site health and environmental impacts mitigation strategies. Evaluation of the impacts of each land use scenario, and appropriate mitigation measures, will be evaluated through the community plan update process and in the Environmental Impact Report.

Housing

Because housing has become increasingly unavailable and unaffordable within the region, the City of San Diego declared a “Housing State of Emergency” in 2002. The Otay Mesa Community Plan Update offers an opportunity to implement policies that could ensure the provision of affordable housing. Much of the proposed residential development in Otay Mesa is on land not currently designated for residential development—thus providing the City with leverage to require that if land is shifted to residential use the City should be getting an adequate amount of affordable housing. The Otay Mesa housing policy could also serve as a citywide inclusionary and balanced community policy for any area in the City where large scale residential development is proposed on greenfield sites. The three scenarios propose an increase of between 6,000 and 19,000 housing units from the 12,900 units in the adopted plan. All but roughly 5,000 would be multifamily housing units. This housing mix is intended to closely integrate the type of housing with the projected workforce in Otay Mesa, develop village centers, support regional transit service and maximize affordable housing opportunities. While the amount of additional housing varies depending on the scenario and therefore suggests differing options for implementing an updated vision for Otay Mesa, the housing policy would implement the Mayor’s goal of providing housing affordable to the workforce and to assure a mix of housing types.

Brown Field

Brown Field, a general aviation airport owned and operated by the City of San Diego, occupies approximately 850 acres in the north central area of Otay Mesa. The City of San Diego has begun the process of securing funding from the Federal Aviation Administration (FAA) to update the Airport Master Plan for Brown Field. This process is necessarily separate of the Otay Mesa Community Plan Update, as it is expected to take longer than the community plan update and must follow a specific program set forth by the FAA. The Otay Mesa Community Plan Update will include policies that suggest how the airport can be integrated into an updated vision for Otay Mesa. Further, ongoing evaluation of airport operations is intended to allow for

flexibility in future operations of Brown Field, which will be determined through the Airport Master Plan update process.

The San Diego County Regional Airport Authority (SDCRAA) is in the process of preparing an updated Airport Land Use Compatibility Plan (ALUCP) for Brown Field. The purpose of the ALUCP is to ensure that compatible land uses are located near airport facilities. State law requires that the ALUCP be prepared by the SDCRAA and be considered by the City of San Diego. The ALUCP is anticipated to be completed prior to the Otay Mesa Community Plan Update. The City is actively participating in the development of the ALUCP and has considered various drafts of the ALUCP in developing the Otay Mesa Community Plan Update scenarios.

Working closely with the planning group and stakeholders on the update process, the City Planning and Community Investment Department understands the importance of Brown Field's image and use to the Otay Mesa community. The community believes that the airport could be a catalyst for change in Otay Mesa by functioning as a corporate/business serving airport while continuing its other general aviation, port of entry and international trade operations. Brown Field plays a key role in international trade by supporting the air transport of small, time-sensitive cargo manufactured in Tijuana. However, the community has indicated it is important that the airport be integrated into an updated vision for the community.

International Border Operations

Otay Mesa is the third busiest commercial port of entry along the border with Mexico. Because of its impacts to the community, Customs and Border Protection has been consulted during the update process. Border facilities exist directly along the international border and air operations are principally based out of Brown Field. A multi-agency effort is underway to develop a third port of entry, Otay Mesa II, approximately two miles east of the Otay Mesa Port of Entry. A "Functionality Study" is expected to begin soon, which will study the appropriate operational characteristics for a new port of entry, which may affect future operations at the existing Otay Mesa Port of Entry. Wait time for transporting cargo through the existing port of entry averages two hours and congestion is projected to worsen. SANDAG found that this delay in moving freight costs San Diego County \$455 million in annual revenue from reduced freight activity. This translates into more than 2,400 jobs or \$131 million in lost labor income a year.

Infrastructure/Public Facilities/Circulation

The need for public facilities and infrastructure, including schools, parks, circulation, services and water, is being analyzed in conjunction with the community plan update. Otay Mesa lacks adequate infrastructure and lacking sufficient infrastructure is an impediment to its prosperity. How infrastructure will be financed is a key element of the Otay Mesa Community Plan Update. The type of land use mix in Otay Mesa and the timing of building permits issued will affect the amount of revenue generated to pay for infrastructure and the types of infrastructure necessary and affect the timing of its completion. In addition to the City's Facilities Benefit Assessment and the Community Facilities District fees, a Border Infrastructure Financing District (BIFD) is enabled by state law. The BIFD provides for tax increment financing to support infrastructure development and other capital improvements of public benefit along the border. The BIFD is being studied to determine its suitability as a financing tool in Otay Mesa.

A unique regional drainage facility is anticipated in the eastern portion of Otay Mesa. Existing and anticipated future runoff in this area will continue to produce flooding if not addressed. It is anticipated the facility would be located along La Media Road, with a storm water detention pond located along the international border. The drainage facility is proposed to incorporate an isolated area of existing Multi-Habitat Planning Area (MHPA) along the west side of La Media Road, between Airway and Siempre Viva Roads.

Significant transportation improvements will be needed in conjunction with the development of Otay Mesa. Numerous circulation element roads will be needed and are currently being evaluated and modeled with the plan update. Access to the mesa from the west continues to be a significant issue, and is a necessity for any planned development in the southwestern portion of the community. Feasibility analysis and geotechnical studies continue to study alignments for connecting Beyer Boulevard with Caliente, and connecting Old Otay Mesa Road with Airway Road. City staff is currently running the traffic modeling on all three scenarios, which will be used for the traffic studies for the scenarios.

As part of the plan update process, draft Public Facilities Financing Plans (PFFP) will be generated for all the scenarios. Because the currently approved Public Facilities Financing Plan was last updated in 2004, the Facilities Financing Section of the City Planning and Community Investment Department held a public meeting on September 12, 2006 to discuss financing issues. Stakeholders and planning group members attended the meeting and decided to work with staff to expeditiously generate and forward for approval an interim PFFP. The interim PFFP would more accurately reflect the costs, funding, and timing for the much needed facilities in Otay Mesa and would allow for the collection of more reasonable fees in advance of the adoption of the community plan update.

Environmental

The amended Otay Mesa Community Plan includes approximately 2,500 acres within the MHPA (see Attachment 9). It is anticipated that MHPA boundary adjustments will be identified through the plan update process to more accurately reflect existing resource areas. In addition, numerous vernal pools exist in Otay Mesa, many of which are located within the MHPA. However, a number of vernal pools are also located within areas principally designated for residential uses. Preserving all of these vernal pools may physically constrain the cohesive development of some residential neighborhoods and would result in biologically isolated pockets of vernal pools. The City has been coordinating with the wildlife agencies to prepare a comprehensive approach to mitigating the loss of vernal pool sites. Options may be available to mitigate the loss of vernal pools within areas designated as MHPA.

NEXT STEPS

The community plan update timeline is contained in Attachment 10. Following the September 21, 2006 Planning Commission Workshop, a public workshop will be held with the City's Land Use & Housing Committee (LU&H) on October 25, 2006. Input from the Planning Commission workshop will be incorporated into the LU&H staff report. In addition, staff will continue to hold monthly meetings with the Otay Mesa Community Planning Group to discuss the three alternative land use scenarios and related issues. Work on the EIR will continue and preparation of the

community plan document, Public Facilities Financing Plan and zoning implementation program will commence. Staff anticipates release of the draft Otay Mesa Community Plan and EIR in the spring of 2007, with public workshops to be held in January, February, June and October 2007. The OMCPU is anticipated to be considered by the Planning Commission and City Council in October and November 2007.

SUMMARY

In addition to the General Plan Update, the Otay Mesa Community Plan Update represents one of the most significant planning efforts underway within the City of San Diego. Planning Commission input is sought to help create a vision for Otay Mesa that will be realized through its development over the next 25 years.

Respectfully Submitted,

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Attachments:

1. Otay Mesa Location Map
2. Adopted (Current) Otay Mesa Community Plan Land Use
3. Otay Mesa Planning Coalition Ownerships
4. August 2005 Otay Mesa Discussion Draft Concept Map
5. August 18, 2005 Public Workshop Notes
6. Otay Mesa Roundtable Notes
7. Draft Land Use Scenarios 1, 2, & 3
8. June 7, 2006 Public Workshop Notes
9. Multi-Habitat Planning Area Map
10. Otay Mesa Community Plan Update Timeline

Provided Under Separate Cover to the Planning Commission:

Real Estate Market Analysis, Otay Mesa Community Plan Area, Economics Research Associates