SOUTHWEST VILLAGE SPECIFIC PLAN

Draft | April 2025

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ACKNOWLEDGMENTS

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ADOPTION AND AMENDMENTS

ACTION	PLANNING COMMISSION APPROVAL		CITY COUNCIL ADOPTION	
	Date	Report #	Date	Resolution #
Adoption of Southwest Village Specific Plan	Month ##, ####	#12345	Month ##, ####	#12345

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01

INTRODUCTION

1.1 — OVERVIEW

The Southwest Village Specific Plan ("Specific Plan") brings a modern village community to the southernmost portion of the City of San Diego. On a mesa with views of Mexico and the Pacific Ocean, Southwest Village strives to create a walkable community with an integrated mix of uses, a range of housing types that provide opportunity for a diversity of lifestyles, and would be served by transit upon completion.

The Southwest Village Specific Plan envisions a complete community that integrates an urban mixed-use center ("Village Core") with surrounding residential neighborhoods. Residential neighborhoods, retail, office, school, and recreational uses are designed around an interconnected grid-block development pattern through a comprehensive network of multi-modal streets and pedestrian linkages. Caliente Avenue and Beyer Boulevard are designed to connect these uses to the wider Otay Mesa community. ***Figure 1.1, Southwest Village Plan Area*** shows the points of connection via Caliente Avenue and Beyer Boulevard. This gradual intensification of land uses creates a central urban experience, and the integration of urban land uses and mobility provides for a variety of living styles and mobility options. The Southwest Village Specific Plan sets forth urban design concepts that create a vibrant community offering an authentic and culturally rich place to live.

The Southwest Village Specific Plan provides a comprehensive policy and regulatory framework that guides future development in the Southwest Village. The Southwest Village Specific Plan encompasses approximately 490 acres and will allow up to 5,130 dwelling units, facilitate the creation of a village anchored by up to 175,000 square feet of commercial and retail uses, and provide public facilities, including a location for a new school, more than 22 acres of parks, a network of trails, and provide approximately 201 acres of open space and undeveloped areas throughout the community. ***Figure 1.2, Southwest Village Development Concept***, highlights key components of the Southwest Village Specific Plan.

- Approximately 490 acres of land in Otay Mesa Community Area Plan
- 5,130 residential dwelling units
- 175,000 square feet of commercial uses
- "Village Core" planned around future transit stop and mobility hub
- Approximately 22 acres of interconnected publicly-owned and privately-owned community parks, neighborhood parks, pocket parks and mini parks
- Approximately 6.2 acres for a future school
- 201 acres of open space
- Connection of Caliente Avenue from Southwest Village to SR-905
- Connection of Beyer Boulevard from Southwest Village to San Ysidro

Figure 1.1 — Southwest Village Plan Area

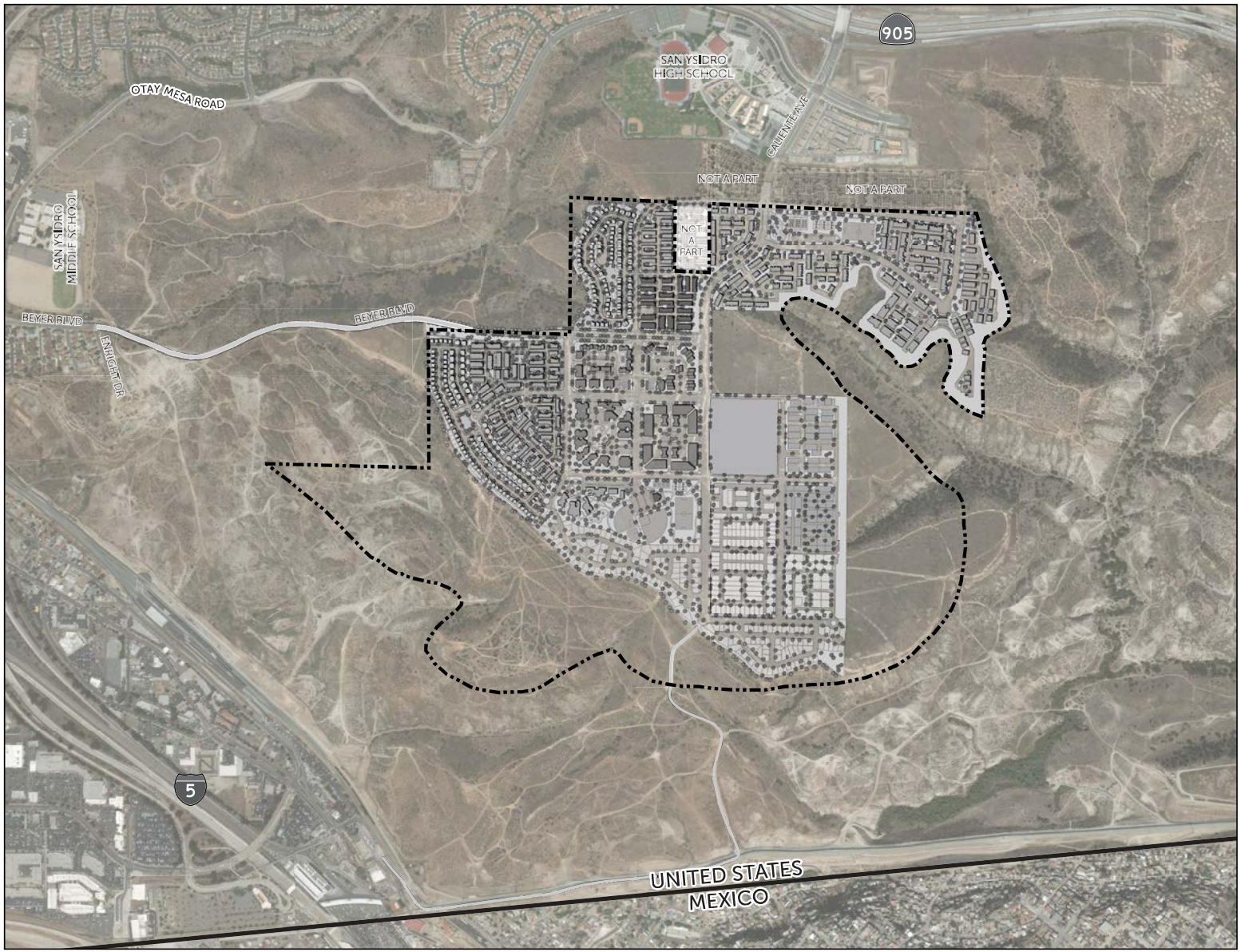


Figure 1.2 — Southwest Village Development Concept

1. Village Core
2. Medium-High Density Residential
3. Medium Density Residential
4. Medium-Low Density Residential
5. Open Space
6. Park
7. School
8. Caliente Ave Extension
9. Beyer Blvd Connection
10. Mobility Hub

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

N

0′ 375′ 750′

1.2 — PURPOSE AND INTENT OF THE SPECIFIC PLAN

This document serves as a framework for development in the Southwest Village Specific Plan area. The Southwest Village Specific Plan is intended to be used by residents, business and property owners, developers, designers, City staff, and elected officials in the review of proposed development projects in the Specific Plan area. The Specific Plan should be used in conjunction with the goals and policies contained within the General Plan, the Otay Mesa Community Plan, and the regulations in the Land Development Code (LDC), which form the planning framework for this Specific Plan.

This Specific Plan provides detailed text and exhibits describing the range of land uses (residential, retail, commercial, office, mixed use, parks, and open space), public realm, mobility network, and infrastructure that will occur in the Specific Plan area. It provides policies and regulations to ensure that buildout of Southwest Village occurs in a manner consistent with City policies and regulations.

- Framework to facilitate housing for a diversity of lifestyles
- Implement policies in the General Plan and Otay Mesa Community Plan
- Establish thresholds for maximum future development
- Provide supplemental development regulations
- Identify required public facilities
- Define processes and requirements for implementation

1.3 — OBJECTIVES

The objectives of the Specific Plan include the following:

1. Provide a comprehensive policy and regulatory framework that guides development for Southwest Village in accordance with the General Plan and Otay Mesa Community Plan.
2. Establish a development program that facilitates implementation of housing.
3. Create a Village Core with transit access that provides a mix of uses.
4. Establish a grid network within the Village Core to provide a pedestrian-oriented experience.
5. Provide balanced residential neighborhoods with a range of housing, including attached and detached options that provide critically needed dwelling units for a variety of lifestyles.
6. Provide opportunities to create "for-sale" and "for-rent" multi-family and single-family residential units to serve a variety of income levels.
7. Connect the Village Core to residential neighborhoods and encourage pedestrian activity through a comprehensive network of sidewalks, bicycle lanes, trails, and paseos.
8. Integrate parks, paseos, trails, and other amenities that provide outdoor areas for active and passive recreation.
9. Provide for education opportunities by identifying a primary and secondary location for a school.
10. Create public spaces that enhance the community and provide central gathering areas to invite community interaction.
11. Ensure that architecture, urban design, and streetscape design create a distinct sense of place, are unique and well designed, and enhance the public realm.
12. Include street trees and landscaping as part of public spaces, edges, and streetscapes.
13. Conserve the surrounding natural environment and respond to the natural topography of the mesas and canyons, maximizing opportunities for unique public views and recreational opportunities where possible.
14. Protect regionally significant open space and sensitive biological resources within the Planning Areas.
15. Enhance the opportunities of Otay Mesa as a whole by building connections to transit, open space, trails, and bicycle networks.

1.4 — VISION

Southwest Village is designed to include a dense mixed-use Village Core, with housing gradually transitioning to lower density residential uses adjacent to open space. A variety of attached and detached housing types promotes diversity and creates dynamic neighborhoods that are connected by a network of bicycle facilities, sidewalks, trails, and paseos.

The Village Core is the activity center of the community, located centrally in Southwest Village. The sloping terrain provides expansive views to the south and southwest from the Village Core. Similar to the image below and on the following page, neighborhood-serving commercial uses make the Village Core an enjoyable place for pedestrians, while incorporating amenities that provide a public gathering space for the community. A potential school is included adjacent to a neighborhood park that will also offer a recreation area for the community to enjoy. Multi-family housing is integrated in the core, bringing constant activity. Bicycle paths and lanes, sidewalks, paseos, and trails offer comfortable walking and biking connections to the neighborhoods surrounding the Village Core.

These neighborhoods include a mix of multi-family and single-family housing integrated with small parks to provide common outdoor spaces within them. Homes have easy access to a trails network, and many also offer views of the canyons and open space that surround Southwest Village.

Streets in Southwest Village are designed in response to the natural topography of the mesa and provide connections between the residential neighborhoods and the Village Core. The streets include a network of sidewalks and bicycle facilities, and the Village Core includes space for a mobility hub to provide multiple mobility choices to access the heart of Southwest Village. The street network minimizes block size by allowing access at regular intervals into neighborhoods. In addition, the streets are punctuated with mid-block access points to provide a pedestrian network centered on the Village Core with connections to parks and open space. Mid-block pedestrian crossings shall comply with City Council Policy 200-07, Comprehensive Pedestrian Crossing Policy.

The Specific Plan envisions an **active, compact, pedestrian-scale community** with balanced residential neighborhoods connected by an interwoven mobility network and anchored by an urban mixed-use Village Core.

1.5 – GUIDING PRINCIPLES

Guiding principles form the backbone of the Southwest Village land use plan. They respond to the Vision for Southwest Village and serve as a framework for the development of the Southwest Village Specific Plan. Each guiding principle serves a purpose unto itself; however as a cohesive whole, the principles will best achieve the desired future Southwest Village.

Playa del Sol, Otay Mesa

No. 1 Streamlined Framework to Facilitate Housing for a Range of Lifestyles

No. 2 Natural Resource Protection

No. 3 Grid Network

No. 4 Social Heart

No. 5 Concentric Rings of Density

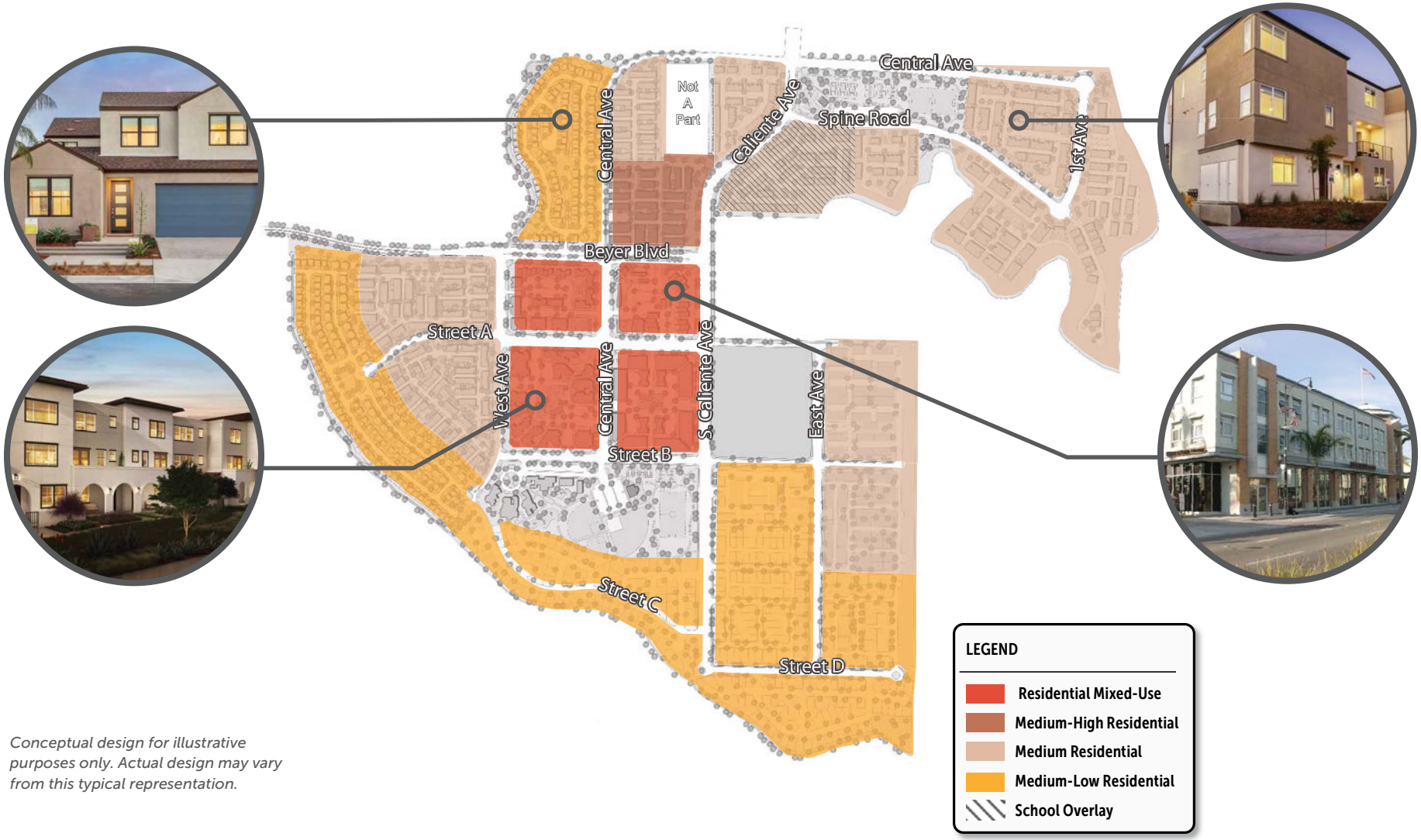
No. 6 Interconnected Bicycle & Pedestrian Linkages

No. 7 Community Recreation & Interaction

No. 8 Public Viewsheds & Access

1.5.1 — Guiding Principle No. 1

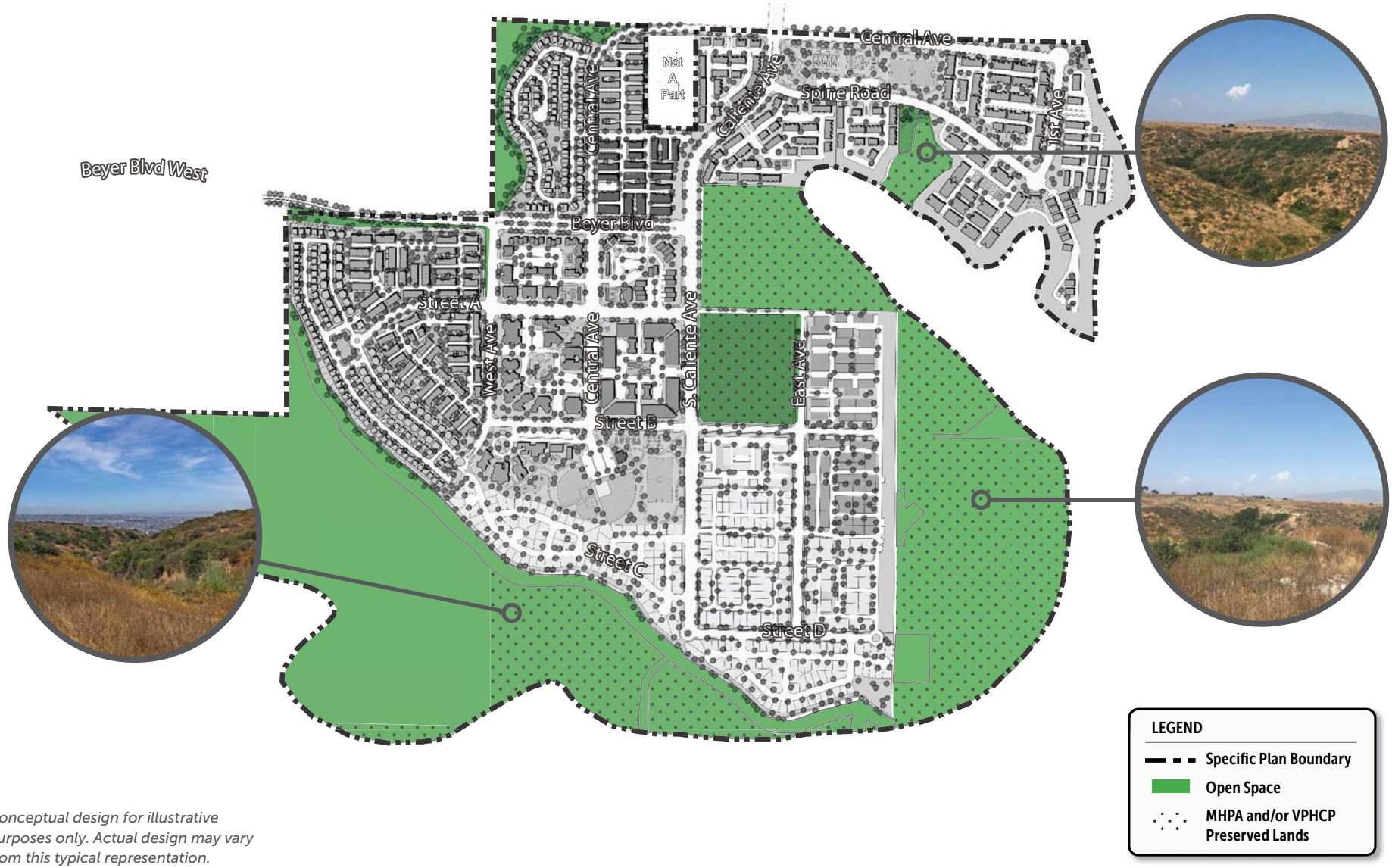
Provide a diversity of housing types, responding to the region's critical need for a range of naturally affordable, workforce housing units.



Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

1.5.2 — Guiding Principle No. 2

Preserve natural open spaces.



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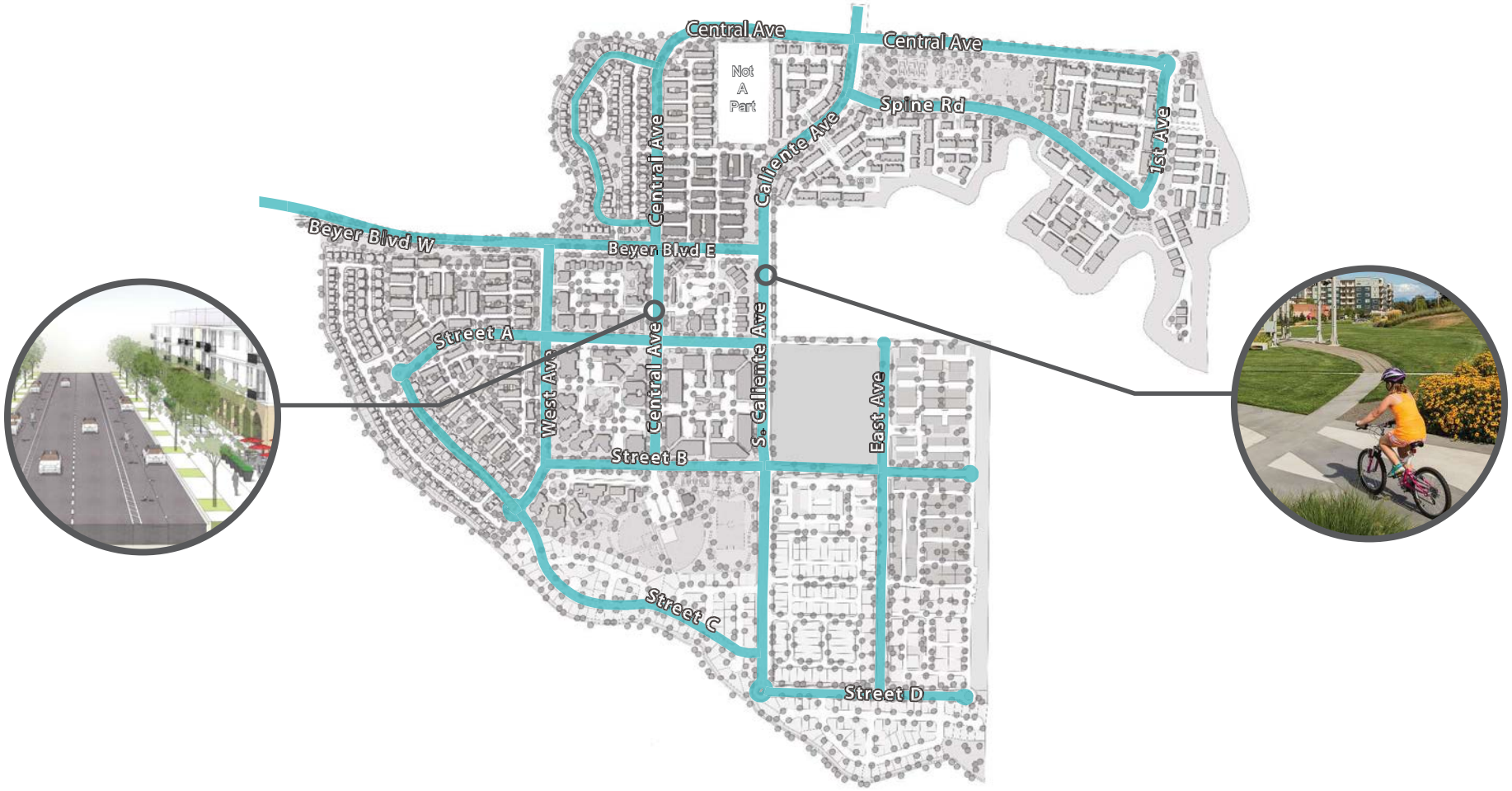
1.5.3 — Guiding Principle No. 3

Establish a pedestrian-scaled walkable block pattern with small block sizes along multi-modal local and collector streets.



Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

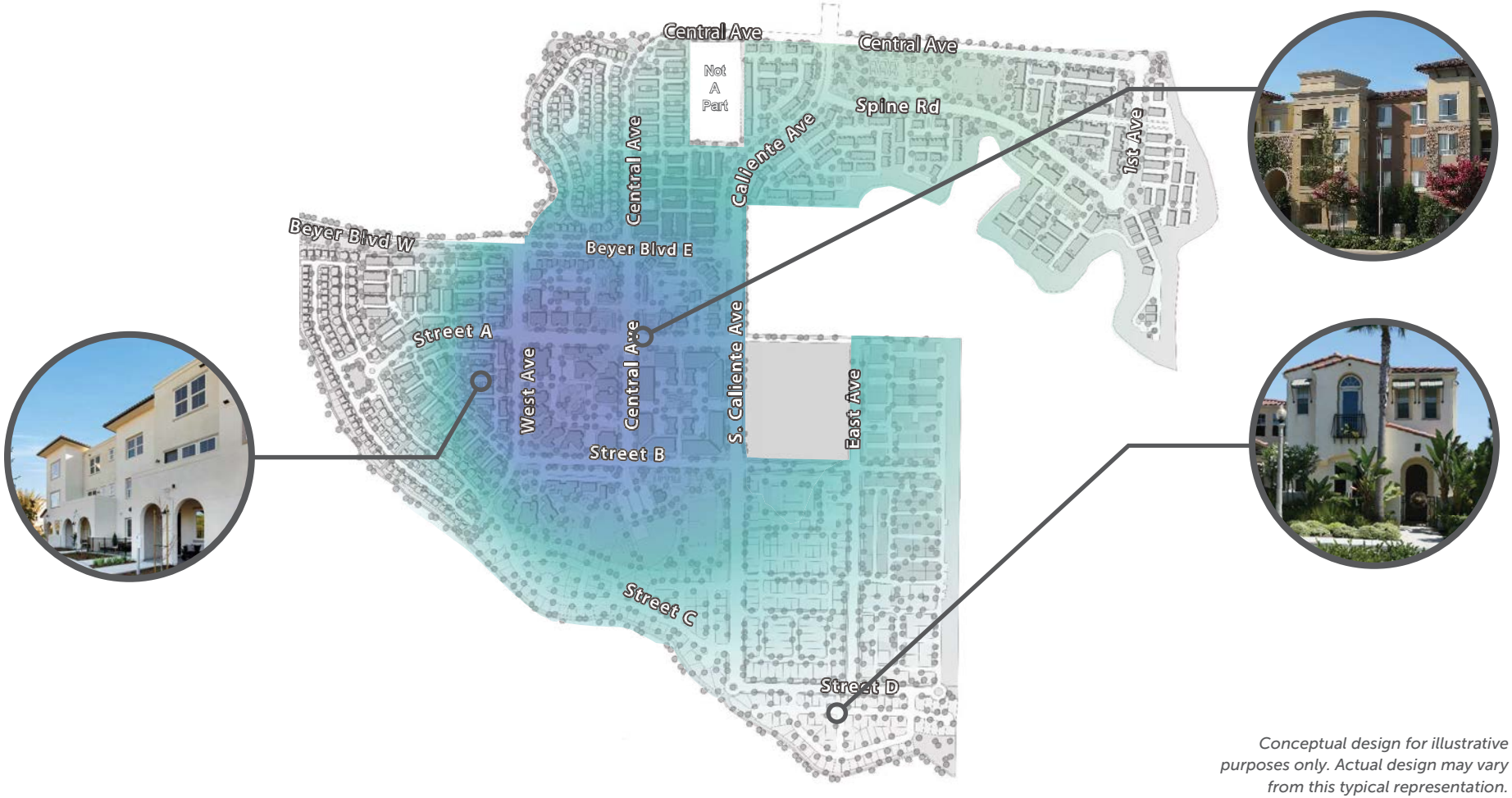
1.5.4 — Guiding Principle No. 4

Focus neighborhood services, social amenities, and civic spaces at the center of Southwest Village in a vibrant, mixed-use, commercial-civic Village Core.

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

1.5.5 — Guiding Principle No. 5

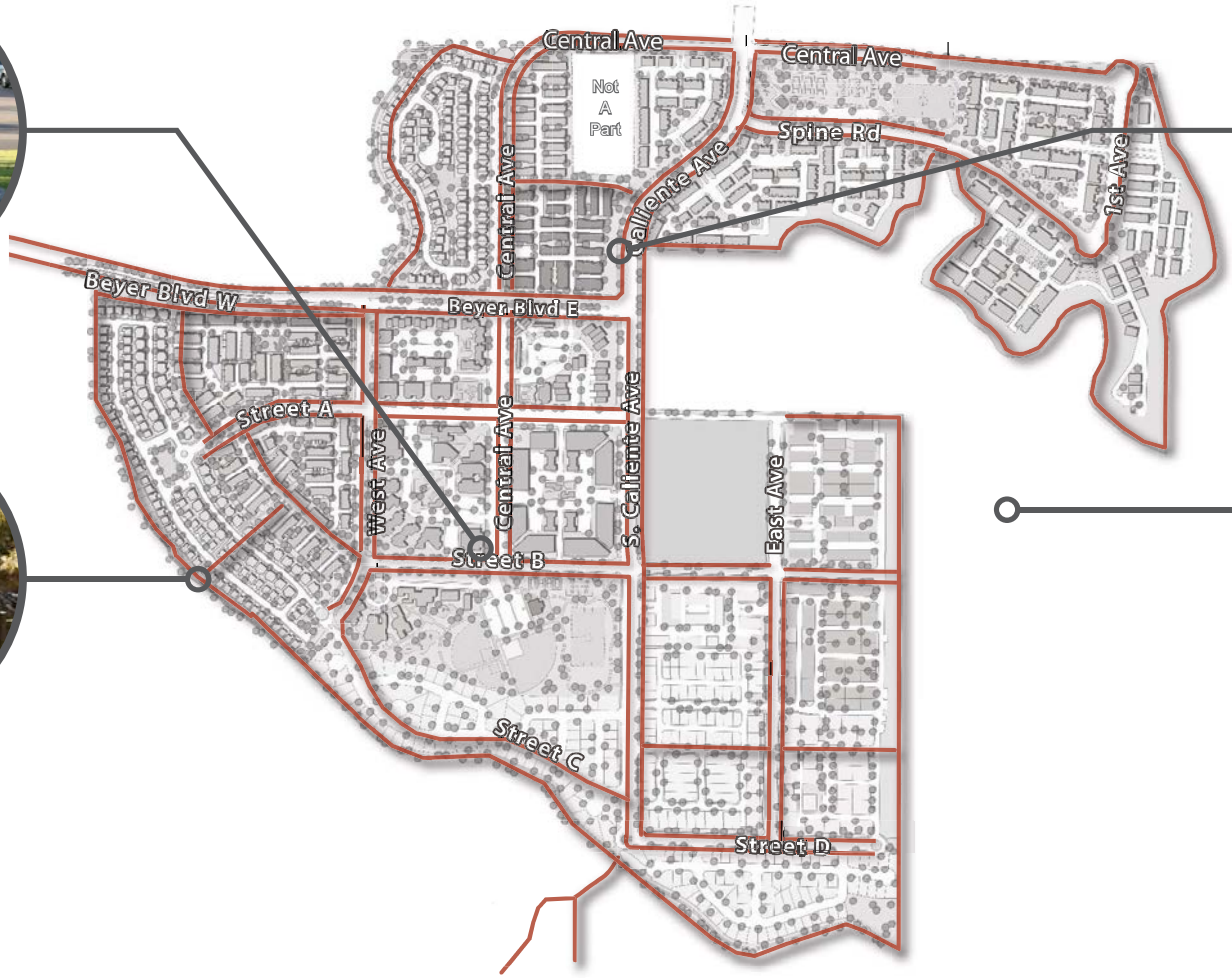
Develop an active, mixed-use, urban core surrounded by neighborhoods of various densities, generally decreasing in intensity toward open spaces.



Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

1.5.6 — Guiding Principle No. 6

Provide an interconnected bicycle and pedestrian network that connects neighborhoods to each other, the Village Core, parks, public spaces and surrounding natural open space, and the surrounding communities.



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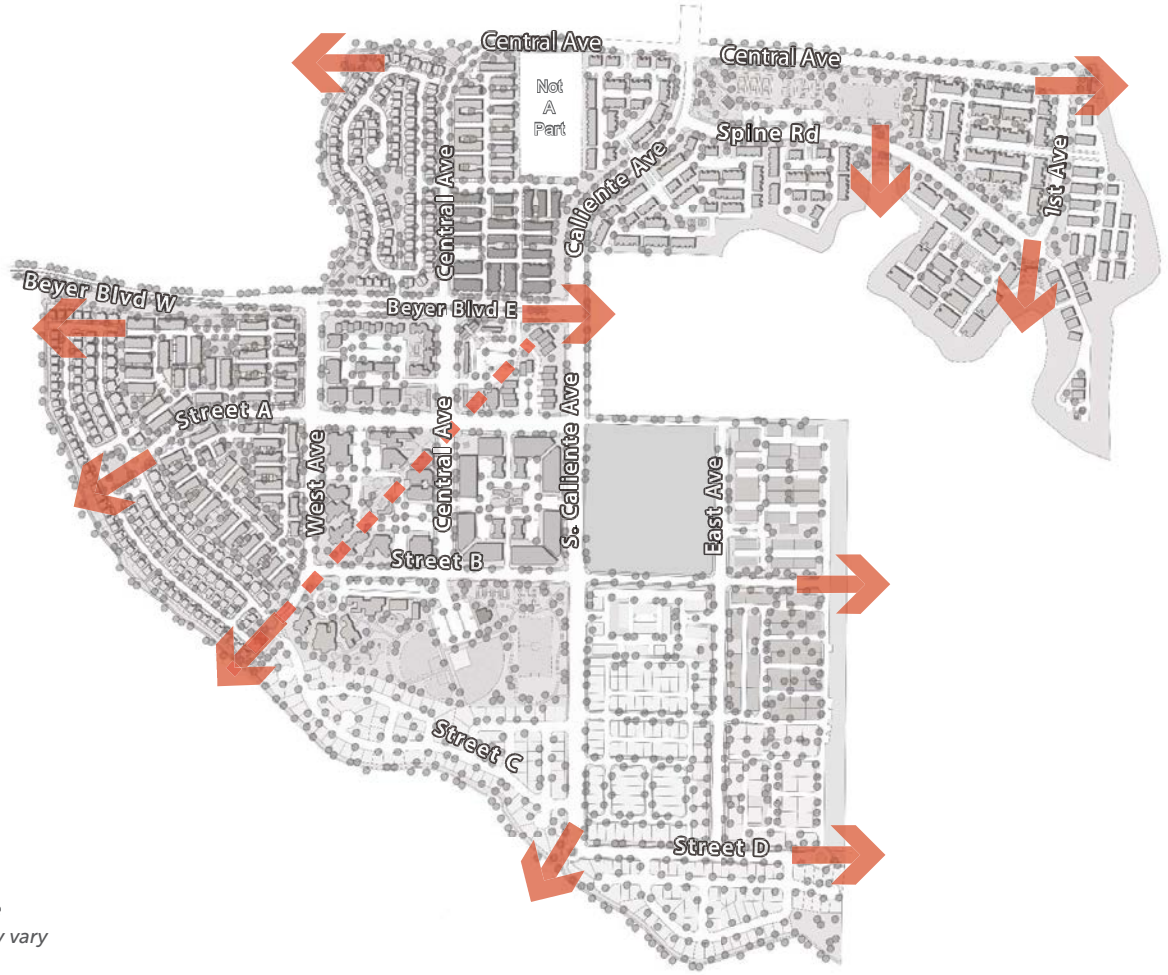
1.5.7 — Guiding Principle No. 7

Permeate Southwest Village with interconnected opportunities for recreation and interaction through a diversity of active public spaces and amenity enhancements, including a central school, parks, central civic plaza, trails, view corridors, and lookout vistas.

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

1.5.8 — Guiding Principle No. 8

Emphasize views afforded from the mesas and canyon edges—an uninterrupted view from the Village Core to the canyon rim and Pacific Ocean.



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1.6 — PHYSICAL SETTING

1.6.1 — Location

The Southwest Village Specific Plan includes approximately 490 acres within the Otay Mesa Community Plan Area, located immediately north of the United States/Mexico international border; east of Interstate 805 (I-805); south of State Route 905 (SR-905); and west of undeveloped land and a designated community village area in Otay Mesa. The broader Otay Mesa Community Plan Area, located at the southern limit of the City of San Diego, is bordered by the San Ysidro and Otay Mesa-Nestor Community Plan Areas to the west, the City of Chula Vista and the Otay Valley Regional Park to the north, the County of San Diego unincorporated area to the east, and the United States/Mexico border and the City of Tijuana to the south. ***Figure 1.3, Regional Location***, shows the location of the Southwest Village Specific Plan in the region.

Photos of Southwest Village Specific Plan area (July 2017).

1.6.2 — Existing Site Characteristics and Context

The Southwest Village Specific Plan area is located on top of a mesa and generally slopes down on all sides into finger canyons and other small drainages. While most of the land within and in the immediate vicinity of the Specific Plan area is undeveloped, the surrounding areas to the north, west, and east are developed with a mix of residential, commercial, and industrial and are largely urbanized.

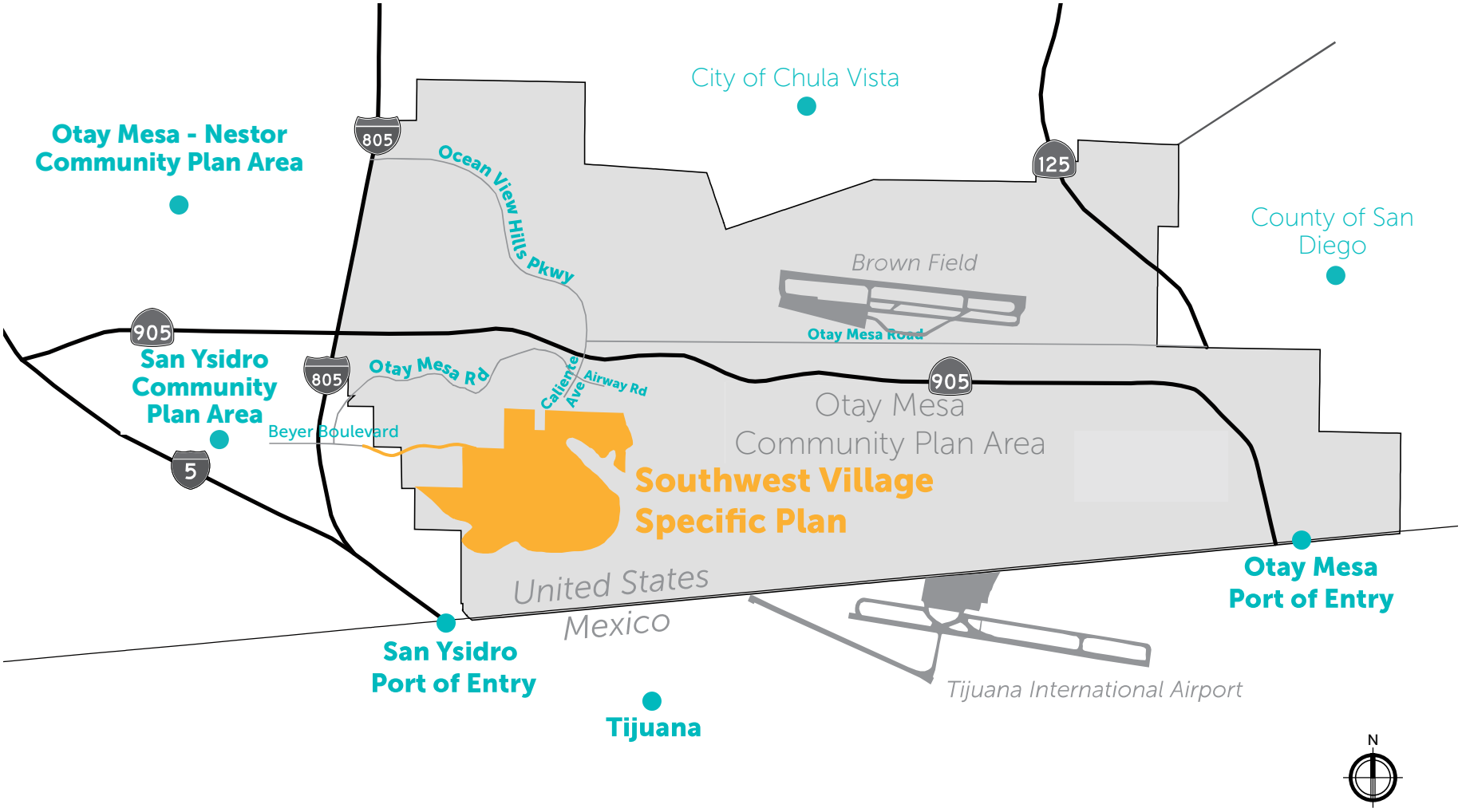
Southwest Village can be accessed from SR-905 via Caliente Ave heading south. Caliente Avenue extends for approximately one-quarter mile to the south of SR-905 before the road ends and a dirt road continues. The Specific Plan area does not have any paved roads.

On the south side of SR-905, near the Caliente Avenue exit and north of the Specific Plan area, is San Ysidro High School and residential neighborhoods along Old Otay Mesa Road / Airway Road. San Diego Gas and Electric (SDG&E) also has an electrical substation in the vicinity.

Two airports are located near the Specific Plan area. Brown Field Municipal Airport, operated by the City of San Diego, is approximately two miles to the northeast; and the Tijuana International Airport is approximately two miles to the southeast in Mexico.

The San Ysidro Port of Entry is to the southwest and the Otay Mesa Port of Entry is to the southeast; and both provide vehicular and pedestrian crossing points to and from Mexico.

Figure 1.3 — Regional Location



1.7 — PLANNING BACKGROUND AND PROCESS

The planning process for the Southwest Village Specific Plan included a comprehensive effort offering multiple opportunities for public input and participation as well as coordination with City of San Diego staff and other stakeholders. Public input included the following components:

1.7.1 — Southwest Village Specific Plan Project Subcommittee

The Otay Mesa Community Planning Group (OMCPG) is an advisory body to the City of San Diego on planning issues within Otay Mesa Community Planning Area. The Southwest Village Subcommittee was formed in 2018 by the Otay Mesa Community Planning Group and consisted of five community members.

Subcommittee meetings were held regularly and provided ample opportunity for key stakeholders, interested members of the public, and community organizations to learn more about plans for Southwest Village, share concerns, and provide feedback. Between May 2018 and December 2019, 15 subcommittee meetings were held to address the following topics: land use, housing and density, design and placemaking, commercial and the Village Core, parks and public spaces, schools, connectivity and mobility, utilities and resources and implementation. On January 15, 2020, the Southwest Village Subcommittee voted unanimously to recommend approval of the current draft Southwest Village Specific Plan. The Southwest Village Specific Plan will also go before the Otay Mesa Community Planning Group for review and recommendation later in the process.

1.7.2 — Southwest Village Specific Plan Website

A website was established for the Southwest Village Subcommittee and served as a dedicated resource for property owners, stakeholders, and interested parties to get more information, stay informed, and engage in the process. The website includes easy access to project materials, including meeting agendas, notices and minutes, maps and exhibits, and other documents made available to the public throughout the project process.

1.7.3 — Property Owner Outreach

The Southwest Village Subcommittee collaborated with stakeholders who own a majority of the land through ongoing communications, subcommittee meetings, and workshops. Four of the five largest land owners have been consistently involved in the process from the start. The remaining land owners have also been notified and involved throughout the planning process.

The Southwest Village Subcommittee conducted outreach to property owners via meeting mailers, ongoing email communications, and monthly email blasts. Additional outreach opportunities included subcommittee meetings and workshops focused on target topics, City of San Diego and Planning Commission public workshops, sign-up/contact forms through the project website (southwestvillageplan.com), and a designated project email.

Subcommittee members and other attendees discussing Southwest Village (May 2018).

1.8 — RELATIONSHIP TO OTHER PLANNING DOCUMENTS

The Southwest Village Specific Plan implements the policies in the General Plan, Climate Action Plan, and Otay Mesa Community Plan to provide a tailored set of regulations, policies, and design guidelines that will apply to the context and vision of Southwest Village. An overview of the policy and regulatory framework guiding development within the City is provided below.

1.8.1 — General Plan

The City of San Diego General Plan provides a vision for the future of the entire City and establishes a comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that help it realize that vision. The General Plan is the foundation for all land use decisions in the City.

1.8.2 — Climate Action Plan

The City of San Diego Climate Action Plan ("CAP") is intended to ensure that the City achieves greenhouse gas (GHG) reductions through local action.

The CAP identifies five primary strategies—implemented by different targets and actions—that will meet the GHG reduction target for 2020 as well as an interim target set for 2035 that is on the trajectory for the 2050 statewide goal established in Executive Order S-3-05. One of these five strategies is to implement bicycling, walking, transit, and land uses that promote increased development capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. A mobility hub is planned at the intersection of Caliente Avenue and Beyer Boulevard in the heart of the Village Core. The Village Core is designed to meet the daily needs of residents and provide a gathering area and activity center for Southwest Village that can be accessed by walking, biking, and taking transit.

1.8.3 — Otay Mesa Community Plan

The Otay Mesa Community Plan outlines a set of goals, policies, and recommendations for the future of the Otay Mesa community. It establishes a framework for ensuring that changes to the built environment, whether public or private, aid in maintaining or improving the fabric of the community and enhance its qualities as a place for living, recreating, and working.

The Southwest Village Specific Plan area is identified as one of two opportunities for a comprehensively planned village within the Otay Mesa community. Villages are envisioned as predominantly residential in nature, anchored by a core area with a mix of uses and public spaces, featuring compact, active areas that are pedestrian friendly, transit oriented, and include a variety of residential, commercial, and civic spaces.

The Community Plan provides an impetus for development to occur by requiring a Specific Plan be prepared to translate the vision for Southwest Village in the Community Plan into a development program with design guidelines, land use regulations, and an implementation plan for infrastructure and facilities.

The Community Plan states that a Specific Plan is required for Southwest Village "prior to consideration of any comprehensive development and rezoning proposals." The Community Plan further states that "all properties to be considered within a specific plan must be contiguous" and that "specific plans should be privately sponsored and developed in collaboration with the City of San Diego."

1.8.4 — Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term habitat conservation planning program that is designated to preserve native habitat for multiple species. This is accomplished by identifying areas for directed development and areas to be covered in perpetuity, referred to as the Multi-Habitat Planning Area (MHPA), to achieve a workable balance between smart growth and species conservation. The MHPA will be assembled as each participating jurisdiction implements their portion of the MSCP. The City's planned MHPA totals 56,831 acres, with 52,012 acres (90 percent) targeted for preservation (approximately 30 percent of the planned regional preserve). Most of the open space lands within Otay Mesa are within the MHPA. Open space lands within the MHPA are furthered discussed in ***Chapter 5, Parks, Trails, and Open Space***.

1.8.5 — Vernal Pool Habitat Conservation Plan

The Vernal Pool Habitat Conservation Plan (VPHCP) provides a framework to protect, enhance, and restore vernal pool resources within the City. The VPHCP also strives to improve and streamline the environmental permitting process for impacts to threatened and endangered species associated with vernal pools. The VPHCP provides coverage for threatened and endangered vernal pool species that do not currently have federal coverage under the City's MSCP Subarea Plan. The VPHCP is compatible with the MSCP and expands upon the City's existing MHPA to conserve additional lands with vernal pool resources. The Southwest Village Specific Plan is consistent with and serves to further implement the VPHCP. Open space lands within the VPHCP are further discussed in ***Chapter 5, Parks, Trails, and Open Space***.

1.8.6 — Land Development Code

The City of San Diego Land Development Code (LDC) contains regulations and standards pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, streetscaping, lighting, and other development characteristics and procedures, and implements the policies of the General Plan and Community Plan. This Specific Plan incorporates base zones from the LDC, and where necessary, modifications to base zone regulations are specified as supplemental development regulations in ***Section 7.5, Southwest Village Zoning*** within this Specific Plan to provide tailored development regulations. On February 14, 2023, the San Diego City Council adopted 78 updates to the City's development regulations, which included a definition for Sustainable Development Areas (SDA). The Land Development code defines Sustainable Development Area as the area within a defined walking distance along a pedestrian path of travel from a major transit stop, either existing or planned, if the planned major transit stop is included in a transportation improvement program or applicable regional transportation plan. Additionally, if the SDA covers a portion of an adopted specific plan, the entire specific plan shall be within the SDA. Since portions of the Southwest Village Specific Plan are within an SDA, the entire Specific Plan is within the SDA.

1.8.7 — Brown Field Airport Land Use Compatibility Plan

The Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP) for Brown Field Municipal Airport in 2010 to establish land use compatibility policies and development criteria for new development within the Airport Influence Area (AIA). The policies and criteria protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The ALUCP defines an AIA as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses." The AIA is divided into Review

Area 1 and Review Area 2. The Specific Plan is in Review Area 2, which is "within the airspace protection and/or overflight notification areas...." Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The Airport Land Use Compatibility Plan is implemented by the Airport Land Use Compatibility Overlay Zone and includes requirements for airspace protection and overflight notification. An overflight notification will be recorded in the property's chain of title which will inform prospective buyers about the airport's potential effect on the property.

1.8.8 — Parks Master Plan

The City of San Diego "Parks Master Plan, Parks For All of Us" was adopted in August 2021, which amended the General Plan Recreation Element. The Parks Master Plan provides policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the City's General Plan vision.

As the City continues to grow through infill development, limited open land and rising acquisition costs make it increasingly difficult to meet this acreage-based standard. The Parks Master Plan establishes a new park standard that applies to how population-based parks are planned, acquired, created and managed; it does not apply to planning, acquiring and managing resource-based parklands. The new Recreational Value-Based Park Standard (Value Standard) establishes a point value to represent recreational opportunities within population-based parks. The recreational point value established is 100 points per 1,000 people that represent a range of recreation experiences.

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02

LAND USE

2.1 — OVERVIEW

The Southwest Village Specific Plan provides for a mix of land uses designed to create a high-quality, sustainable community. The approximately 490-acre planned community features a series of residential neighborhoods anchored by a mixed-use Village Core and organized around public amenities, including parks, recreation areas, natural open space, trails and paseos, and elementary schools. The Village Core integrates a pedestrian-scaled grid-block pattern and includes the most dense/intense development in Southwest Village, with lower density development radiating out toward the surrounding planning areas on the mesa edge.

All land uses in Southwest Village are linked together by a clearly defined and efficient mobility network that includes a comprehensive network of Bike Paths, sidewalks, trails, and paseos. Southwest Village neighborhoods will be interspersed with a variety of parks, located to provide view corridors, recreation, and outdoor recreation opportunities for those living nearby.

Southwest Village has been thoughtfully planned to focus development atop the mesa and preserve the expansive natural open space and sensitive resource areas surrounding the project. Areas identified in the City of San Diego's Multi-Habitat Planning Area (MHPA) and Vernal Pool Habitat Conservation Plan (VPHCP) will be preserved as open space to contribute to regional habitat. In addition, other areas within Southwest Village with steep slopes will be preserved.

2.2 — LAND USE DESIGNATIONS

Figure 2.1, Southwest Village Land Use Plan, illustrates the proposed land uses for Southwest Village and location of planning areas (PAs) addressed in the Specific Plan. The Southwest Village Specific Plan allows a maximum of 5,130 residential units—both "for-sale" and/or "for-rent" opportunities and a mix of housing types such as town homes, flats, row homes, courtyard units, lofts, shop keeper units, senior housing and assisted care units—up to 175,000 square feet of commercial and retail development consistent with the Otay Mesa Community Plan.

The Southwest Village Specific Plan is broken up into 30 PAs. Planning areas represent factors that will facilitate future development and allow the Specific Plan to address special conditions, such as land use, zoning, residential product type, and the location and type of roads as well as land ownership and neighborhood design features. ***Table 2.1, Development Summary***, identifies the specific plan land use designation, density range, acreage, maximum dwelling units, and whether commercial uses are allowed for each PA. The maximum dwelling units column in ***Table 2.1*** represents the maximum allowed dwelling units in the respective Planning Area. As stated in ***Chapter 7, Implementation and Administration***, any proposal to exceed the maximum development intensity of the Specific Plan as established in ***Table 2.1*** shall require an amendment to the Specific Plan.

The Specific Plan assumes that development plans may vary based on development priorities, design characteristics, and market conditions at the time a particular planning area is brought forward for development.

While it is assumed that Planning areas will be developed independently from one another and in multiple phases over time, development plan(s) proposed must consider the development viability and feasibility of undeveloped Planning areas within the Specific Plan area. Overall Specific Plan infrastructure and grading requirements shall be phased to accommodate the future Planning Areas. Any proposed grading, utilities (water, sewer, drainage facilities), and roadway improvements must consider the whole Specific Plan regardless of phasing.

Figure 2.1 — Southwest Village Land Use Plan

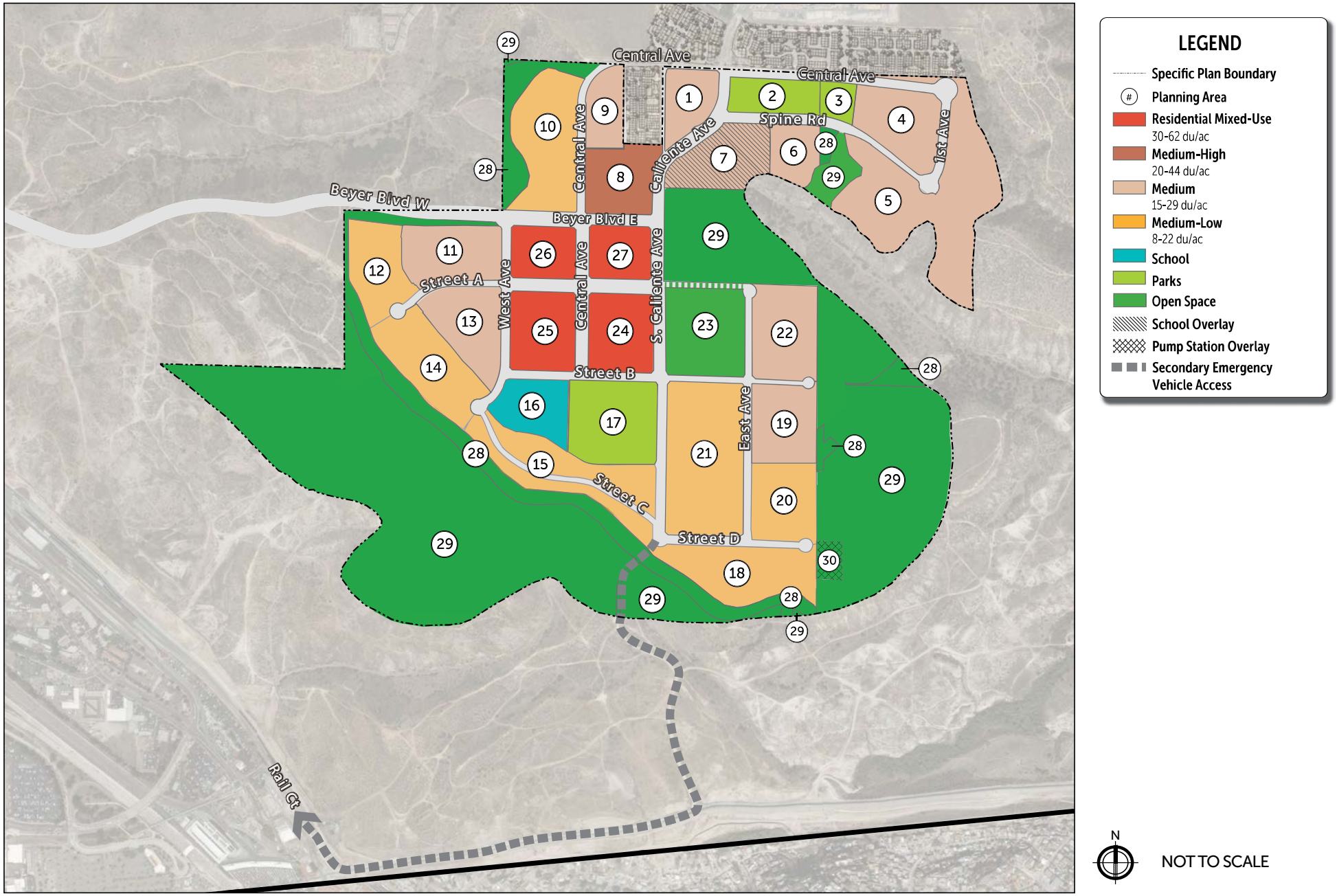


Table 2.1 — Development Summary

PA #	Land Use	Density[1]	Overlay	Acres	Max DUs[2]	Commercial[3]
1	Medium	15-29 du/ac	-	6.9	160	-
2	Park	-	-	5.0	-	-
3	Park	-	-	2.1	-	-
4	Medium	15-29 du/ac	-	9.1	211	-
5	Medium	15-29 du/ac	-	26.2	608	-
6	Medium	15-29 du/ac	-	4.5	104	-
7	Medium	15-29 du/ac	School Overlay	6.9	160[4]	-
8	Medium-High	20-44 du/ac	-	8.0	282	-
9	Medium	15-29 du/ac	-	4.6	107	-
10	Medium-Low	8-22 du/ac	-	12.8	225	-
11	Medium	15-29 du/ac	-	8.2	190	-
12	Medium-Low	8-22 du/ac	-	7.8	137	-
13	Medium	15-29 du/ac	-	8.3	193	-
14	Medium-Low	8-22 du/ac	-	10.3	181	-
15	Medium-Low	8-22 du/ac	-	13.8	243	-
16	School	-	-	6.2	-	-
16	Medium (PA 16 Contingency)	15-29 du/ac	-	6.2	136[5]	-
17	Park	-	-	10.5	-	-
18	Medium-Low	8-22 du/ac	-	13.5	238	-
19	Medium	15-29 du/ac	-	10.2	237	-
20	Medium-Low	8-22 du/ac	-	7.6	134	-
21	Medium-Low	8-22 du/ac	-	15.1	266	-
22	Medium	15-29 du/ac	-	11.5	267	-
23	Open Space	-	-	7.8	-	-
24	Residential Mixed-Use	30-62 du/ac	-	7.7	352	Allowed
25	Residential Mixed-Use	30-62 du/ac	-	8.0	365	Allowed

PA #	Land Use	Density[1]	Overlay	Acres	Max DUs[2]	Commercial
26	Residential Mixed-Use	30-62 du/ac	-	5.5	251	Allowed
27	Residential Mixed-Use	30-62 du/ac	-	4.8	219	Allowed
28	Open Space	-	-	28	-	-
29	Open Space	-	-	157	-	-
30	Open Space	-	Pump Station Overlay	2.0	-	-
	Streets	-	-	57.6	-	-
Total				487.4[6]	5,130	175,000

1. Density ranges were developed using the Planning Area's net acreage divided by the assumed dwelling unit count.
2. The maximum dwelling units per planning area was estimated using the midpoint of the density range. The midpoint used may have a safety margin of three.
3. Commercil uses in Planning Areas 24, 25, 26, and 27 are subject to a combined maximum of 175,000 square feet as specified in Section 7.8.3.
4. In the event a school is not needed on Planning Area 7, the site will default to Medium Density Residential use. Refer to Section 2.9.2, Secondary School Site, and Section 7.13, Alternative Land Uses.
5. In the unlikely event a school is no longer needed on Planning Area 16, the site will default to Medium Density Residential use. Refer to Section 2.9.1, Primary School Site, and Section 7.13, Alternative Land Uses.
6. The total developable acreage is subject to slight changes due to project design refinements, however the maximum development capacity will not change.

2.3 — AFFORDABLE HOUSING

All implementing development applications must meet the requirements of the Land Development Code, which requires affordable units or in-lieu fees for residential development projects (Chapter 14, Article 2, and Division 13: Inclusionary Affordable Housing Regulations). In addition, an implementing development application may also be eligible for the Affordable Housing, In-Fill Projects, and Sustainable Buildings Development Regulations, as defined in Chapter 14, Article 3, Division 9, if one of the criterion for eligibility is met. The required affordable units will be provided onsite; however, affordable units may be provided offsite if site characteristics preclude development feasibility.

2.4 — VILLAGE CORE

Located to the southwest of the Beyer Boulevard/Caliente Avenue intersection, the Village Core is the heart of the Southwest Village community where people live, shop, dine, work, and play as demonstrated in ***Figure 2.2, Village Core Development Framework***. Within the Village Core, a complementary mix of local-serving retail, offices, and public/semi-public uses will be located within walking distance to higher density homes. People in the Village Core will have easy access to a variety of recreational amenities, including a connective pedestrian and bicycle network, a multi-use neighborhood park, and natural open space trail areas.

Special events, such as farmers' markets, pop-up events, outdoor concerts, and art displays can be hosted in the mixed-use areas of the Village Core. On days when such events take place, streets in the Village Core may be closed for pedestrian use only.

The architectural context of the Village Core is envisioned to reflect the local setting of Otay Mesa and history and character of the San Diego / Tijuana region. Special placemaking and wayfinding elements, including architecture design, iconic arrival features, thematic lighting and landscaping, street furniture, and enhanced paving will be incorporated into the Village Core design to create a strong sense of place.

The Village Core is the focal point for pedestrian, bicycle, and transit travel, connecting residential neighborhoods, open space, and recreation amenities via the sidewalks, trails, and bike facilities. The Village Core's mobility hub will provide access to the regional transit network. Special attention should be given to pedestrian-friendly streetscape and sidewalk design, pedestrian crossing treatments, and other enhancements. Together, the mixed land uses, authentic architecture, pedestrian-friendly street design, and distinctive placemaking elements all contribute to a vibrant and enduring Village Core. A conceptual diagram of the mixed-use areas of the Village Core is depicted on ***Figure 2.2, Village Core Development Framework***.

Figure 2.2 — Village Core Development Framework

1. Mobility Hub with Transit Access
2. Commercial Uses
3. High-Density Residential
4. Grid Network
5. Urban Plaza
6. Consolidated Access to Development
7. Parking Internal to Development

Key Map

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

N

0′ 375′ 750′

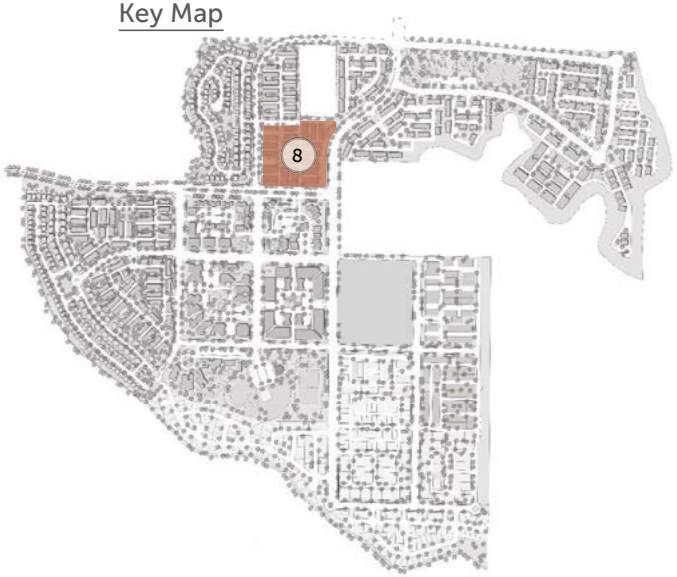
Key Map

2.5 — RESIDENTIAL MIXED USE

30 du/ac to 62du/ac

This designation is intended to accommodate a mix of community-serving commercial and retail uses of moderate intensity and scale, and attached residential uses. Development should occur in a pattern that is pedestrian friendly and oriented toward the street and other public areas. Commercial and retail uses are planned along a central "Main Street" in the center of the Specific Plan area and are envisioned as a pedestrian-friendly shopping and business area near a future transit stop. Residential uses may include a range of attached housing types and could include apartments, condominiums, multi-plex townhomes; live-work, lofts, courtyard or motor court housing; and wrap, podium, and other types of residential developments.

Key Map

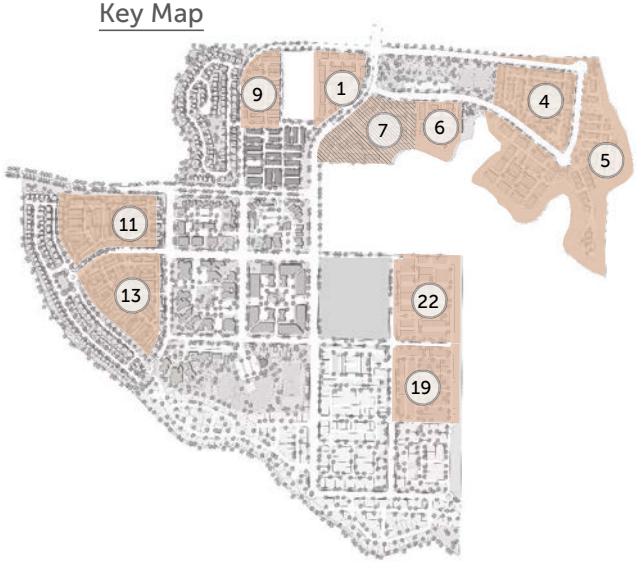


2.6 — MEDIUM-HIGH DENSITY RESIDENTIAL

20 du/ac to 44 du/ac

This designation allows for a mix of attached housing types and could include apartments; condominiums; multi-plex townhomes; rowhomes; courtyard or motor court housing; and wrap, podium, and other types of residential developments.

Key Map

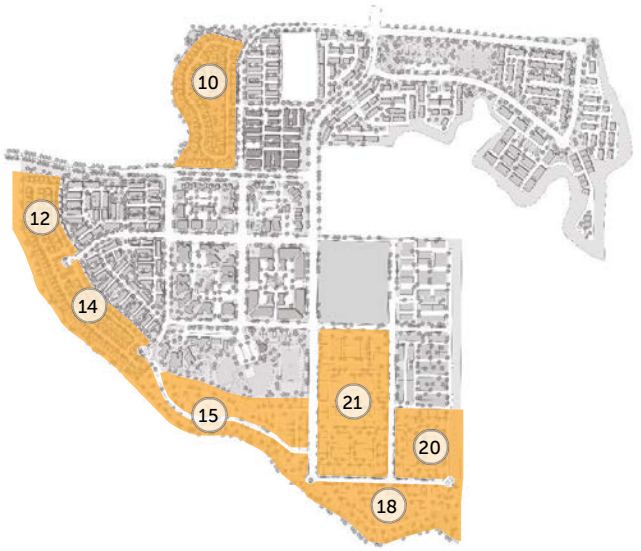


2.7 — MEDIUM DENSITY RESIDENTIAL

15 du/ac to 29 du/ac

This designation allows for a mix of attached housing and cluster developments in different configurations, such as townhomes; duplex, triplex, or multi-plex; rowhomes, courtyard or motor court housing; and wrap, podium, and other types of residential developments.

Key Map



2.8 — MEDIUM-LOW DENSITY RESIDENTIAL

8 du/ac to 22 du/ac

This designation allows for a mix of attached housing and cluster developments in different configurations, such as small-lot single-family; townhomes; duplex, triplex, or multi-plex; rowhomes; courtyard or motor court housing; and other types of residential developments.

2.9 — SCHOOLS

The San Ysidro School District (SYSD) provides public elementary and middle schools that serve the Specific Plan area — Ocean View Hills Elementary School and La Mirada Elementary School (grades K–6), San Ysidro Middle School and Vista Del Mar Middle School (grades 7–8). The Sweetwater Union High School District provides a public high school that serve the Specific Plan area — San Ysidro High School (grades 9–12).

Should the SYSD determine additional schools are needed based on student generation rates, the Southwest Village Specific Plan has identified two school sites that could serve students residing in Southwest Village and/or other portions of Otay Mesa, as well as other areas served by SYSD. The Specific Plan identifies a school site within Planning Area 16, and a second school site within Planning Area 7, with Planning Area 16 being the primary school site and Planning Area 7 only if needed by SYSD. Development of schools within Southwest Village as identified here are addressed in ***Section 7.8.1, Maximum Number of Dwelling Units*** and ***Section 7.13, Alternative Land Uses***. The two school sites are shown in the Key Map to the right.

Key Map

2.9.1 — Primary School Site

The Specific Plan identifies an approximate 7.5-acre site within Planning Area 16 which will be made available for SYSD or another school provider to acquire for development of a school facility prior to full residential build out of all planning areas identified within the Specific Plan. Should SYSD opt to not acquire the site for the development of a school within Planning Area 16, refer to the provisions for alternative land uses within *Chapter 7, Implementation and Administration*.

Contingency for Planning Area 16

Planning Area 16 is designated for a future elementary school immediately south of the core of Southwest Village. If a school is no longer needed on Planning Area 16, the planning area would default to a land use of Medium Density. Although the contingency for PA-16 would result in approximately 136 additional dwelling units, the maximum dwelling unit cap of 5,130 units would still apply. It is assumed that each planning area will not construct the maximum number of dwelling units allowed due to site constraints, development priorities, design characteristics, and market conditions at the time a particular planning area is brought forward for development.

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

2.9.2 — Secondary School Site

The Specific Plan identifies an approximately 6.9-acre site which will be made available for SYSD to acquire for development of a school facility if determined by SYSD that the site is needed for a second school after the development of a school on the primary school site. As shown in *Figure 2.1, Southwest Village Land Use Plan*, the school site has a school overlay applied with an underlying Medium Density Residential land use designation and zoning if a school is not constructed. The precise location and site will be determined if and at such time as SYSD opts to acquire the property and construct a school. Should a school be built, the Specific Plan allows for joint use facilities for recreational opportunities with a joint use agreement between the City of San Diego and SYSD. Should SYSD opt to acquire all or a portion of the site for the development of a school within Planning Area 7, refer to the provisions for alternative land uses within *Chapter 7, Implementation & Administration*.

Contingency for Planning Area 7

Planning Area 7 is included in a school overlay, as shown in *Figure 2.1, Southwest Village Land Use Plan*. Planning Area 7 is primarily intended for residential uses. However, the School Overlay allows for the option of developing a school instead of Medium Density in the future should the buildout of the land use plan warrant an additional facility.

2.10 — PARKS AND OPEN SPACE

Open space and recreational areas in Southwest Village consist of preserved open space and other natural areas throughout the site as well as the parks, paseos, trails, and development edge buffers. The Key Map to the right shows the Planning Areas planned as public parks and open space. Privately owned public parks offering recreation opportunities for public use are not shown. ***Figure 2.1, Southwest Village Land Use Plan,*** identifies areas that are conserved for resource conservation or non-developable due to sleep slopes, landslide risk, or other hazards. These natural open space areas allow for limited opportunities for recreation such as trails or nature viewing.

2.10.1 — Parks

Parks proposed in Southwest Village will include neighborhood parks, pocket parks, and mini-parks. Public parks are proposed in Planning Areas 2, 3, and 17. Conceptual designs for public parks are shown below. See ***Chapter 5, Parks, Trails, and Open Space*** for additional information about parks, trails, and open space in the Southwest Village Specific Plan area.

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation, based on public input as part of Park General Development Plan process, per Council Policy 600-33.

2.10.2 — Open Space

Open space areas are planned as natural open space and may include: revegetated slopes to be conserved in a covenant of easement, storm water and drainage facilities, limited recreational opportunities including walking and hiking trails, passive open space, passive parks, community gardens, and other uses provided they can be found compatible with surrounding biological resources and are consistent with the City's VPHCP and MSCP.

Conserved open space is located within Planning Areas 23 and 29. These areas may consist of mitigation lands, MHPA, and/or VPHCP 100 percent conserved lands, as shown in ***Figure 5.22, Open Space Areas***.

2.10.3 — Pump Station Overlay

An approximately 2-acre (PA-30) area in the southeast portion of the Specific Plan area, at the terminus of Street D is planned to include a pump station as part of the wastewater infrastructure necessary to support the development of Southwest Village Specific Plan. The pump station area is located within and allowed as part of the Vernal Pool Habitat Conservation Plan.

Photo of the Jaz Arnold Trail and bench in Black Mountain Open Space Park.

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03

DESIGN

3.1 — VILLAGE DESIGN OVERVIEW

Village design addresses the character and quality of the built environment and helps to create a unique village identity with a strong sense of place by blending architecture, landscape architecture, and site planning. It involves the arrangement and design of buildings, features within the public and private realm, and landscape within sites and neighborhoods. The design policies for Southwest Village will make the community and its neighborhoods distinct, cohesive, attractive, functional, and sustainable. Design policies pay special attention to the relationship between individual buildings and developments to the surrounding areas and shared spaces. The following sections are broken out by general, village core, residential, and streetscape and public realm design policies.

Although the design policies promote quality design, they are not regulatory requirements. They are general and illustrative in nature and are intended to provide flexibility, encourage creativity, and promote variety through implementation. The policies included in this chapter shall be applied to development areas maintained by a Home Owner's Association (HOA), not maintained by the City.

All images and graphics are provided as conceptual designs for illustrative purposes only. Actual design may vary from this typical representation.

3.2 – GENERAL DESIGN POLICIES FOR SOUTHWEST VILLAGE

This section provides design policies for design elements including design principles, site and architectural design, and landscape design consistent with the objectives, guiding principles, and design for Southwest Village. The following design principles apply to development throughout Southwest Village. Illustrations and diagrams in this section are conceptual and provided to depict the design envisioned for Southwest Village. Although design principles shown in this section identify typical locations and concepts, these principles apply in locations throughout Southwest Village.

Example photo of high quality materials to create engaging façades.

Example photo of varying building facade.

3.2.1 — Site Design

1. Limit the perimeter of block sizes along local and collector streets to 1,800 feet in length. If block sizes are required to be larger, pedestrian access and circulation should be provided to create connections through the middle of the block and align with other public streets, paseos, sidewalks, and pathways.

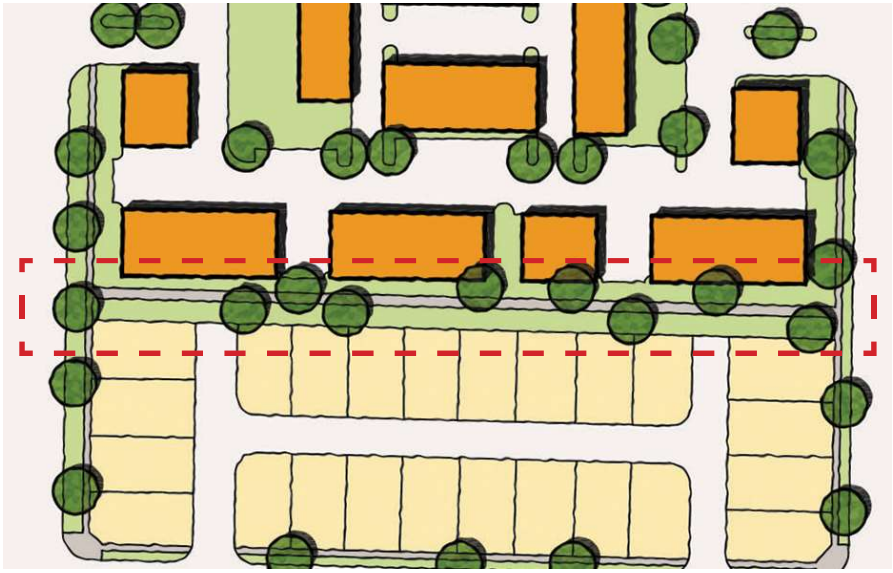
2. Provide an interconnected system of paths, sidewalks, paseos, and walkways that create a safe and pleasant pedestrian environment, connect residential buildings and common areas, are integrated with surrounding developments, and provide multiple pedestrian access points.

3. Encourage arranging buildings in staggered, informally sited clusters around courtyards, paseos, or other common areas to create public gathering areas and places to socialize.

4. Provide for integration with paseos and passageways between buildings of adjacent planning areas.

5. Encourage siting buildings to take advantage of natural daylight, prevailing breezes, changes in topography, and opportunities for views, while still being oriented to the street. Tree-framed view corridors are encouraged through the use of view easements.

6. Locate amenities next to public space and open space to enhance their access and visibility and to allow them to become focal points of the development.



Example of paseo pedestrian access provided in the middle of a large block.

Example of cluster development sited around common areas.

3.2.2 — Architectural Design

1. Incorporate doors, windows, and other fenestration that face streets, paseos, parks, and other public areas to have "eyes on the street."
2. Design buildings to have an engaging façade through the use of high quality and interesting materials and avoidance of blank walls.
3. Incorporate windows, doors, or other fenestration; or other architectural design treatments to avoid blank walls.
4. Design buildings to maximize natural ventilation and take advantage of natural daylight and prevailing breezes to reduce the demand for mechanical air conditioning.
5. Design accessory structures to be compatible with the overall architectural design of the development.

3.2.3 — Form, Massing, and Articulation

1. Establish a pattern of smaller massing forms to reduce the bulk of a building by helping to identify individual residential units.
2. Avoid design with boxy and monotonous façades that lack human-scale dimensions and have large expanses of flat wall planes.
3. Use a defined palette of design elements, such as articulation, decorative trim, and other treatments to add visual interest to the façade.
4. Breakup the scale of buildings by stepping back upper levels, including horizontal and vertical articulation, providing windows and balconies, and incorporating other elements.
5. Encourage combinations of roof heights that create variation and visual interest to reduce the perceived scale of the building and vary roof lines within the overall horizontal plane.
6. Design non-primary building walls to be consistent in design with the primary building façade.
7. Coordinate the size and location of windows and doors with the overall massing of a building.

Example photos of building frontage and access.

3.2.4 — Building Frontage

1. Place canopies, awnings, signs, balconies, and other architectural projections to provide adequate clearance above the adjacent sidewalk. Architectural projections may not preclude the placement of required trees.
2. Establish the building orientation by locating the primary entrance in the front of the building.
3. Design all building sides adjacent to public rights-of-way with architectural treatment that avoids blank walls.
4. Define physical boundaries between private spaces and gathering spaces by utilizing elements such as low walls, landscaping, or other design treatments.

3.2.5 — Building Access

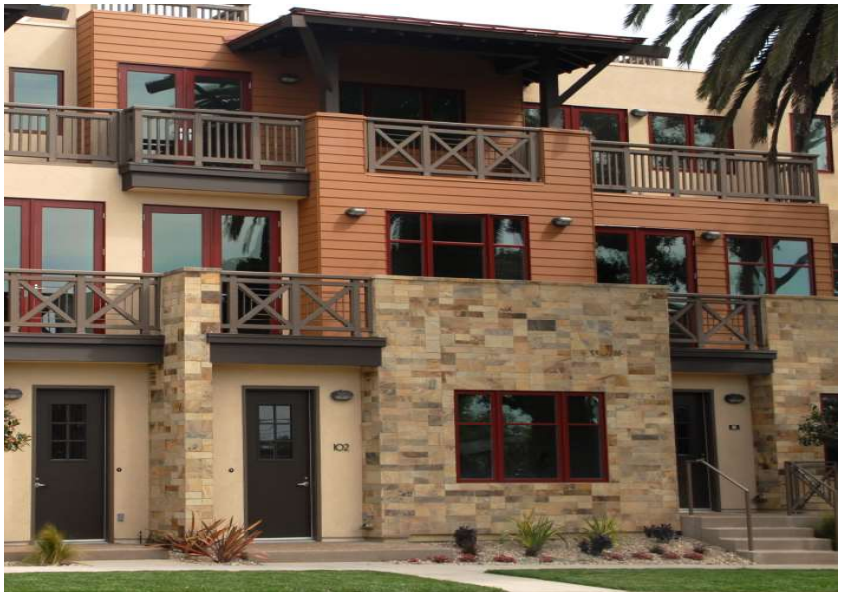
1. Site buildings to have direct pedestrian access from a street or common area.
2. Provide primary building access from the street or other public space (park, plaza, or paseo) and secondary access should be provided from internal parking areas or structures.
3. Locate building lobbies for higher density development in prominent and visible areas of the site, that have direct access from the primary street frontage, and contribute to the image and identity of the development.
4. Design attractive courtyard doors or gates at the building entrances as an important architectural feature of the building or development.
5. Emphasize and differentiate each dwelling unit's entrance through architectural elements such as porches, stoops, or roof canopies, and detailing such as paint color, trim, materials, or awnings.

3.2.6 — Building Materials and Colors

1. Utilize colors to contribute to the character and distinctiveness of the neighborhood that's consistent with the building style and compatible with the surrounding vicinity.
2. Utilize variation of colors and materials to create visual façade articulation and/or accentuate architectural details of the building.
3. Utilize material of primary building-walls that are durable and compatible with the overall building style.
4. Utilize secondary and accenting wall material that are compatible with building style to the extent possible and used appropriately in select areas of the building façade.
5. Utilize roof color and material that are compatible with building style to the extent possible.
6. Utilize window frames that are of a material and color compatible with building style.
7. Utilize material such as brick, stone, copper, etc., that are left in their natural colors. Avoid exposed edges, and turn corners for veneer.
8. Unify dwelling units, community facilities, and other structures within each planning area by a consistent use of building materials, textures, and colors.

3.2.7 — Screening

1. Locate and screen service areas, trash enclosures, loading facilities, and mechanical and other equipment so that they are not visible from a public roadway or open space.
2. Utilize screening devices that are consistent with the architecture, materials, and color of adjacent buildings.
3. Avoid placing above-ground utilities inside the front setback, where possible. Where necessary, screen utilities by walls, fencing, or landscaping while maintaining utility access.



Variation of materials compatible with building style.

Trash enclosure screening.

4. Where walls that are visible to the public are greater than 6 feet in height and over 50 linear feet, the Owner/Permittee shall ensure installation of landscape screening to the satisfaction of City Development Services Department (DSD) Landscape Analysis Section.

3.2.8 — Noise Attenuation

1. Encourage the use of landscaping and insulating materials to attenuate road noise generated within the community.

2. Provide localized noise barriers or rooftop parapets around HVAC cooling towers and mechanical equipment, so that line-of-sight to the noise source from the property line of the noise-sensitive receptors is blocked.

3. Use site planning to minimize noise in shared residential outdoor activity areas by locating the areas behind the building or in courtyards or orienting the terraces to alleys rather than streets.

3.2.9 — Lighting

1. Avoid projecting light upward to minimize light pollution and reduce energy use.

2. Arrange lighting in parking lots and structures to prevent direct glare into adjacent residential buildings and onto neighboring uses / properties / streets.

Vertical landscaping used to attenuate sound from HVAC systems.

Pedestrian lighting that projects light downward.

3.3 – VILLAGE CORE

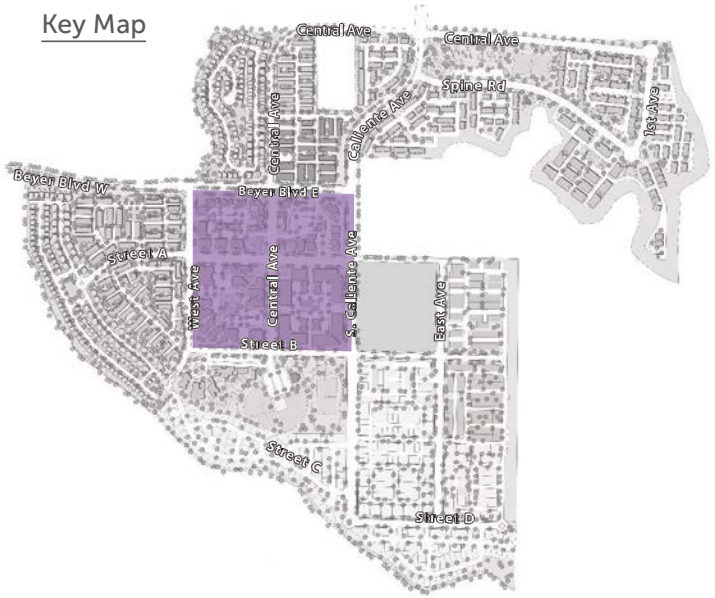
The Village Core is the heart of the Southwest Village community where people live, shop, dine, work, and play. Within the Village Core, a complementary mix of local-serving retail, services, offices, and civic space uses will be located within walking distance to higher density homes. People who visit, reside, and/or work in the Village Core will have easy access to a variety of recreational amenities, including a connective pedestrian and bicycle network, a multi-use neighborhood park, and natural open space trail areas. Special events, such as farmers' markets, outdoor concerts, art displays, etc., will be hosted in the mixed-use areas of the Village Core.

Special placemaking and wayfinding elements will be incorporated into the Village Core design to create a strong sense of place. Placemaking and wayfinding elements include architecture design, street frontage, arrival features, thematic lighting and landscaping, street furniture, and enhanced paving. The Village Core is envisioned to reflect its surrounding heritages from both the San Diego region and the Tijuana region. Through architectural features and design techniques, the Village Core can be a place of unifying cultures.

The Village Core is the focal point for pedestrian, bicycle, and transit travel, connecting residential neighborhoods, open space, and recreation amenities via the sidewalks, trails, and bike facilities. Special attention should be given to pedestrian-friendly streetscape and sidewalk design, pedestrian crossing treatments, and other enhancements.

Design components of the Village Core shall comply with the applicable RMX-1 design regulations included in San Diego Municipal Code (SDMC) §131.0712 through §131.0716 and .§131.0718

Key Map



3.3.1 – Village Core Design Policies

1. Establish an identity for the Village Core through common design elements or treatments, delineation of boundaries, and distinct entrances, outdoor areas or other focal points. The scale, colors, materials, design details, and architectural style of buildings and furnishings should be similar for the entire area. ***Figures 3.1 through 3.4*** provide depictions of development concepts within the Village Core.
2. Encourage architecture to reflect the history and character of the San Diego/Tijuana region and character of the surrounding neighborhoods. Examples are shown in ***Figure 3.5, Representative Images of Village Core Architectural Context***.
3. Emphasize building faces and public use spaces as dominant features in Village Core design.
4. Incorporate articulation in architecture to break up building massing.
5. Encourage recessed courtyards to break up building frontage.
6. Provide additional public spaces that are activated by pedestrian-scale lighting, street furniture, trash receptacles and landscaping.
7. Encourage mural signs on building faces within the Village Core (see ***Section 3.3.4, Village Core Mural***).
8. Provide internal pedestrian access routes that link parking areas, buildings, green or public spaces, and streets.
9. Provide bicycle and pedestrian amenities to support non-motorized transportation from residential areas to the Village Core.

Public spaces activated by pedestrian-scaled lighting and furniture.


Mixed-use development with high degree of pedestrian-oriented uses and design.

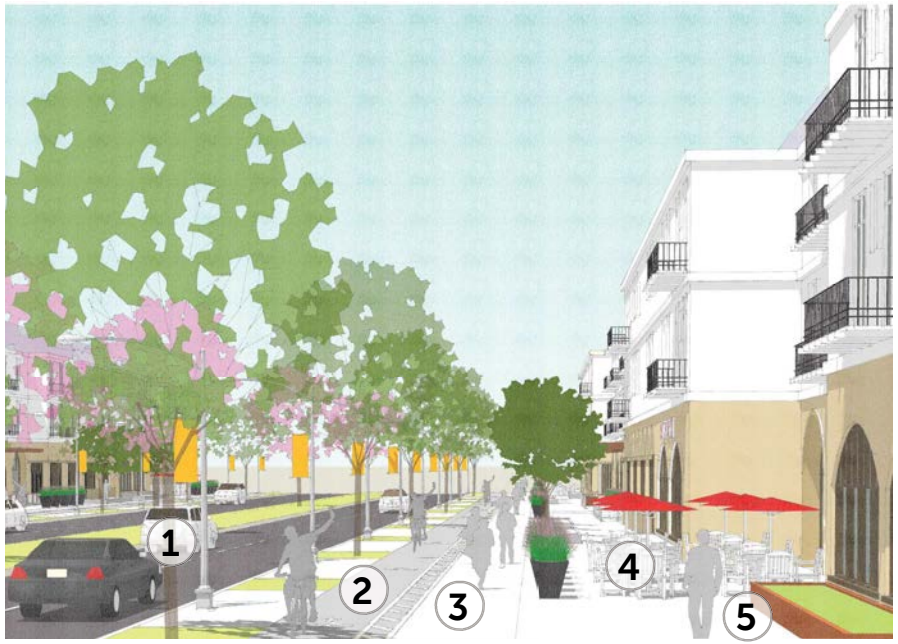
Figure 3.1 — Village Core Mixed-Use Concept

1. Building stepback on upper stories (not shown)
2. Building articulation through varied setbacks, colors, textures and rooflines
3. Emphasis on pedestrian level through architectural variation of first-floor
4. Ground floor retail opportunity
5. Residential on upper floors
6. Pedestrian and bicycle amenities

Example photo of Village Core Mixed-Use Concepts 2, 5, and 6.

Example photo of Village Core Mixed-Use Concepts 3, 4, and 6.

Figure 3.2 — Village Core Streetscape Concept

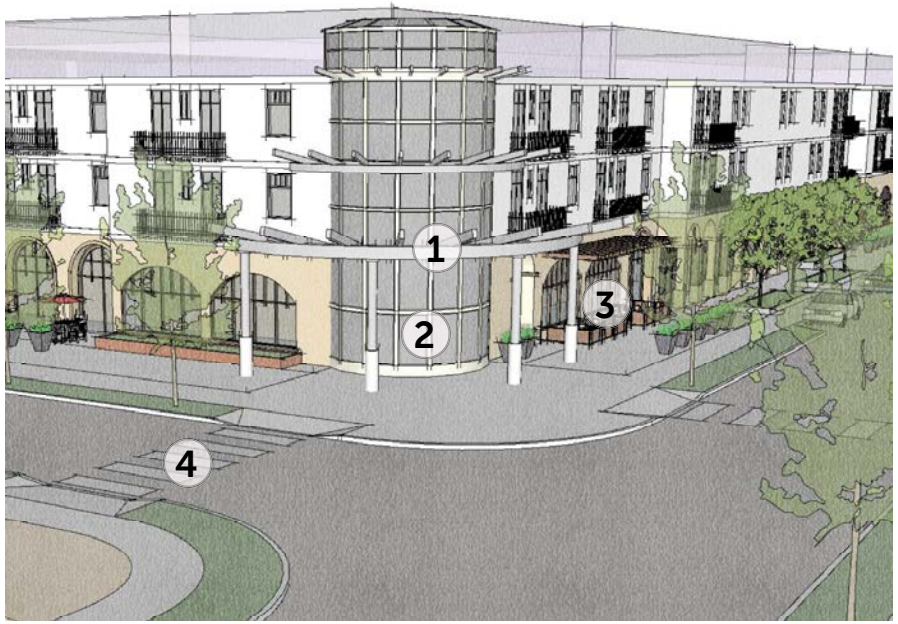


1. Street trees to provide shade
2. Opportunity for shared pedestrian and bicycle path
3. Non-contiguous sidewalk
4. Street furnishings provided within setback area
5. Public space along street
6. Pedestrian lighting projecting downward (not shown)

Example photo of Village Core Streetscape Concepts 4 and 6.

Example photo of Village Core Streetscape Concepts 1, 3, and 6.

Figure 3.3 — Village Core Corner Treatment Concept

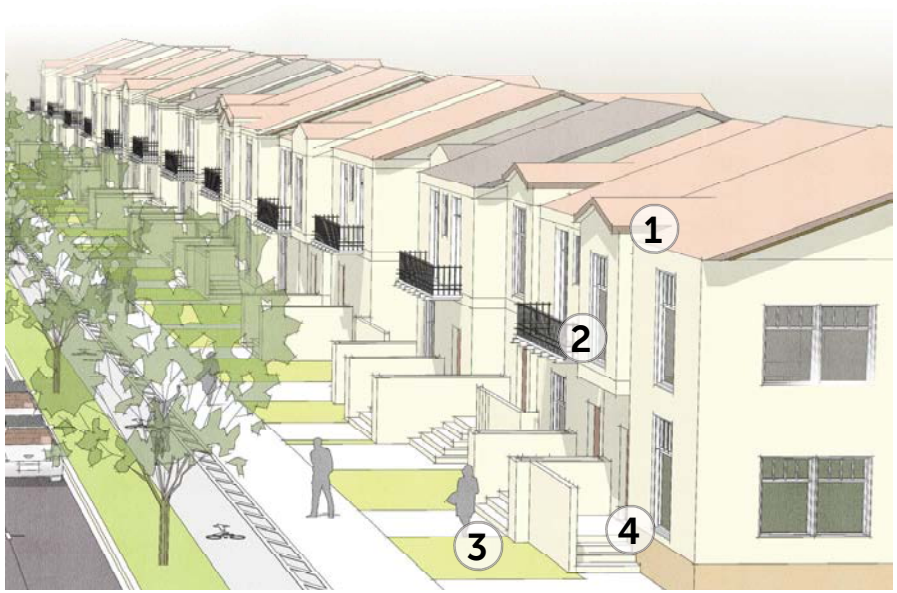


1. Corner treatment at prominent location
2. Building entrance adjacent to public spaces
3. Public spaces created through outdoor dining, landscape enhancements, or public plazas
4. Crosswalks with opportunity for bulb-outs at corner

Example photo of Village Core Corner Treatment Concept 1.

Example photo of Village Core Corner Treatment Concept 2.

Figure 3.4 — Village Core Residential Concept



1. Varied roof line
2. Balcony to provide private open space that engages public realm
3. Varied setback area with landscaping
4. Public space along street

Example photo of Village Core Residential Concepts 2 and 5.

Example photo of Village Core Residential Concepts 1 and 3.

Figure 3.5 — Representative Images of Village Core Architectural Context

Example photo of Village Core Architectural Concepts 1 and 2.

Example photo of Village Core Architectural Concept 3.

Example photo of Village Core Architectural Concept 2.

Example photo of Village Core Architectural Concepts 2 and 3.

Example photo of Village Core Architectural Concepts 4 and 5.

Example photo of Village Core Architectural Concepts 1 and 4.

1. Spanish Mission-inspired parapets, towers, and clay tiled roofs
2. Interesting facades with smooth stucco finish
3. Creative use of vibrant, warm colored accent features
4. Use of arcades along bottom floor
5. Varied flooring materials to draw pedestrian interest

Example photo of Village Core Architectural Concept 3.

Example photo of Village Core Architectural Concept 3.

3.3.2 – Village Core Commercial Design Policies

1. Where possible, provide plazas, either within the interior of the development or at building street corners, to help activate street corners, provide a foreground to building entrances, and/or to serve adjacent uses (such as retail space, cafe, or office use).
2. Locate building frontages with active uses that front public spaces which can include outdoor seating areas, plazas, paseos, greens, or parks.
3. Orient, clearly mark, and illuminate entrances to commercial establishments to be clearly visible from the street, paseo, and/or entry plaza.
4. Locate loading and unloading areas so that residential land uses are screened from noise generated by loading dock and delivery activities. If necessary, additional sound barriers should be constructed on the commercial sites to reduce noise levels at nearby noise-sensitive uses.
5. Include a landscape buffer on commercial sites to screen loading areas from public views from public or private rights-of-way and from private views from the adjacent residential development.
6. Place commercial heating, ventilation, and air conditioning (HVAC) machinery within mechanical equipment rooms wherever possible.
7. Screen parking lots and garages from public and private streets through proper site planning and the use of landscape screening.
8. Screen loading docks with a combination of solid masonry walls and landscaping.
9. Locate loading areas to the rear or side of commercial buildings and should include articulation and landscaping.
10. Provide rear access to commercial buildings, allowing rear deliveries, improving aesthetics, and enhancing parking access.

3.3.3 – Village Core Parking

1. Design parking and service areas as integral parts of the buildings they serve and should be located to the rear or side of buildings to minimize visual impacts from the public rights-of-way.
2. Locate on-site parking internal to the block whenever possible to maximize activation of the public realm.
3. Designate off-street parking areas for car-sharing services or to implement other parking management strategies, where applicable.
4. Encourage unbundled parking, where the price to rent or buy a multi-family home or commercial building space is separate from the cost of a parking space.
5. Encourage special accents that define the main parking entrance and provide visual interest, such as architectural detailing, specialty lighting, signage, enhanced pavements, and accent plant materials, such as specimen trees and flowering plants.
6. Screen parking lots and garages from public and private streets through proper site planning and the use of landscape screening.

3.3.4 – Village Core Mural

1. Encourage murals and art that incorporate art, color, community and cultural elements into the Village Core.
2. Utilize murals as an alternative to traditional material surfaces with the intent to provide diversity in color and material selection.
3. Place murals on the surface of the building or mounted on a high-quality durable surface.
4. Maintain murals in a clean, safe and good visual condition and should be replaced or repaired in a timely fashion.

Example photo of a mural that incorporates cultural elements.

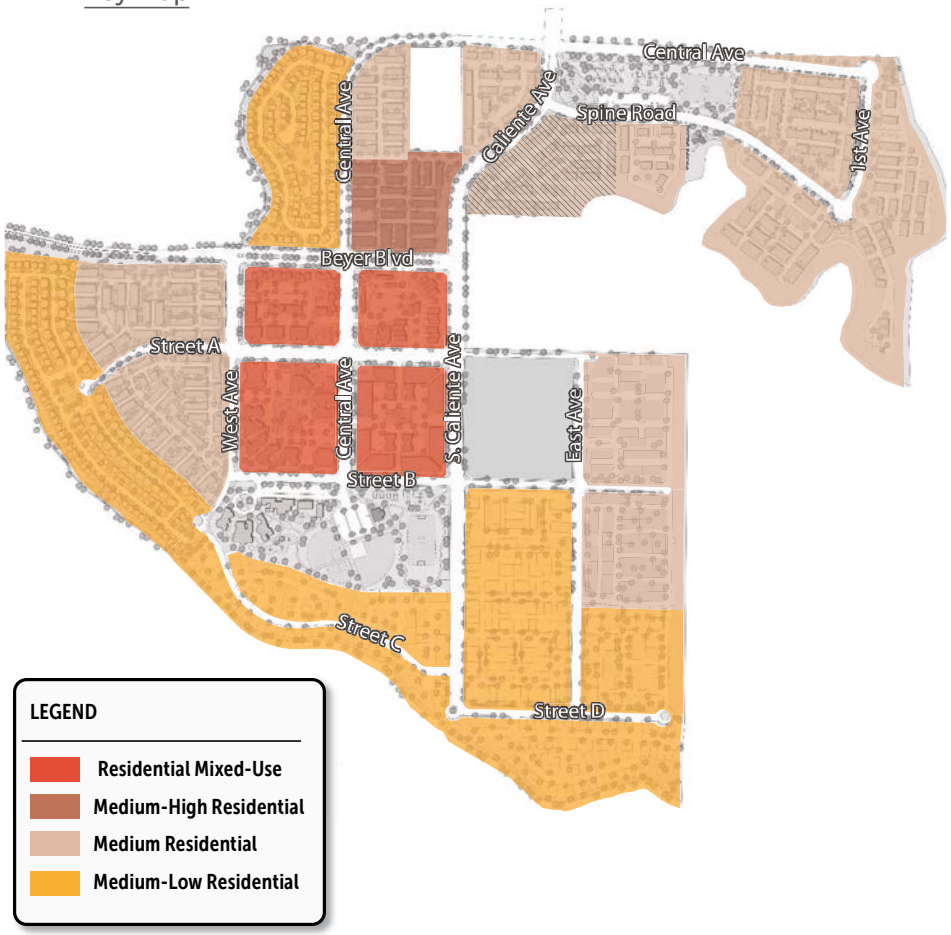
3.4 – RESIDENTIAL DESIGN POLICIES

These policies will inform the design of all residential development in Southwest Village. The intent of the residential design policies is to provide direction for the physical design of the Southwest Village neighborhoods. These policies encourage a high-quality aesthetic and unified look while providing flexibility to allow variety and enable adaptation.

Southwest Village allows a variety of single- and multi-family residential product types. ***Figures 3.6, Townhomes Prototype*** through ***3.9, Small Lot Single Family Prototype*** provide depictions of residential development concepts within Southwest Village. Figures 3.6 and 3.7 provide representation of potential Medium-High Residential development; Figure 3.8 provides representation of potential Medium Residential development; and Figure 3.9 provides representation of potential Medium-Low Residential development. An example of a typical plot plan is provided in ***Figure 3.9*** to illustrate how small lot single family residences should comply with the established regulations. The prototypes provided in ***Figures 3.6*** through ***3.9*** illustrate design concepts specific to the appropriate residential land use designations. Representative photographs, graphics, and maps are included to show examples of home and lot configurations, however additional configurations may be used.

All images and graphics are provided as conceptual designs for illustrative purposes only. Actual design may vary from this typical representation.

Key Map



3.4.1 – Architectural Design Concepts

1. Establish an identity for each residential housing development through common design elements or treatments, delineation of project boundaries, distinctive entrances, and shared recreational areas or other focal points. The scale, colors, materials, design details, and architectural style of buildings and furnishings should be similar for the entire planning area.
2. Utilize a consistent building design with a defined architectural style, while allowing flexibility through incorporating varying design details commonly associated with that style.
3. Consider the architectural design and character of adjacent developments and consider a consistent or contrasting architectural approach.

3.4.2 – Materials, Colors and Finishes

1. Encourage high quality and durable materials, such as stone, wood, metal, and stucco.
2. Develop a cohesive color palette that's carried throughout the development.
3. Encourage contrasting colors that emphasize architectural elements, such as doors or window treatments.

Example of unified architectural design concept.

3.4.3 – Building Form and Massing

1. Design residential unit layout, orientation and appearance to emphasize the identity of individual residential units.
2. Define public and private spaces utilizing physical design features such as buildings, enclosures, landscaping, screens, vegetation, paving, grade separation, lighting, fencing, gates and doors to distinguish a progression from the public to the private realm.
3. Design public open spaces such as courtyards, patios, greens, balconies etc., as clearly defined spaces located adjacent to living spaces and internal pedestrian linkages.
4. Encourage the use of parks and paseos to create public space and break us building massing.
5. Develop buildings and street frontages with architectural interest adjacent to public areas, paseos, and the public right-of-way. Use design techniques such as façade step-backs, articulation, off-setting planes, unique roof forms, and varied building elevations.
6. Incorporate architectural elements into the façade such as windows, and recessed planes that are consistent with the defined style. Large areas of flat, blank walls are strongly discouraged.
7. Design the side and rear faces of each building to include elements drawn from the primary frontage that serve to break up façades and add visual interest.
8. Incorporate varied roof forms to break up larger buildings and provide visual interest.
9. Incorporate and orient doors and windows towards public space areas.
10. Incorporate pedestrian-scale entries that clearly identify individual units should be prominent features along the primary façade.
11. Design residential rear driveways for access to garages, additional off-street parking, trash pick-up, and pedestrian areas.
12. Design multi-family garage units to not have direct access via curb cuts to major and collector streets.
13. Design common spaces to be open, visually unobstructed and well lit.

Figure 3.6 — Townhomes Prototype

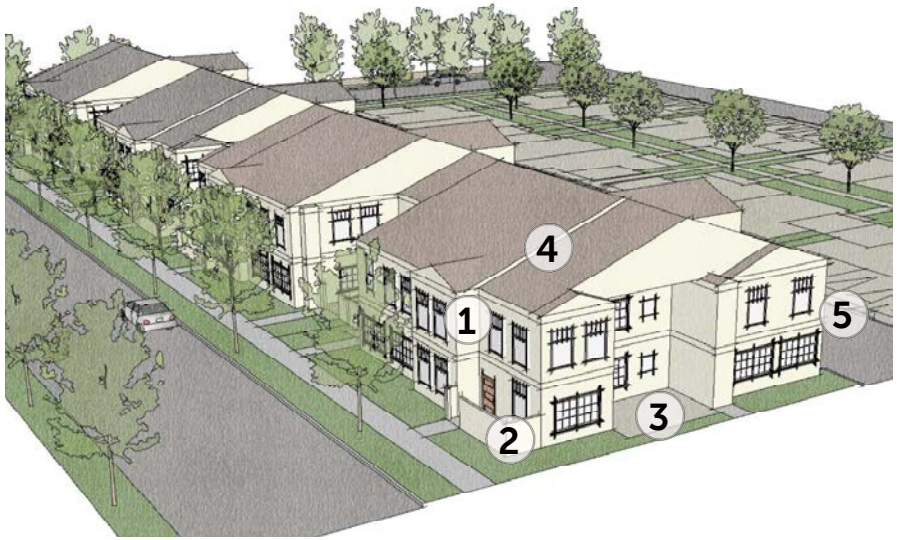
This prototype is representative of development to occur in the RM-3-7 zone and Medium-High Density Residential land use designation.

1. Step-backs, articulation, off-setting planes, unique roof forms, and varied building elevations break up massing
2. Entries clearly identify individual units
3. Windows and other architectural elements break up façade on side of building
4. Rear alleys with garage access, trash pick-up, landscaping, and pedestrian areas

Example photo of townhomes with building articulation and other architectural elements

Example photo of townhomes with building articulation and other architectural elements

Figure 3.7 — Multi-Plex and Courtyard Prototype



This prototype is representative of development to occur in the RM-3-7 zone and Medium-High Density Residential land use designation.

1. Step-backs, articulation, off-setting planes, unique roof forms, and varied building elevations break up massing
2. Pedestrian-scale entries along the primary façade
3. Clearly defined courtyard space
4. Varied roof forms
5. Rear alleys with garage access, trash pick-up, landscaping, and pedestrian areas

Example photo of triplex homes.

Example photo of triplex homes.

Figure 3.8 — Alley Load Single Family Prototype

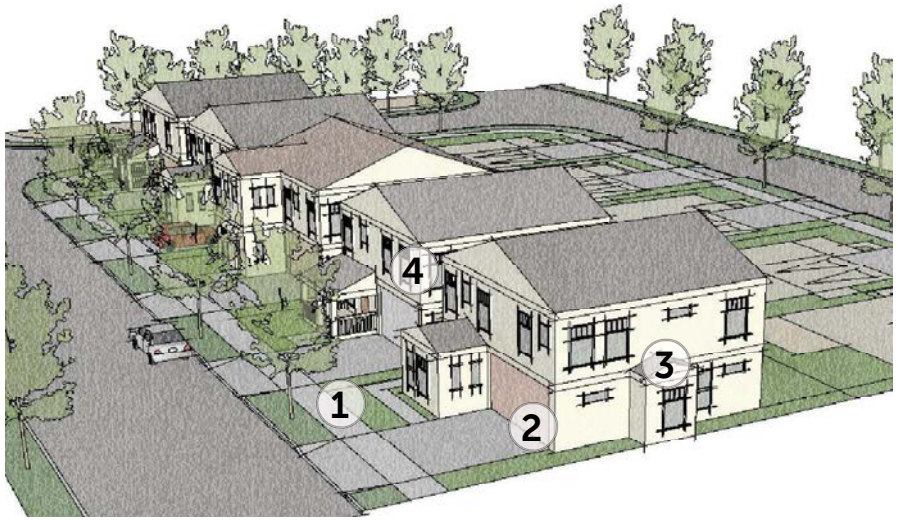
This prototype is representative of development to occur in the RM-2-5 zone and Medium Density Residential land use designation.

1. Step-backs, articulation, off-setting planes, unique roof forms, and varied building elevations break up massing
2. Pedestrian-scale entries along the primary façade
3. Varied roof forms
4. Rear alleys with access to garages, additional off-street parking, trash pick-up, and pedestrian areas
5. Planting in alleys to soften and break up rows of garages

Example photo of alley loaded single-family homes.

Example photo of alley loaded single-family home.

Figure 3.9 — Small Lot Single Family Prototype

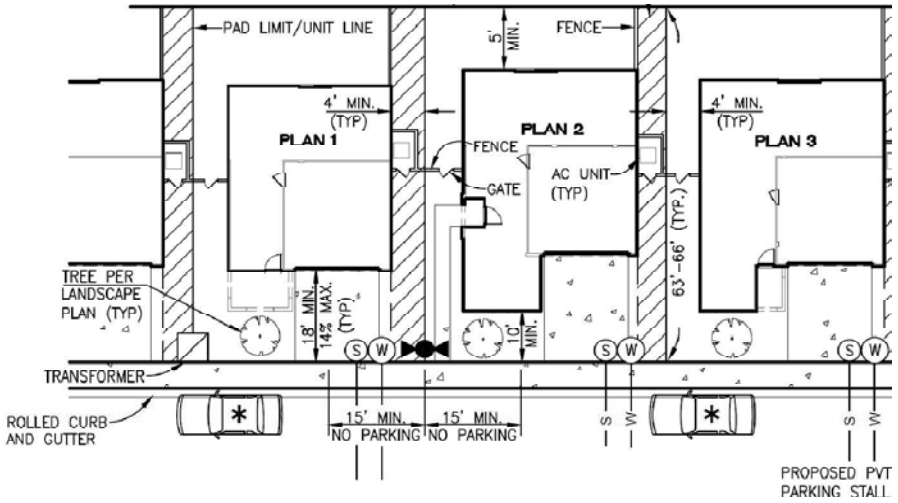


This prototype is representative of development to occur in the RM-1-3 zone and Medium-Low Density Residential land use designation.

1. Entries clearly identify individual units
2. Garage design is carefully integrated with overall architectural style
3. Architectural element drawn breaks-up façade
4. Articulation and off-setting planes

Example photo of small-lot single-family homes.

Example rendering of small-lot single-family homes.



Typical Plot Plan for Small Lot Single Family along Private Drive.

3.5 – STREETSCAPE AND PUBLIC REALM DESIGN POLICIES

3.5.1 – Public and Common Open Space

1. Provide clear and accessible pedestrian connections as public spaces between neighborhoods and natural open space areas to encourage outdoor activity and social interaction.
2. Maximize opportunities to provide public views of the canyons and natural open space areas from public space areas surrounding Southwest Village.
3. Encourage pedestrian paseos to provide enhanced connectivity and usable open space.
4. Provide outdoor seating areas as part of common open space and parks. Seating location should consider comfort factors such as sun orientation, shade, and wind.
5. Incorporate informal outdoor gathering areas and pedestrian nodes into design plans in ways that allow these spaces to function as community gathering spaces.
6. Design recreation buildings and play areas to be visible from as many residential units surrounding them as possible. Direct and convenient access from ground-level units to the communal area is encouraged.
7. Locate outdoor play areas adjacent to common building facilities, such as a community center, and near pedestrian access points as warranted. Avoid locating play areas near public streets, parking, or entry areas unless physically separated with landscaping.
8. Partially cover paved areas with a shade structure and/or trees to minimize their visual impact and reduce the solar heat gain and heat island effect.

3.5.2 – Pedestrian System

1. Design interconnected system of paths, sidewalks, corridors, and walkways which create a pleasant pedestrian environment, connect dwelling units and common areas, are well-integrated with the surrounding neighborhood, and provide multiple pedestrian access points.
2. Design walkways to encourage resident usage and minimize maintenance.
3. Design the pedestrian system circulation to direct residents to common areas, community facilities, public spaces, and open space areas.
4. Incorporate pedestrian connections to adjoining residential developments, commercial projects, and open space areas.
5. Minimize cross-circulation conflicts between vehicles and pedestrians.
6. Provide a continuous, clearly marked walkway from the parking areas to main entrances of buildings.
7. Provide bicycle parking and storage for residential and commercial development in locations that are accessible near primary entrances to avoid the use of balconies for bicycle parking.

3.5.3 – Materials, Hardscape, and Furnishings

1. Incorporate paving into pedestrian walkways, crosswalks, intersections, plazas, parking lot design, and driveway entries to create a sense of place.
2. Incorporate pavement enhancements at development entries. The edges will be clearly defined, either with painted borders or a different Americans with Disabilities Act (ADA)-compliant paving material.
3. Encourage the use of alternative crosswalk paving that distinguishes it from the surrounding sidewalk and roadway. Alternative crosswalk paving must be ADA-compliant.
4. Place bicycle parking at public spaces with adequate pedestrian clearance, such as plaza.
5. Place pedestrian seating and benches adjacent to pedestrian paths of travel.

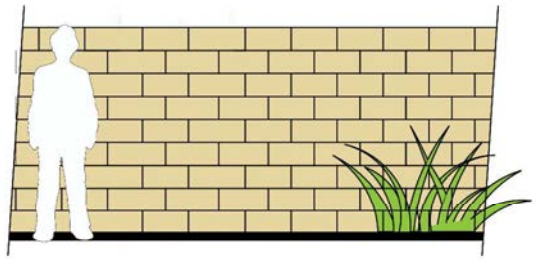
3.5.4 – Lighting

1. Install appropriate levels of street lighting to provide consistent lighting along a corridor.
2. Install pedestrian-scale lighting at building entryways, bicycle parking areas, seating areas, transit stops, surface parking areas, common open space areas, paseos, and other pedestrian paths. The type, style, and intensity of lighting should reflect the use and character of the area.
3. Install pedestrian lighting along paths with a change in grade, path intersections, and other areas along paths that, if left unlit, would cause the user to feel insecure, should be illuminated.
4. Direct all exterior site lighting (i.e., rear yard or signs) inward and downward so as not to disturb adjacent uses.
5. Shield and direct outdoor lighting adjacent to residential areas away from the surrounding residential use.
6. Provide adequate lighting levels for safety while minimizing light spillage and glare to minimize light pollution and preserve views of the night sky.
7. Design lighting to illuminate common areas, streets, paths, entryways, landscaping and parking.

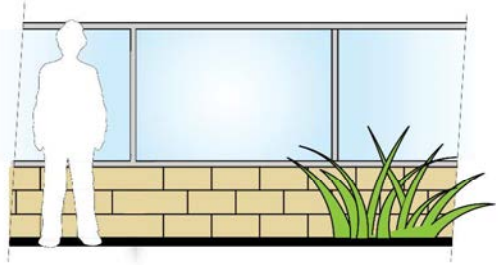
3.5.5 – Walls and Fencing

1. Design for walls and fencing based on the conceptual designs as a minimum, as shown in ***Figure 3.10, Walls and Fences***. Masonry theme and sound attenuation walls are encouraged to use textured materials to add visual interest.
2. Utilize walls and fences to provide safety, security, and buffering between adjacent uses, but should be of the minimal height needed to achieve the intended purpose.
3. Walls and fences adjacent to public streets should be buffered by landscaping and/or utilize iron rod fencings to avoid long lengths of solid surfaces along roadways.
4. Utilize walls with view fencing where appropriate to allow separation of uses without closing off views, especially along multi-purpose trails to provide visibility for increased safety.
5. Incorporate walls with breaks, recesses, and offsets, especially at entries and important intersections. Long walls should be made more attractive and visually interesting through the use of surface articulation, pilasters, and view fencing where appropriate.
6. Incorporate materials, colors, and texture to relieve visual monotony and to depict the culture and community.
7. Incorporate trees, vines, and other landscaping to the maximum extent possible to soften the visual appearance of walls.
8. Integration of landscaped berms into wall design to provide visual interest is encouraged.
9. Utilize walls and fences with durable yet attractive materials that complement the adjacent architecture, such as masonry, wood, iron, or vinyl.
10. Integrate walls with pedestrian openings with bollards to ensure ease of pedestrian circulation where necessary. Avoid the use of gates.
11. Walls will be located in areas that do not adversely affect non-vehicular mobility.
12. Locate and design walls to not obscure sight distance and visibility for drivers, pedestrians, and bicyclists.
13. In order to establish design continuity, publicly visible walls and fences should be composed of design styles, materials, and colors that are consistent with surrounding development.
14. Incorporate fencing along trails that delineate the area of use while providing views and allowing wildlife to travel. A conceptual design is provided in ***Figure 3.10, Walls and Fences***.
15. Encourage the use of landscape buffers rather than walls whenever possible to soften the public realm and promote a pedestrian-oriented environment.
16. Walls up to 31 feet shall be allowed to minimize impacts to surrounding sensitive resource areas.
17. Unless approved as part of this Specific Plan, any walls or fencing shall conform to the Fence Regulations of the Municipal Code.

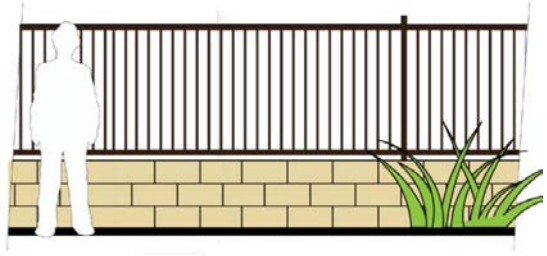
Figure 3.10 — Walls and Fences[1]



Masonry Theme Wall



Solid View Wall / Fire Rated Wall

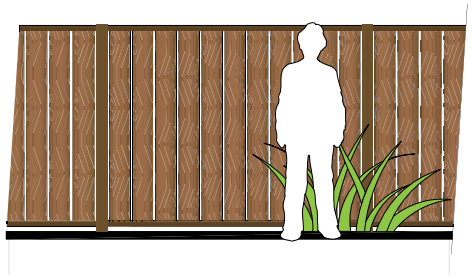


Iron Fence Theme Wall

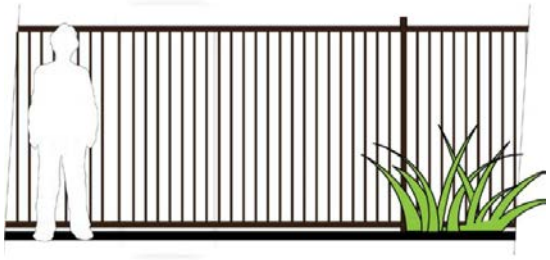
Example Photo of Masonry Theme Wall

Example Photo of Solid View Wall/Fire Rated Wall With Fire Rated Glass Block

Example Photo of Iron Fence Theme Wall



Neighborhood Wood Fence



Iron Tubular Fence

Trail / Open Space Fence

1. Note: Walls and fences included in this figure are intended to guide the height and materials of proposed walls and fences within the Specific Plan. This figure is not intended to illustrate specific styles of walls and fences. Other materials such as vinyl, etc., may be used.

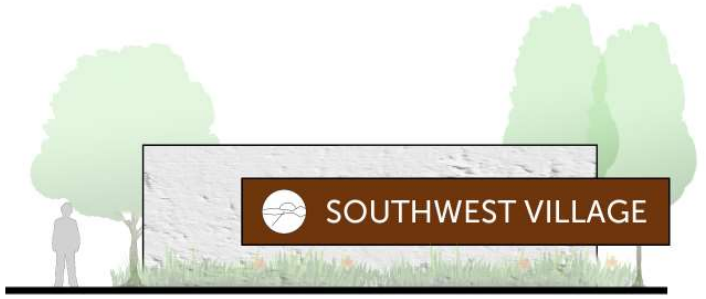
3.5.6 – Gateways And Monuments

Monumentation serves as the visual gateway for Southwest Village and will utilize a combination of architectural details, signage, lighting, and landscaping. A hierarchy of entry monumentation coincides with land use transitions. This hierarchy includes gateways, activity nodes, entries, and business signage. Repetitive use of materials and design forms is encouraged to provide design unity and to reinforce the identity of the community. The design for these secondary entry elements is conceptually shown on ***Figure 3.11, Neighborhood Identification Sign Design***. The proposed locations for monumentation are shown in ***Figure 3.12, Neighborhood Identification Sign Locations***.

- **Major Gateway:** Gateway monumentation represents the most prominent entry type for Southwest Village. Gateway monumentation will exhibit the highest level of theming and should utilize larger scale design elements with special lighting features and signature landscape design.
- **Village Core Gateway:** Village Core gateways are located at activity nodes throughout the Village Core. Activity nodes are less prominent in scale than primary entries while utilizing similar forms, materials, and landscaping. Secondary monumentation can be used at retail gateways to identify the various neighborhoods in the Village Core and transitions between land uses.
- **Neighborhood Gateway and Neighborhood Markers:** Individual developments will feature unique entries complete with signage, landscaping, and lighting.

A Comprehensive Sign Plan (CSP), processed as a Neighborhood Use Permit (NUP) Process Two, per Section 141.1103, will be submitted during the building permit and site infrastructure process in order to allow any signs which exceed the allowance of the City-wide Sign Regulations.

Figure 3.11 — Gateway Monument Design



Major Gateway

Village Core Gateway

Neighborhood Gateway

Neighborhood Marker

Figure 3.12 — Gateway Locations

LEGEND

- Specific Plan Boundary
- Major Gateway
- Retail Gateway
- Neighborhood Gateway or Marker

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

N

0′ 375′ 750′

3.5.7 – Gateway And Monument Signage

1. Provide signage and/or monumentation at major and secondary entry monuments, as shown in ***Figure 3.12, Gateway Locations***. These monuments are important to establishing the overall design theme and evoke a sense of arrival to the community.
2. Design monument signs with a consistent design theme and color palette.
3. Utilize monumentation signage with piers and jogs in the wall to break up its mass.
4. Incorporate monument signs with landscape planters using a variety of heights and textures.
5. Plant larger landscape specimens behind monumentation signage to frame its view from the entry.
6. Design entry spaces, transitional spaces, and gathering spaces that incorporate elements such as gateways, fountains, and other public amenities that promote a sense of community, district identity, and wayfinding throughout the community.
7. Design all vehicular entries into each planning area to have highly visible signs and monument identification signifying entry. Special landscaping or other identifying features should be used to identify each of the main and secondary project entries.
8. Utilize smaller signage and/or monuments to identify entries into individual neighborhoods.
9. Design monuments and signage to depict the overall character of the community and respond to the cultural, environmental, and physical context of the neighborhood setting.
10. Locate all entries and monumentation outside of the public right-of-way.
11. Locate and design entries and monumentation to not obscure sight distance and visibility for drivers, pedestrians, and bicyclists.

3.5.8 – Wayfinding Signage

1. Design wayfinding signage that promotes a sense of place and aids in navigation while walking, biking, and driving.
2. Design vehicular wayfinding signage to clearly convey locations of key destinations.
3. Design vehicular wayfinding signage to be seen and read by people in vehicles, directing them to destinations.
4. Design vehicular information signs to contain limited amounts of information to limit confusion.
5. Design pedestrian wayfinding to clearly identify key destinations and facilities, provide direction to building access points from parking lots, and encourage walking to other nearby destinations.
6. Design pedestrian wayfinding signage to be seen and read by pedestrians and bicyclists, directing them to destinations on preferred routes.

Example photo of wayfinding concept.

Example photo of wayfinding concept.

3.6 – LANDSCAPE DESIGN POLICIES

1. Utilize landscaping along public streets that is consistent, formalized, and composed of signature planting. Trees, shrubs, grasses, vines, ground cover, and wildflowers should be selected from those identified in ***Appendix A, Landscape Planting Palette***, to create an attractive and cohesive community identity. ***Figure 3.13, Examples of Recommended Plants*** is included to illustrate the range of planting types within Southwest Village.

2. Utilize elements of landscape architecture to create a unified sense of place.

3. Unique qualities of planning areas may be achieved through variation in design while utilizing similar landscape elements.

4. Plant trees along streets, pathways, paseos, and trails and incorporate trees into public outdoor spaces such as plazas and parks to provide shade, beauty and buffer.

5. Incorporate biofiltration and bioretention measures in parking and road design, edges of paved areas, and other landscaped areas to slow and treat stormwater runoff.

6. Arrange formal plantings along parkways at intervals appropriate to street scale and canopy cover to provide a sense of rhythm and movement within the streetscape.

7. Incorporate suspended pavement system(s) to improve soil volume for supporting large tree species and improve plant health, promoting higher plant success rates. Additionally, these systems provide stormwater quality management through capture, evapotranspiration, and storage.

8. Use rain gardens, open tree grates, green roofs, and pockets of open space to slow stormwater flow rates, allow natural percolation of runoff, and reduce the heat island effect.

9. Utilize permeable paving to capture and treat stormwater to the maximum extent possible. Examples of permeable paving include porous asphalt, reinforced grass, semi-impervious concrete paving blocks, and reinforced gravel with grass.

10. Plant designated Themed Street Trees along all public roadways, as identified for each roadway type in Sections 4.5.1 through 4.5.11.

11. Bioretention basins shall be designed to meet horticultural requirements of the plant material used therein to include a minimum growing medium depth of 24 inches for shrubs and 36 inches for trees.

Figure 3.13 — Examples of Recommended Plants









3.7 –GRADING

Given the topography of the project area, it is anticipated that development of Southwest Village will require site specific grading regulations that will supersede specific portions of the SDMC Section 143.0142(a) and Section II(C) of the Steep Hillside Guidelines. The overall goal of the grading regulations should be to blend with existing or planned adjacent topography, provide for more natural appearing manufactured slopes, minimize grading quantities, and minimize the height of visible slopes.

Due to the unique hillside terrain and sensitive natural resources in the Southwest Village Specific Plan area, modified development standards for grading techniques shall apply:

1. To the maximum extent feasible, manufactured slopes shall blend with existing or planned adjacent topography and be naturalized. Alternative grading design, including exceedance of allowable development area, may be used according to the following guidelines to achieve avoidance of sensitive natural resources:

   - Newly created manufactured slopes should be landform graded with undulating slopes, irregular/varying gradients, and with the top (crest) and bottom (toe) of new manufactured slopes rounded to resemble natural landforms.
   - The transition between manufactured slopes and natural topography should be blended to avoid harsh angular lines.
   - Landscaping on manufactured slopes adjacent to natural topography should be similar to the vegetation on the natural slopes.

2. Grading of manufactured slopes shall minimize substantial damage, or alteration of, significant permanent natural resources areas, wildlife habitats or native vegetation areas which are designated by this Specific Plan and/or implementing tentative subdivision maps for future development to be preserved.

3. Slopes that are adjacent to major streets (e.g. Beyer Blvd) shall be landform graded regardless of the adjacent topography except when necessary to minimize impacts to sensitive natural resources.

4. Phasing of grading within each planning area shall provide for the safety and maintenance of other planning areas already developed or under construction and visual mitigation (revegetation) of all manufactured slopes.

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04

MOBILITY

4.1 — INTRODUCTION

The Southwest Village Specific Plan area will have a mobility network accessible to people who walk, bike, take transit, and use a car. The network of streets, bike paths, sidewalks, trails, and paseos envisioned for Southwest Village will provide connections between proposed residential neighborhoods and commercial, retail, and public uses in the Village Core, including the future school, parks, and transit facilities. The mobility network is designed to service future development in Southwest Village while responding to natural changes in elevation and respecting the neighborhood's open space areas.

This Specific Plan describes a mobility network that ensures a connected network of public streets to serve development. A network of smaller public streets and private drives will provide access to and within neighborhoods.

The mobility network in Southwest Village integrates the planned regional transportation network, as described in both the General Plan and Otay Mesa Community Plan, and SANDAG's 2021 Regional Plan. The mobility network complements Southwest Village's urban core, pedestrian-focused grid, and planned land use pattern to encourage walking, biking, and transit use within the Village Core and maximize opportunities for taking transit. This strategy is intended to result in limiting the amount of vehicle trips and reducing vehicle miles traveled and greenhouse gas emissions per capita, satisfying the City's sustainability goals and policies within the General Plan and Climate Action Plan.

4.2 — STREET CLASSIFICATIONS

The mobility network described in this Specific Plan serves as the foundation for future development; provides key connections to support walking, biking, transit, and vehicular transportation throughout the Specific Plan area; and ensures that streets are designed to accommodate projected traffic volumes. The mobility network includes a system of roadway types that provide access throughout the Specific Plan area and connect the mixed-use Village Core, neighborhood school, neighborhood park, and are designed to ensure that high volumes of pedestrians and bicyclists can move efficiently, encouraging residents to walk and bike to village destinations. A description of street classifications for Southwest Village is shown on ***Figure 4.1, Street Classifications*** and summarized in ***Table 4.1, Street Classification by Segment***. Street design standards for each classification are based on the City's Street Design Manual (March 2017), with specific modifications from these standards noted where applicable.

The mobility network in Southwest Village is organized around two key arterials that access the center of the community, with one offering north-south access (Caliente Avenue) and the other offering east-west access (Beyer Boulevard). These arterials provide facilities for pedestrians, bicyclists, public transit, and drivers, ensuring that all modes are accommodated and residents and visitors have transportation options. They were designed with respect for the topography and the location of conserved open space within the Specific Plan and provide linkages to the larger Otay Mesa Community. Central Avenue will act as the main street on which to find commercial, mixed-use, and medium-high density residential uses. Central Avenue will include wide sidewalks, on-street parking and street furniture to encourage strolling between shops.

A grid network of streets connects to the arterial roadways allowing for maximum use of the land, with consideration of ownership and lot configuration. The grid network shall provide blocks no greater than with a 1,800-foot perimeter. These streets contain parkways, sidewalks, on-street and off-street bike paths.

Figure 4.1 — Street Classifications

LEGEND

- **Specific Plan Boundary**
- **4-Lane Urban Collector Street** with Class I Bike Paths and Class II Bike Lanes
- **Beyer Blvd West** Modified 4-Lane Urban Collector (Built with 2-Lanes Due to Environmental Constraints) with Class II Bike Lanes
- **Beyer Blvd East** Modified 4-Lane Urban Major Street with Class I Bike Path and Class II Bike Lanes
- **2-Lane Collector Street** with Two-Way Center Left Turn Lane and Class II Bike Lanes
- **2-Lane Collector Street** with Two-Way Center Left Turn Lane and Class I Bike Path
- **2-Lane Collector Street** with Two-Way Center Left Turn Lane, Class II Bike Lane on the West Side, and Class I Bike Path on the East Side
- **2-Lane Collector** with Class II Bike Lanes
- **2-Lane Sub-Collector** with Class II Bike Lanes
- **Commercial Collector Street** with Class II Bike Lanes
- **2-Lane Collector** with Class I Bike Path
- **2-Lane Collector** with Class I Bike Path on the East Side and Class II Bike Lane on the West Side
- **2-Lane Collector** with Class I Multi-use Path on One-Side
- **Emergency Vehicle Access Road**

Table 4.1 — Street Classification by Segment

I.D.	Name	Classification	Estimated Ultimate ADT	Design ADT	ROW Width
1	Caliente Ave	Modified[1] 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lanes with Buffer	29,200	25,000 (LOS D)	122 ft
2	Caliente Ave	Modified[1] 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lanes with Buffer	29,200	25,000 (LOS D)	122 ft
3	Beyer Blvd East	Modified[1] 4-Lane Urban Major with Class I Bike Path and Class II Bike Lanes with Buffer	28,100	35,000 (LOS D)	116 ft
4	Beyer Blvd East	Modified[1] 4-Lane Urban Major with Class I Bike Path and Class II Bike Lanes with Buffer	28,100	35,000 (LOS D)	116 ft
5	S. Caliente Ave	Modified[1] 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lanes with Buffer	17,200	25,000 (LOS D)	122 ft
6	Beyer Blvd West	Beyer Blvd West (Modified[1] 4-Lane Urban Collector (Built with 2 Lanes Due to Environmental Constraints)) with Class II Bike Lanes with Buffer	28,100	25,000 (LOS D)	53 ft
7	Central Ave	2-Lane Collector with Class II Bike Lanes with Buffer	4,500	6,500 (LOS D)	69 ft
8	Central Ave	2-Lane Collector with Class II Bike Lanes with Buffer	3,900	6,500 (LOS D)	62 ft
9	Central Ave	2-Lane Collector with Two-Way Center Left Turn Lane with Class II Bike Lanes with Buffer	7,200	13,000 (LOS D)	88 ft
10	1st Ave	2-Lane Collector with Class I Multi-Use Path on One-Side (East Side)	4,100	6,500 (LOS D)	Min. 60 ft
11	Spine Road	2-Lane Collector with Two-Way Center Left Turn Lane with Class II Bike Lanes with Buffer	8,200	13,000 (LOS D)	88 ft
12	West Ave	2-Lane Collector with Two-Way Center Left Turn Lane and Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side	7,800	13,000 (LOS D)	87 ft
13	West Ave	2-Lane Collector with Class I Bike Path on East Side and Class II Bike Lane with Buffer on West Side	4,100	6,500 (LOS D)	75 ft
14	Central Ave	2-Lane Collector with Two-Way Center Left Turn Lane and Class II Bike Lanes with Buffer	7,700	13,000 (LOS D)	88 ft
15	Central Ave	2-Lane Commercial Collector with Class II Bike Lanes with Buffer	5,500	6,500 (LOS D)	80 ft
16	S. Caliente Ave	Modified[1] 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lanes with Buffer	13,900	25,000 (LOS D)	122 ft
17	S. Caliente Ave	Modified[1] 2-Lane Collector with Two-Way Center Left Turn Lane and Class I Bike Path	6,600	13,000 (LOS D)	86 ft
18	Street A	Emergency Vehicle Access Road	N/A	N/A	76 ft
19	East Ave	2-Lane Collector with Class II Bike Lanes with Buffer	4,700	6,500 (LOS D)	76 ft
20	Street A	2-Lane Collector with Class II Bike Lanes with Buffer	5,800	6,500 (LOS D)	76 ft
21	Street A	2-Lane Commercial Collector with Class II Bike Lanes with Buffer	6,300	13,000 (LOS D)	80 ft
22	Street A	2-Lane Collector with Two-Way Center Left Turn Lane and Class II Bike Lanes with Buffer	6,600	13,000 (LOS D)	88 ft
23	West Ave	2-Lane Collector with Class I Bike Path on East Side and Class II Bike Lanes with Buffer on West Side	3,700	6,500 (LOS D)	75 ft
24	Street B	2-Lane Collector with Class I Bike Path	2,600	6,500 (LOS D)	74 ft
25	Street B	2-Lane Collector with Class I Bike Path	3,500	6,500 (LOS D)	74 ft
26	Street B	2-Lane Collector with Class I Bike Path	2,300	6,500 (LOS D)	74 ft
27	Street C	2-Lane Sub-Collector with Class II Bike Lanes with Buffer	4,000	2,200 (LOS C)	76 ft
28	Street D	2-Lane Collector with Class II Bike Lanes with Buffer	2,900	6,500 (LOS D)	76 ft
29	Street D	2-Lane Collector with Class II Bike Lanes with Buffer	1,300	6,500 (LOS D)	76 ft
30	Street B	2-Lane Collector with Two-Way Center Left Turn Lane and Class I Bike Path	8,700	13,000 (LOS D)	86 ft
31	S. Caliente Ave	2-Lane Collector with Class II Bike Lanes with Buffer	3,000	6,500 (LOS D)	76 ft
32	N/A	Emergency Vehicle Access Road	N/A	N/A	20 ft

1. See specifications tables in Section 4.5.1 through 4.5.13 for the modifications to the Street Design Manual incorporated into the roadway classifications.

4.3 — BICYCLE NETWORK

The proposed bicycle network for the Southwest Village Specific Plan, illustrated on ***Figure 4.2, Bicycle Facility Network*** and summarized in ***Table 4.2, Bicycle Facility Type by Street Segment*** consists of an extensive network of dedicated facilities that are connected to activity centers and access to future public transit. The bicycle network includes Class I bike paths and Class II bike lanes with a buffer. Bicycle facility classifications are in accordance with the Otay Mesa Community Plan and the City's Bicycle Master Plan. See Sections 4.3.1 Class I Bike Paths and 4.3.2 Class II Bike Lanes with Buffer for further detail on these types of bicycle facilities.

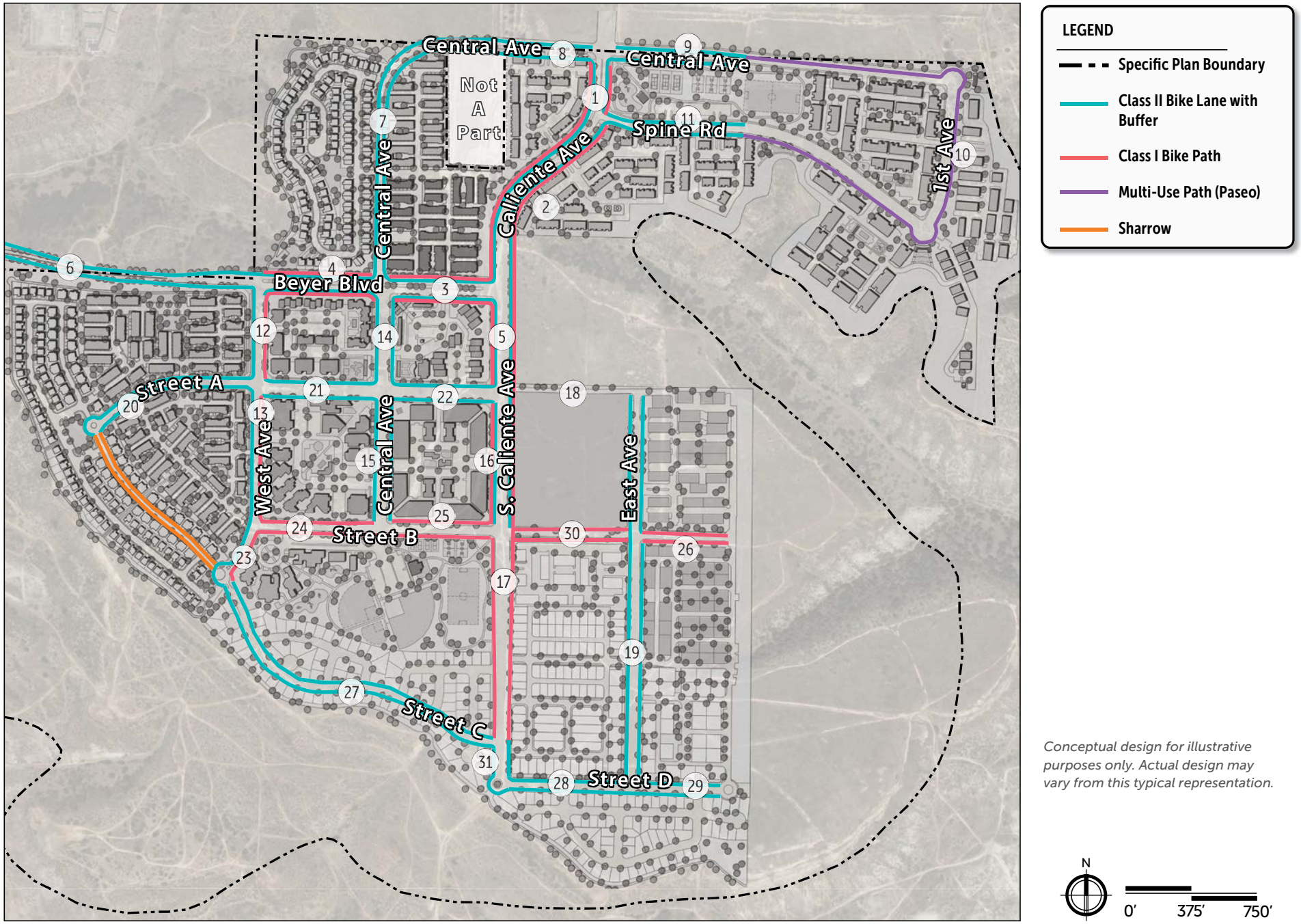
A shared multi-use path will be located on Caliente Avenue and Beyer Boulevard and other areas in and around the Village Core to provide continuity and enhanced connectivity for both north-south and east-west travel across Southwest Village. The Class I bike paths will connect from the community to Airway Road, which in turn will connect the community to San Ysidro High School, the future Central Village community, and the Otay Mesa industrial areas.

To ensure the network effectively connects residential neighborhoods to destinations within the community, including the commercial uses, school, mobility hub, all public streets will contain some form of bicycle facility. Class II bicycle lanes on public roadways will provide connections to recreational opportunities and access to protected open spaces surrounding the community.

Table 4.2 — Bicycle Facility Type by Street Segment

I.D.	Name	Type
1	Caliente Ave	Class I Bike Path and Class II Bike Lanes with Buffer
2	Caliente Ave	Class I Bike Path and Class II Bike Lanes with Buffer
3	Beyer Blvd East	Class I Bike Path and Class II Bike Lanes with Buffer
4	Beyer Blvd East	Class I Bike Path and Class II Bike Lanes with Buffer
5	S. Caliente Ave	Class I Bike Path and Class II Bike Lanes with Buffer
6	Beyer Blvd West	Class II Bike Lanes with Buffer
7	Central Ave	Class II Bike Lanes with Buffer
8	Central Ave	Class II Bike Lanes with Buffer
9	Central Ave	Class II Bike Lanes with Buffer
10	1st Ave, Spine Road east of Segment 11, Central Ave east of Segment 9	Class I Multi-Use Path on One-Side (Exterior Side)
11	Spine Road	Class II Bike Lanes with Buffer
12	West Ave	Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side
13	West Ave	Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side
14	Central Ave	Class II Bike Lanes with Buffer
15	Central Ave	Class II Bike Lanes with Buffer
16	S. Caliente Ave	Class I Bike Path and Class II Bike Lanes with Buffer
17	S. Caliente Ave	Class I Bike Path
18	Street A (fire access road only)	N/A
19	East Ave	Class II Bike Lanes with Buffer
20	Street A	Class II Bike Lanes with Buffer
21	Street A	Class II Bike Lanes with Buffer
22	Street A	Class II Bike Lanes with Buffer
23	West Ave	Class I Bike Path on the East Side and Class II Bike Lane with Buffer on the West Side
24	Street B	Class I Bike Path
25	Street B	Class I Bike Path
26	Street B	Class I Bike Path
27	Street C	Class II Bike Lanes with Buffer
28	Street D	Class II Bike Lanes with Buffer
29	Street D	Class II Bike Lane with Buffer
30	Street B	Class I Bike Path
31	S. Caliente Ave	Class II Bike Lanes with Buffer
32	N/A	N/A

Figure 4.2 — Bicycle Facility Network



4.3.1 — Class I Bike Paths

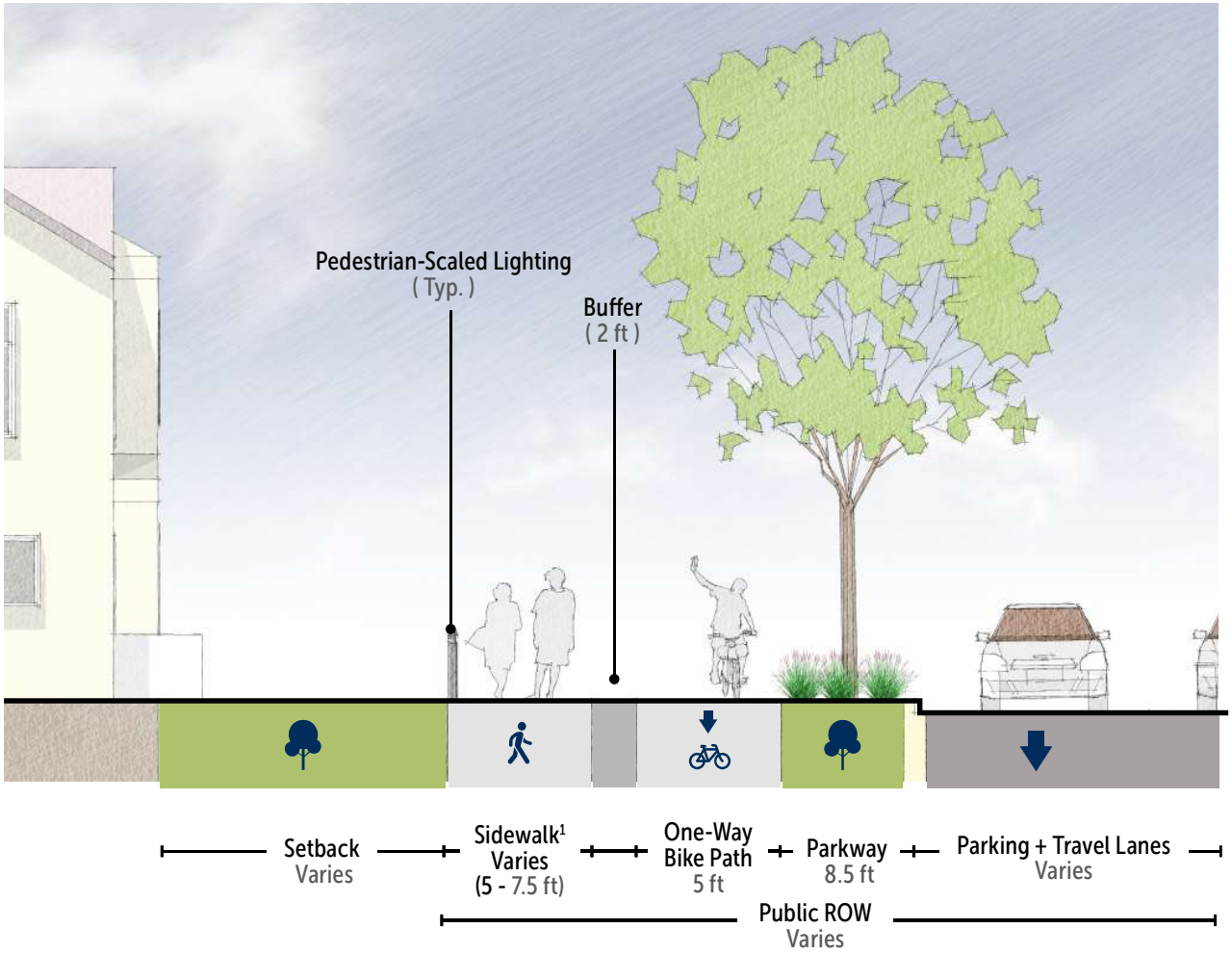
Class I bike paths within Southwest Village provide single-directional bicycle facilities that are associated with transportation corridors and are incorporated into new development. Class I bike paths are adjacent to high automobile traffic areas and will be separated from traffic flow by street trees and landscaping in the parkway landscaping area.

Class I bike paths include a minimum 5-foot travel lane for bicycles and separate sidewalks for pedestrians. Sidewalk widths will be determined by the street design standards in this Specific Plan. A minimum 2-foot striped buffer should be provided to separate the bicycle lane from the pedestrian area. The components of a one-way Class I bike path are illustrated on ***Figure 4.3, Class I Bike Path Cross-Section***.

The buffer should incorporate paint or other treatments to visually demarcate the buffer area. Grades on these bike paths will generally be gentle; however bike paths adjacent to roads may exceed typical bike path standards. Class I bike paths have improved surfacing, typically through asphalt, concrete, pavers, and other hard surfaces. At intersections, the Class I bike path can be dropped and merged onto the street, or it can be maintained at sidewalk level, where bicyclists cross with pedestrians, possibly with a dedicated bicycle signal.

One-way Class I Bike Paths

Figure 4.3 — One-Way Class I Bike Path Cross-Section



Notes:

1. Includes a 6-inch buffer for curb and a 6-inch buffer for proposed pedestrian scale lighting within public ROW.

4.3.2 — Class II Bike Lanes with Buffer

Class II bike lanes with a buffer will be included as part of the public streets identified in ***Table 4.2, Bicycle Facility Type by Street Segment***. Class II bike lanes allocate a portion of the roadway for bicyclists by using pavement striping and signage. Within the Southwest Village Specific Plan a bike lane should be a minimum of 6 feet and include a buffer with a minimum width of 2 feet between the bike lane and the vehicle travel lane. The buffer will be defined by painted markings in the road.

Class II bike lanes with a buffer should be designed based on the City's Bicycle Facilities Design Guidelines.

Example photos of Class II bike lanes with buffer.

4.4 — PEDESTRIAN NETWORK

Southwest Village will include a network of sidewalks, paseos, and trails organized around the grid network of public streets. A non-contiguous sidewalk will be included on both sides of all public streets except Beyer Blvd West and the community will be surrounded by a perimeter trail to provide access along the edge of the development and open spaces. Sidewalk shall be a minimum of five feet in width, except along Beyer Blvd West due to environmental constraints. In addition, paseos will be located where opportunities exist to enhance connectivity in Southwest Village. The proposed pedestrian network for the Southwest Village Specific Plan is shown on ***Figure 4.5, Pedestrian Facility Network***. For Pedestrian System Design Guidelines, see Section 3.5.2.

4.4.1 — Class I Multi-Use Paths

Class I multi-use paths are part of the public right-of-way, intended for exclusive use by bicyclists,pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic in exclusive right-of-way. Multi-use paths are used in areas of light vehicular travel for a more neighborhood feel.

4.4.2 — Paseos

Paseos are typically within, adjacent, or through planned development. Although paseos are not associated with a roadway or within public right of-way, they may be adjacent or parallel with easements that allow public access. Paseos serve as connector trails by improving access and facilitating connections between and through development. As shown in ***Figure 4.4***, ***Typical Paseo Cross-section***, paseos should have a hard surface or a soft-surface that is suitable for use by bicycles and pedestrians. Lighting, wayfinding signage, and landscaping should be provided as part of paseos while considering the location near adjacent development. Paseos should have an active frontage, provide an opportunity for amenities, and allow for pedestrian and bicycle travel. There is also an opportunity to locate recreational amenities as part of the paseo to active the space and provide additional opportunities for recreation.

4.5 — STREET DESIGN STANDARDS

Street design standards for each classification shown on ***Figure 4.1, Figure 4.1, Street Classifications*** and summarized in ***Table 4.1, Street Classification by Segment*** are further described on the following pages. Upon approval of the Specific Plan, the following street design standards shall supersede the applicable standards within the City of San Diego Street Design Manual as it pertains to the Southwest Village. The following sections include specification tables that include the modifications to the City of San Diego Street Design Manual as they apply to the Specific Plan area.

Figure 4.4 — Typical Paseo Cross-section

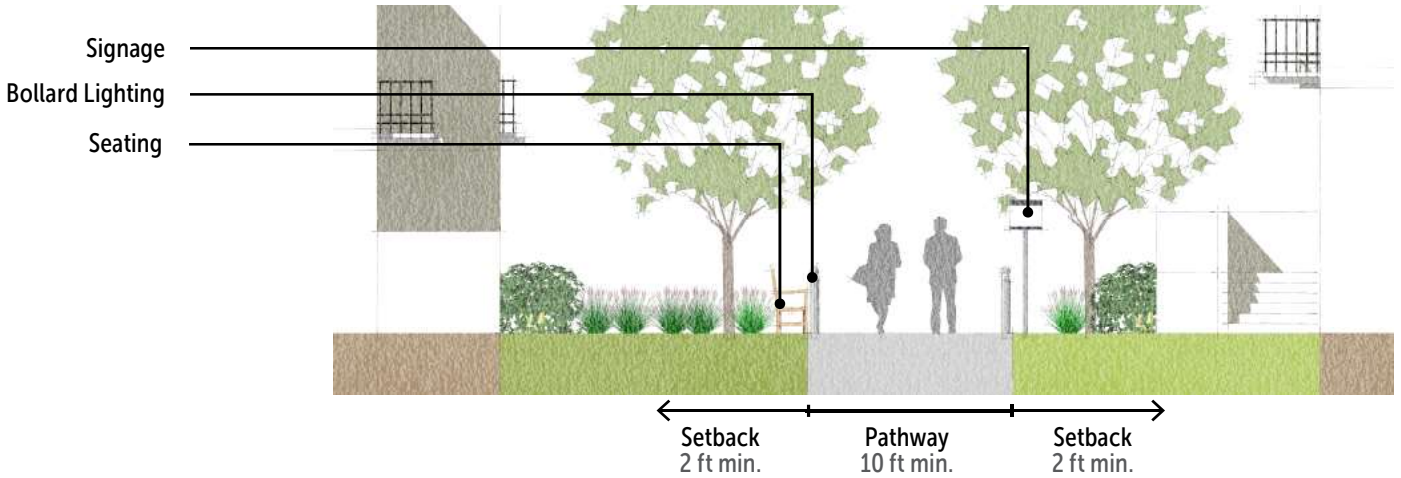
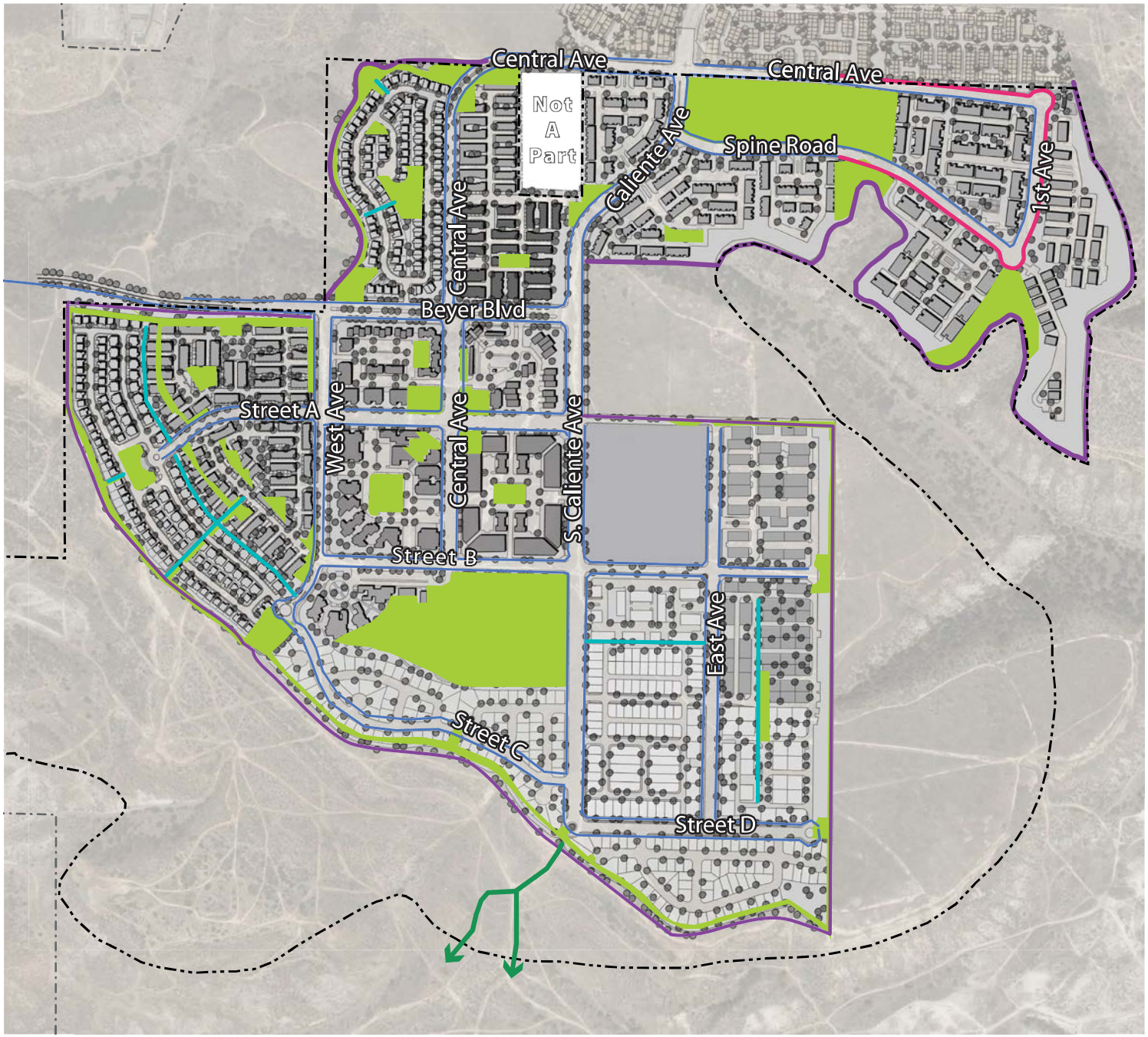


Figure 4.5 — Pedestrian Facility Network



LEGEND

- Specific Plan Boundary
- Proposed Public Sidewalk
- Perimeter Trail
- Trails
- Paseo
- Multi-Use Path
- Parks

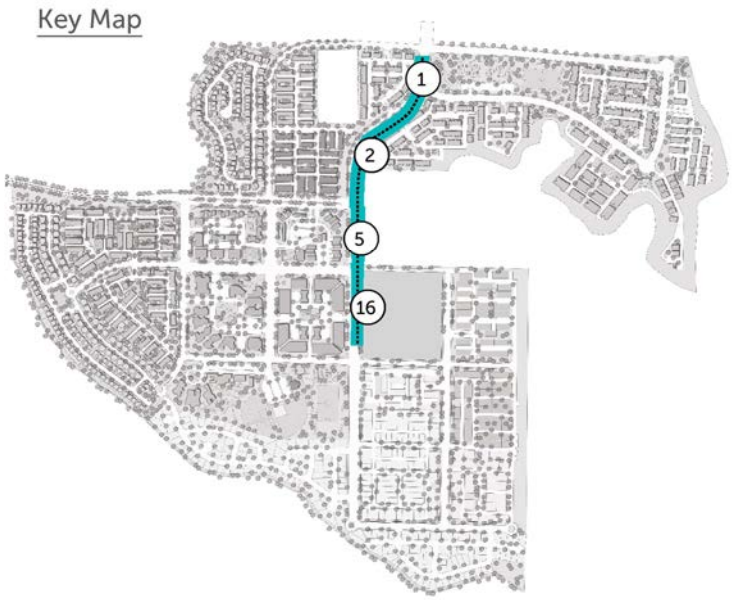
Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

N

0′ 375′ 750′

4.5.1 — Modified 4-Lane Urban Collector with Class I Bike Paths and Class II Bike Lanes

Caliente Avenue, north of Street B, is planned as a Modified 4-Lane Urban Collector, designed to accommodate high traffic volumes and provide the primary access in and out of Southwest Village. The Modified 4-Lane Urban Collector provides two travel lanes and a buffered Class II bike lane in each direction, divided by a raised median. Modifications have been made to the cross-section in the City's Street Design Manual to include a Class I bike facility as part of the parkway and to remove on-street parking. Non-contiguous sidewalks and landscaping strips are also included on both sides. A Community Plan Amendment is required for the downgrade of Caliente Avenue, between Beyer Blvd and Central Ave, from a 6-Lane Major Arterial to a Modified 4-Lane Urban Collector. *Figure 4.6* shows a cross-section of a Modified 4-Lane Urban Collector with Class I Bike Paths and Class II Bike Lanes.



SPECIFICATIONS
Based on City of San Diego Street Design Manual (March 2017 Edition)
Four-Lane Urban Collector Specifications

Applicable Streets	Caliente Ave. (north of Street B)
Urban Parkway	22' Parkway Non-Contiguous Sidewalk
Themed Street Tree	Parkway: Podocarpus gracilior (Fern Pine) Raised Median: Cercis occidentalis (Western Redbud)
Modifications to Street Design Manual	• Modified to include a one-way Class I bike path on each side of the street, in addition to the Class II buffered bike lane • Reduced design speed • Modified to remove on-street parking.
Notes	• Widen additional 10 ft at approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft of two-lane left-turn storage, exclusive of transitions. • Includes a mid-block pedestrian crossing on Segment 2 to intercept with the perimeter trail • Receiving lanes for dual lefts shall be 12 ft wide. • Mid-block pedestrian crossings shall comply with City Council Policy 200-007, Comprehensive Pedestrian Crossing Policy

Figure 4.6 — Modified Cross-Section for 4-Lane Urban Collector with Class I Bike Paths and Class II Bike Lanes

Notes:

1. *See Section 4.3.1 for Class I bike path design guidelines.*
2. *The outside travel lane has a width of 12 ft to provide additional buffer from bike lanes.*
3. *Includes 6-inch curb.*

* *Section represents typical condition.*

4.5.2 — Beyer Blvd. West (Modified 4-Lane Urban Collector (Built with 2 Lanes Due to Environmental Constraints))

A modified 4-Lane Urban Collector configuration is proposed for the western section of Beyer Boulevard beginning at the intersection with West Avenue and extending to the San Ysidro community with the right-of-way width reduced due to environmental constraints – biological resources and geological hazards – to the maximum extent possible. The point of connection of Beyer Blvd West will meet at the existing intersection of Beyer Blvd and Enright Dr, as seen in Figure 1.1. This modified version of the 4-Lane Urban Collector includes one lane of travel in each direction, a sidewalk on the south side, and buffered Class II bike lanes on each side. *Figure 4.7* shows a cross-section for the Beyer Boulevard West, Modified 4-Lane Urban Collector.

SPECIFICATIONS
Based on City of San Diego Street Design Manual (March 2017 Edition)
Four-Lane Urban Collector Street Specifications

Applicable Streets	Beyer Blvd West (west of West Avenue)
Themed Street Tree	No trees will be planted within the right-of-way due to environmental constraints
Modifications to Street Design Manual	• Modified to reduce the curb-to-curb width by including one lane of travel in each direction, a sidewalk on the south side, reduced sidewalk width, reduced median width, reduced parkway width, and eliminating on-street parking to minimize the total right of way width due to environmental constraints. • Transition from 4 lanes to 2 lanes will occur west of West Avenue.

Key Map

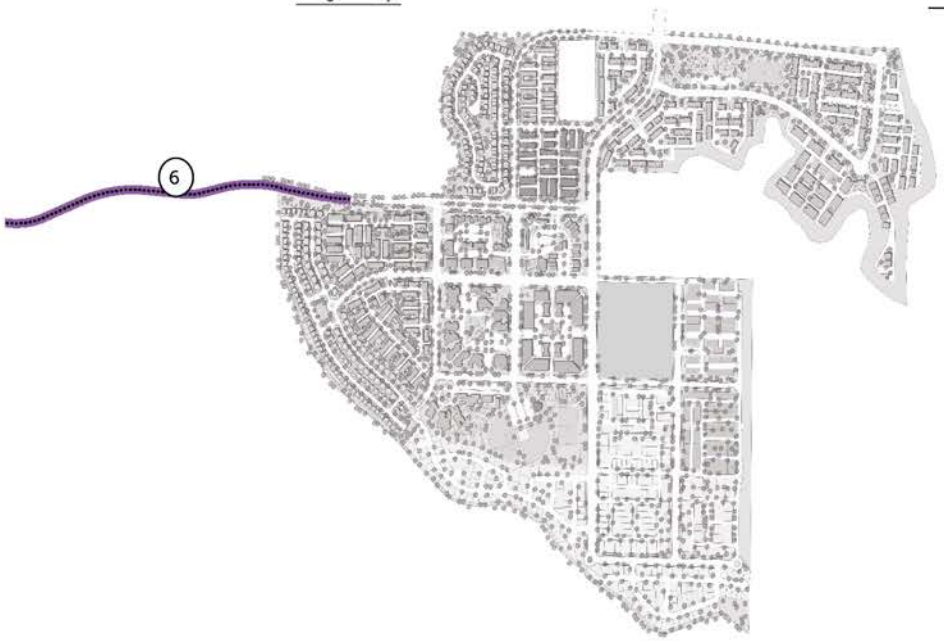
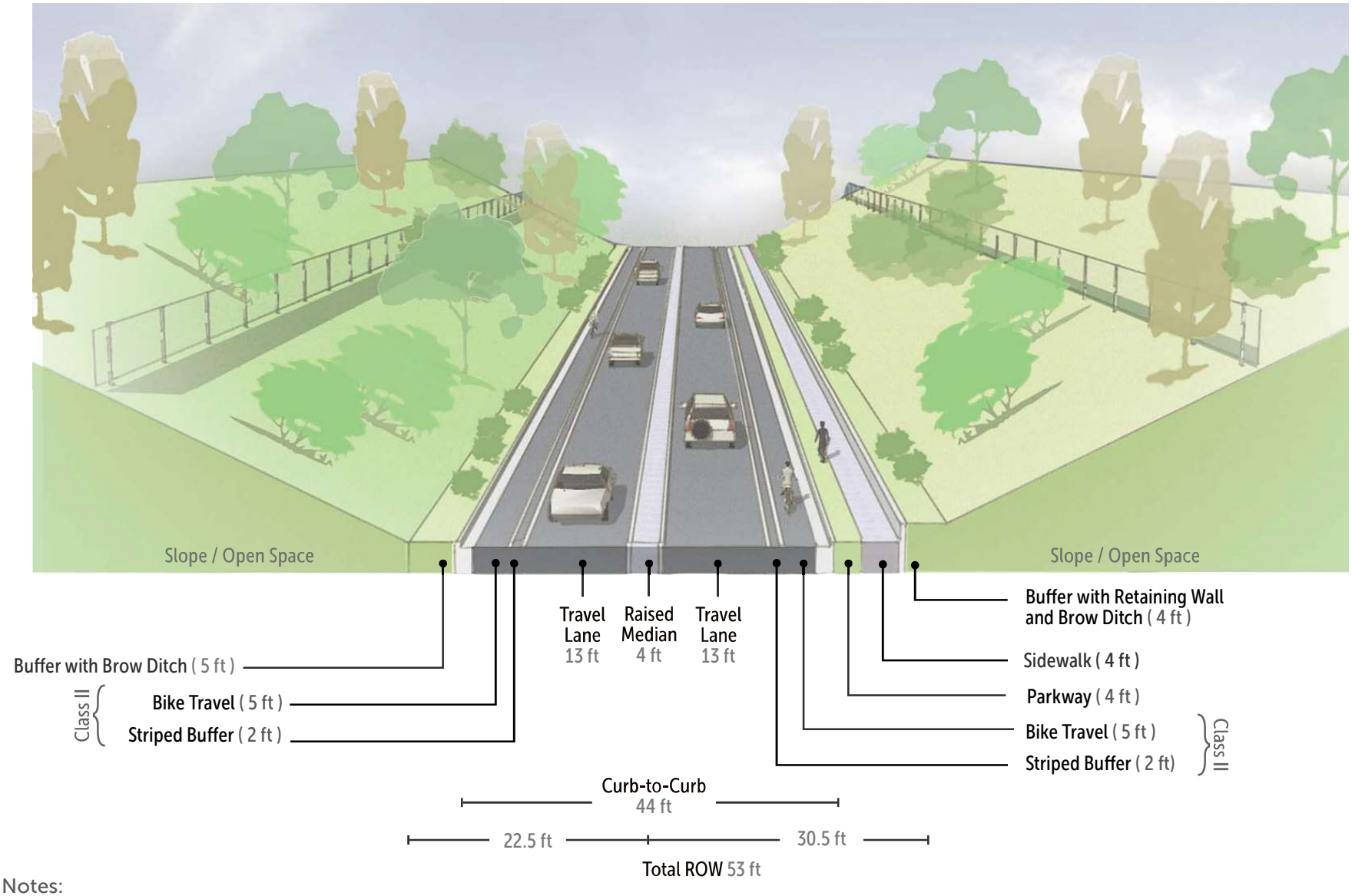


Figure 4.7 — Modified Cross-Section for 4-Lane Urban Collector (Built with 2 Lanes Due to Environmental Constraints)



Notes:

1. Includes 6-inch curb.

** Section represents typical condition.*

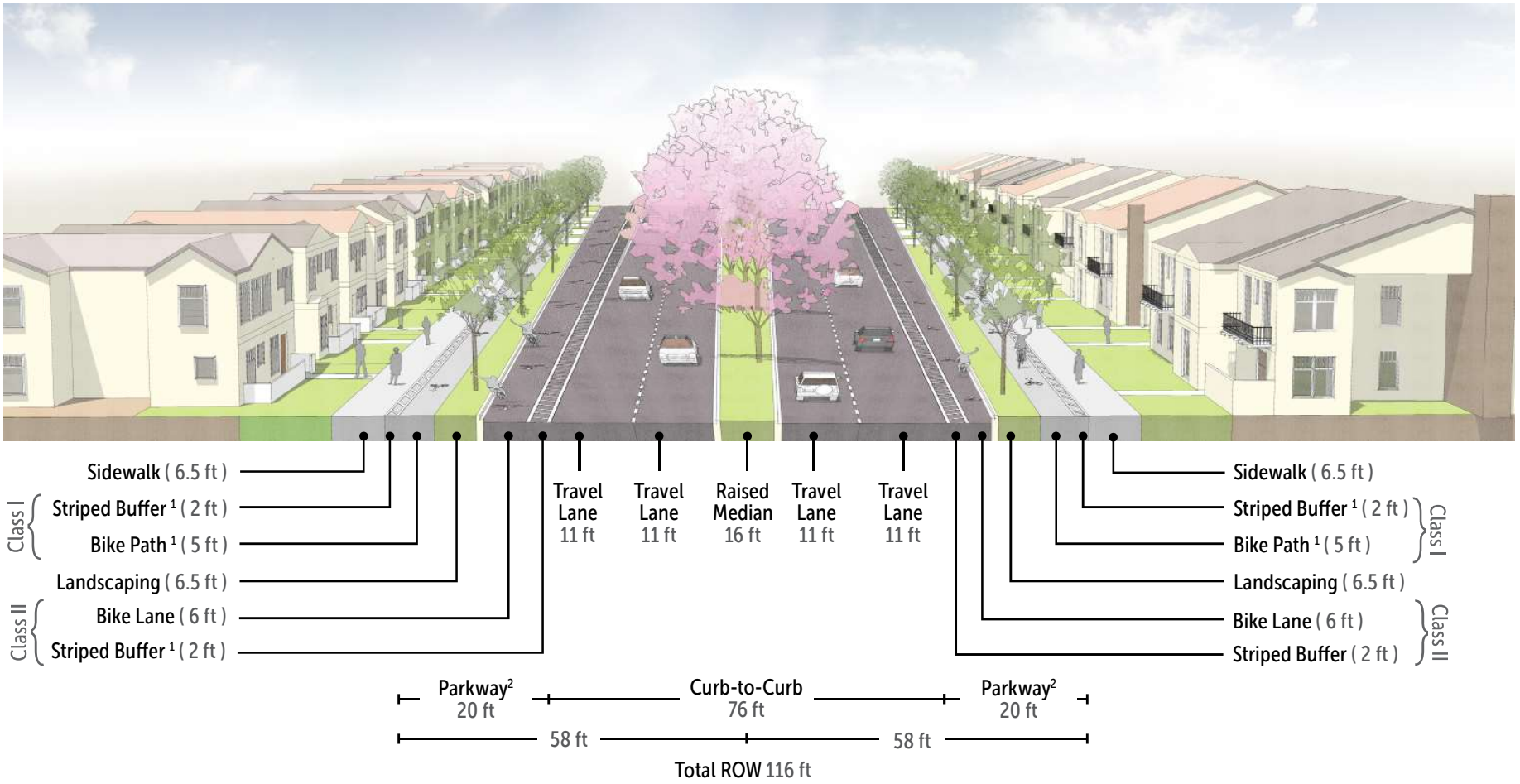
4.5.3 — Beyer Blvd East (Modified 4-Lane Urban Major with Class I Bike Path and Class II Bike Lanes With Buffer)

A modified 4-Lane Urban Major with Class I Bike Path and Class II Bike Lanes is proposed for Beyer Boulevard East. The modified version of the 4-Lane Urban Major has a raised median and parkways, but includes the same number of travel lanes in each direction and Class I multi-use path and buffered Class II bike lanes on each side. *Figure 4.8* shows a modified cross-section for Beyer Boulevard East, Modified 4-Lane Urban Collector.

Key Map

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Four-Lane Urban Major Specifications	
Applicable Streets	Beyer Blvd East (east of West Avenue)
Themed Street Tree	Parkway: Podocarpus gracilior (Fern Pine) Median: Corcis occidentalis (Western Redbud)
Modifications to Street Design Manual	• Modified to reduce the width of the landscaped parkway • Modified to include Class I multi-use paths within the parkway to implement the Otay Mesa Community Plan • Modified to reduce the curb-to-curb width by eliminating on-street parking.

Figure 4.8 – Modified Cross-Section for 4-Lane Urban Major with Class I Bike Path and Class II Bike Lanes With Buffer



Notes:

1. See Section 4.3.1 for Class I Bike Path design guidelines.

2. Includes 6-inch curb.

** Section represents typical condition.*

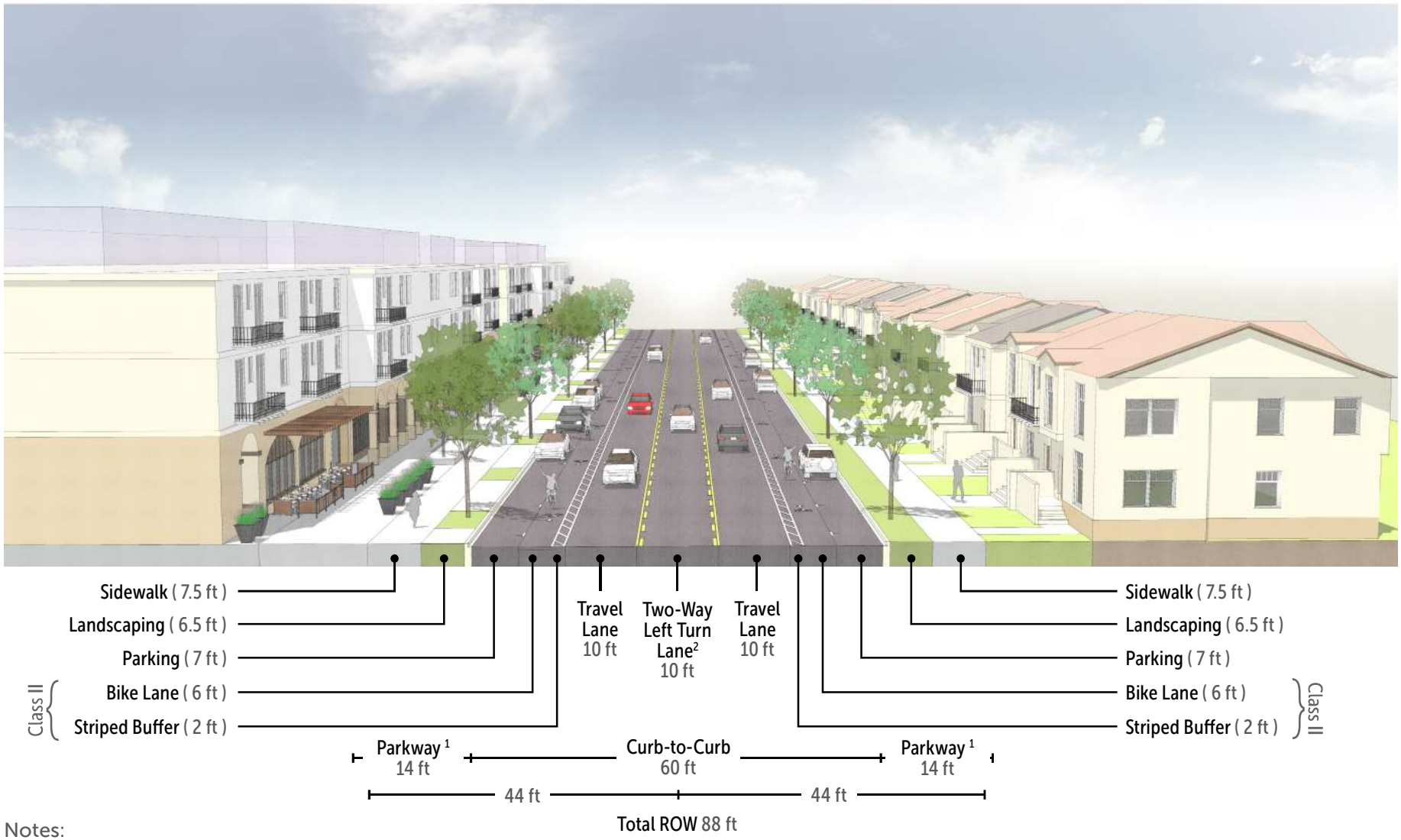
4.5.4 — 2-Lane Collector with Two-Way Center Left Turn Lane with Class II Bike Lanes with Buffer

The 2-Lane Collector Street with Two-Way Center Left Turn Lane is included in Southwest Village to provide connections from Caliente Avenue and Beyer Boulevard into Southwest Village. The cross-section includes one travel lane in each direction, separated by a two-way center left turn lane. Each side includes a Class II buffered bike lane, on-street parallel parking, and a landscaped area with adjacent non-contiguous sidewalk. ***Figure 4.9*** shows the roadway section of a Modified 2-Lane Collector Street with Two-Way Center Left Turn Lane with Class II Bike Lanes with Buffer.

Key Map

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Collector with Two Way Left Turn Lane Specifications	
Applicable Streets	Central Ave. (east of Caliente Ave., and between Beyer Blvd and Street A), Street A (between Central Ave. and Caliente Ave.); Spine Road (west)
Urban Parkway	14' Parkway with Tree Grates
Themed Street Tree	Segments 9 and 11: Platanus racemosa (California Sycamore) Segments 14 and 22: Tipuana tipu (Tipu Tree)
Modifications to Street Design Manual	• Modified to include 6-foot Class II bike lanes with buffer
Notes	• Two-way left-turn lane shall be considered only for streets of limited length where intersections are closely spaced or where there is extensive driveway access.

Figure 4.9 — Modified Cross-Section for 2-Lane Collector with Two-Way Center Left Turn Lane with Class II Bike Lanes with Buffer



Notes:

1. Includes 6-inch curb.

2. Where the Two-Way Left Center Turn Lane is not needed, a raised center median should be considered to address access management

** Section represents typical condition.*

4.5.5 — Modified 2-Lane Collector with Two-Way Center Left Turn Lane and Class I Bike Path

A modified version of the 2-Lane Collector with Two-Way Left Turn Lane and Class I Bike Path is included along S. Caliente Ave and Street B between S. Caliente Ave and East Ave. The street cross-section is modified to include a separated, Class I bike path to extend the facility through Southwest Village and connect to Caliente Ave and Beyer Blvd East. The modification removes the on-street bike lane to provide a separated, Class I bike path as part of the parkway area. ***Figure 4.10*** shows the cross-section of the Modified 2-Lane Collector with Two-Way Left Turn Lane and Class I Bike Path.

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Way Left Turn Lane Specifications	
Applicable Streets	S. Caliente Ave. (south of Street B to Street C) and Street B (between S. Caliente Ave and East Ave)
Themed Street Tree	Podocarpus gracilior (Fern Pine)
Modifications to Street Design Manual	• Modified to include a one-way Class I bike path on each side of the street.

Key Map

Figure 4.10 — Modified Cross-Section for 2-Lane Collector with Two-Way Left Turn Lane and Class I Bike Path

Notes:

1. See Section 4.3.1 for Class I bike path design guidelines.

2. Includes 6-inch curb.

** Section represents typical condition.*

4.5.6 — 2-Lane Collector with Two-Way Center Left Turn Lane, Class II Bike Lane with Buffer on West Side, and Class I Bike Path on East Side

A modified version of the 2-Lane Collector with Two-Way Center Left Turn Lane is also included along the northern most segment of West Ave. The street cross-section is modified to include a Class I bike path on the east side of the street near the Village Core and to extend the facility through Southwest Village and connect to Beyer Blvd. The modification removes the on-street bike lane to provide a Class I bike path as part of the parkway area. A buffered Class II bike lane will also be provided on the west side of the street. ***Figure 4.11*** shows the cross-section of the Modified 2-Lane Collector with Two-Way Center Left Turn Lane, Class I bike path on the east side, and buffered Class II bike lane on the west side of the street.

Key Map

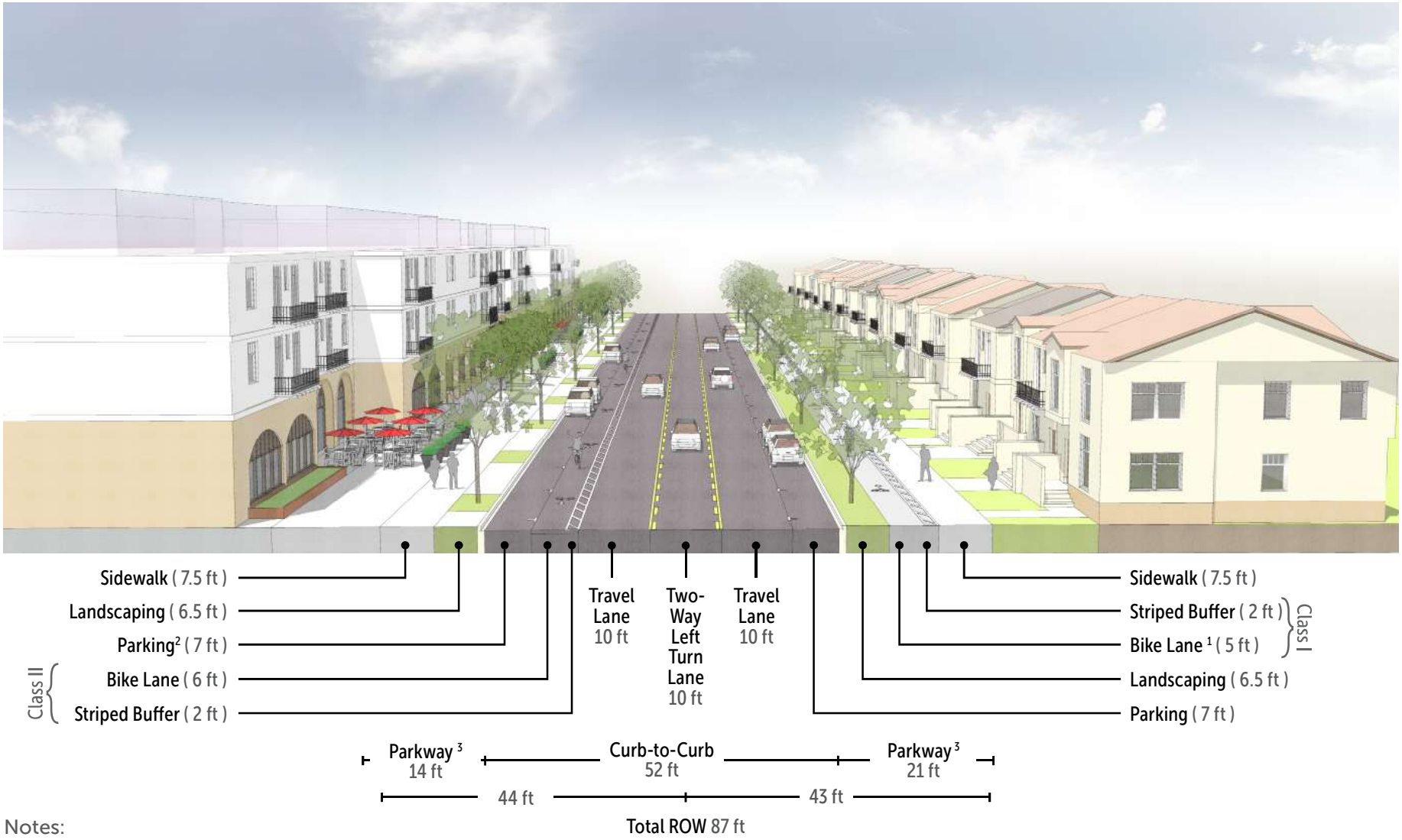
SPECIFICATIONS

Based on City of San Diego Street Design Manual (March 2017 Edition)

Two-Way Left Turn Lane Specifications

Applicable Streets	West Ave. (north of Street A)
Themed Street Tree	Rhus lancia (African Sumac)
Modifications to Street Design Manual	• Modified on the east side of the street to replace the Class II on-street bike lane with a one-way Class I bike path. • Parking on one side of the street shall be acceptable in interim conditions so long as the applicant has demonstrated parking has been sufficiently supplied onsite.

Figure 4.11 — Modified Cross-Section for 2-Lane Collector with Two-Way Center Left Turn Lane and Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side



Notes:

1. *See Section 4.3.1 for Class I Bike Path design guidelines.*
2. *Some areas may not include parking on one side in an interim condition (see page 94).*
3. *Includes 6-inch curb.*

* *Section represents typical condition.*

4.5.7 — 2-Lane Collector with Class II Bike Lanes

2-Lane Collector Streets provide access from key streets within Southwest Village to individual planning areas. The 2-Lane Collector Streets provide for one lane of travel in each direction and parking, an on-street Class II buffered bike lane, landscaping, and a sidewalk on each side of the street. *Figure 4.12* shows a modified 2-Lane Collector with Class II Bike Lanes.

Key Map

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Collector Specifications	
Applicable Streets	Central Ave. (north of Beyer Blvd.); Street A (west of West Ave.); East Ave., Street D; S. Caliente (south of Street C)
Min Curve Radius	500 ft above 6% grade (max.) superelevation 450 ft at or below 6% grade (max.) superelevation
Themed Street Tree	Segments 7, 8, 20: Lagerstromia indica (Crape Myrtle) Segments 19, 28, 29, and 31: Jacaranda mimosifolia (Jacaranda)
Modifications to Street Design Manual	• Modified to include a Class II buffered bike lane on each side of the street. • Segments 7 and 8 are modified to include minimum curve radius of 348 ft on Central Ave. • Segment 7 is modified to allow parking on only east side of the street since on-street parking requirements are met within Planning Area 9 and 10.

Figure 4.12 — Modified Cross-Section for 2-Lane Collector with Class II Bike Lanes

Notes:

1. Some areas may not include parking.

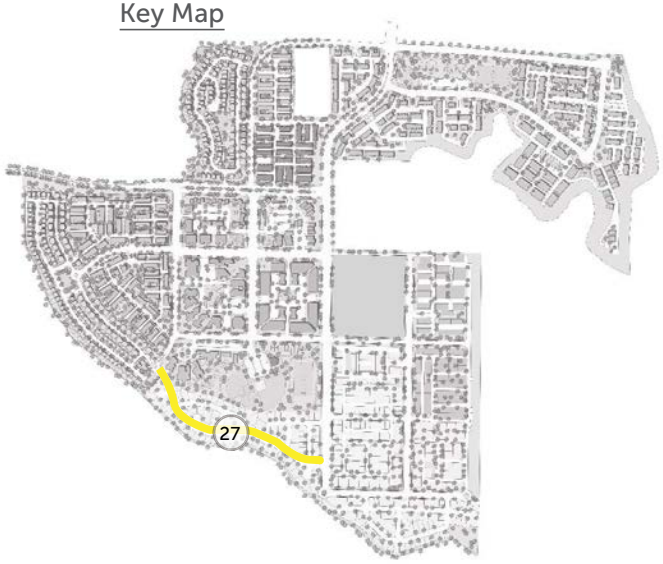
2. Includes 6-inch curb.

** Section represents typical condition.*

4.5.8 — 2-Lane Sub-Collector with Class II Bike Lanes

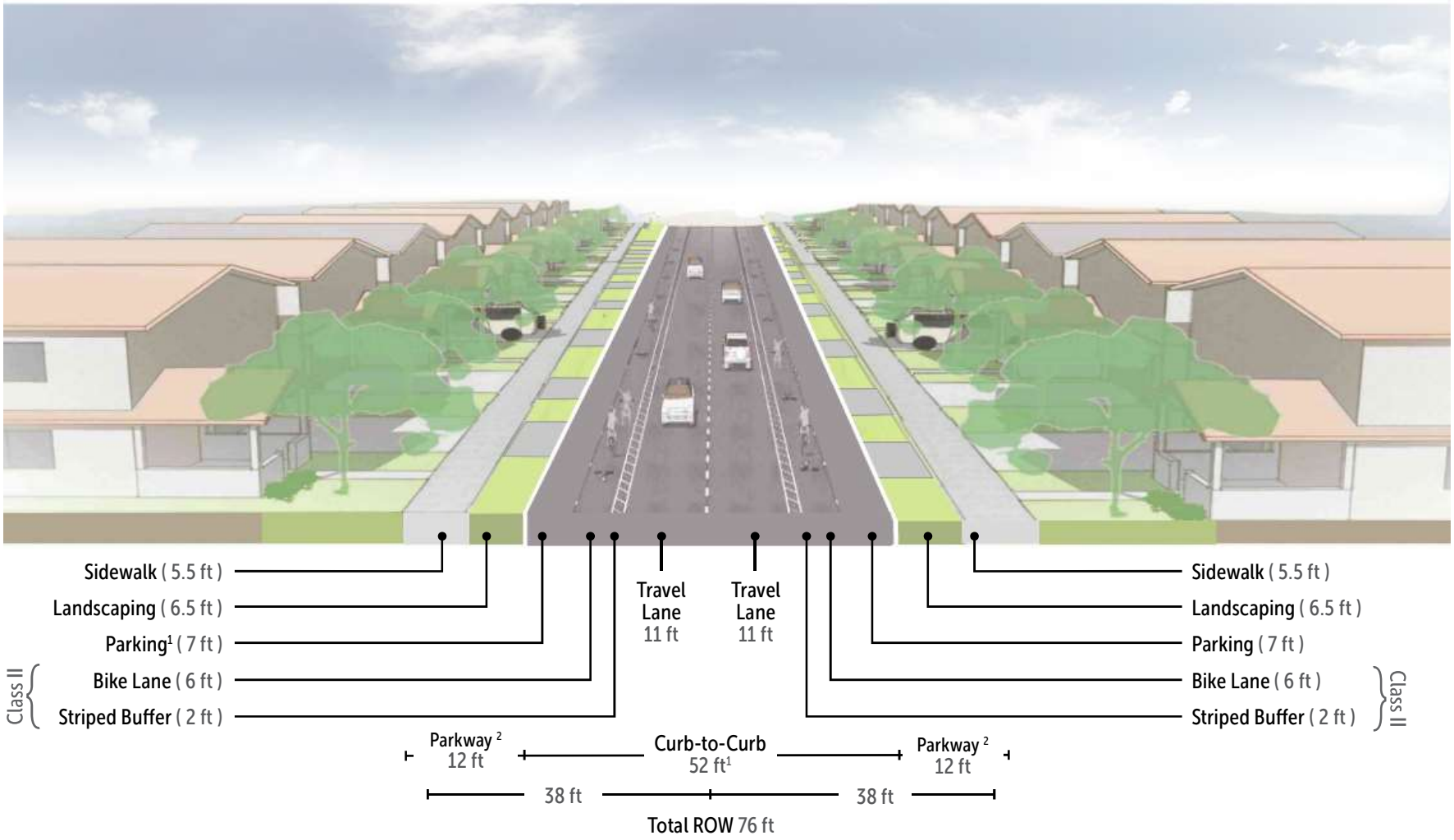
2-Lane Sub-Collector Streets provide access from key streets within Southwest Village to individual planning areas. The 2-Lane Sub-Collector Street provides for one lane of travel in each direction, on-street parking, and Class II buffered bike lane, landscaping, and a sidewalk on each side of the street. A Sub-Collector classification allows for fronting driveways. *Figure 4.13* shows a modified 2-Lane Sub-Collector with Class II Bike Lanes.

Key Map



SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Sub-Collector Specifications	
Applicable Streets	Street C
Min Curve Radius	500 ft above 6% grade (max.) superelevation 450 ft at or below 6% grade (max.) superelevation
Themed Street Tree	Segment 27: Jacaranda mimosifolia (Jacaranda)
Modifications to Street Design Manual	• Modified to include a Class II buffered bike lane on each side of the street.

Figure 4.13 — Modified Cross-Section for 2-Lane Sub-Collector with Class II Bike Lanes



Notes:

1. Some areas may not include parking.

2. Includes 6-inch curb.

** Section represents typical condition.*

4.5.9 — 2-Lane Commercial Collector with Class II Bike Lanes

2-Lane Commercial Collector streets are intended to provide an urban feel with a wider 14' parkway with tree grates and include on-street parking and Class II buffered bike lanes. *Figure 4.14* represents a standard 2-Lane Commercial Collector with Class II buffered Bike Lanes.

Key Map

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Collector Specifications	
Applicable Streets	Street A (east of West Ave., west of Central Ave.); Central Ave. (south of Street A)
Themed Street Tree	Tipuana tipu (Tipu tree)
Modifications to Street Design Manual	• Modified to include a Class II buffered bike lane on each side of the street. • Modified to include a 14' Parkway with Tree Grates

Figure 4.14 — Typical Cross-Section for 2-Lane Commercial Collector with Class II Bike Lanes

Notes:

1. Some areas may not include parking.

2. Includes 6-inch curb.

** Section represents typical condition.*

4.5.10 — Modified 2-Lane Collector with Class I Bike Path

A modified version of the 2-Lane Collector is also included to provide a Class I Bike Path in order to provide an east-west pedestrian and bicycle connection throughout Southwest Village and increase access to the school and park in the Village Core. An example cross-section for the modified 2-Lane Local Collector is included in *Figure 4.15, Modified Cross-Section for 2-Lane Collector with Class I Bike Path*.

Key Map

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Collector Specifications	
Applicable Streets	Street B (west of S. Caliente Ave and east of East Ave)
Themed Street Tree	Ginkgo biloba (Maidenhair Tree)
Modifications to Street Design Manual	• Modified to include a one-way Class I bike path on each side of the street.

Figure 4.15 — Modified Cross-Section for 2-Lane Collector with Class I Bike Path

Notes:

1. See Section 4.3.1 for Class I Bike Path design guidelines.

2. Includes 6-inch curb.

** Section represents typical condition.*

4.5.11 — 2-Lane Collector with Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side

A modified version of the 2-Lane Collector is also included to provide a Class I bike path on the east side of West Avenue near the Village Core to provide a north-south pedestrian and bicycle connection throughout Southwest Village and increase access to the school and park in the Village Core. An example cross-section for the modified 2-lane local collector with Class II buffered bike lane buffer on west side and Class I bike path on east side is included in *Figure 4.16, Modified Cross-Section for 2-Lane Collector with Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side*.

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Collector Specifications	
Applicable Streets	West Ave. (south of Street A)
Themed Street Tree	Rhus lancia (African Sumac)
Modifications to Street Design Manual	• Modified to include a one-way Class I bike path on the east side of the street and Class II bike lane on the west side.

Key Map

Figure 4.16 — Modified Cross-Section for 2-Lane Collector with Class II Bike Lane with Buffer on West Side and Class I Bike Path on East Side

Notes:

1. See Section 4.3.1 for Class I Bike Path design guidelines.

2. Includes 6-inch curb.

** Section represents typical condition.*

4.5.12 — 2-Lane Collector with Multi-Use Path on One-Side (Exterior Side)

A modified version of the 2-Lane Collector is also included to provide a cross section that maintains the configuration of the travel lanes of the 2-Lane Collector. Modifications include eliminating parking on one-side and adding space for a meandering paseo on the other side of the street. An example cross-section for the modified 2-Lane Collector with Multi-Use Path on One-Side is included in *Figure 4.17*. The exterior side the multi-use path will be on will be northern, eastern, and southern sides of First Avenue.

Key Map

SPECIFICATIONS Based on City of San Diego Street Design Manual (March 2017 Edition) Two-Lane Collector Specifications	
Applicable Streets	Central Ave (east); Spine Road (east); 1st Ave.
Themed Street Tree	Platanus recemosa (California Sycamore)
Modifications	• Modified to eliminate parking on one-side of the street. • Modified to include a meandering variable width landscaped paseo between 16 ft -34 ft wide.

Figure 4.17 — Modified Cross-Section for 2-Lane Collector Street with Multi-Use on One-Side (Exterior Side)

Notes:

1. Includes 6-inch curb.

** Section represents typical condition.*

4.5.13 — Private Drives

The Specific Plan area includes privately-owned land with planned private drives. Private drives are held to different standards than the public roadways per the City of San Diego Street Design Manual. Private drives will provide a network of connections to disperse traffic and give people a choice of routes to neighborhood destinations such as schools, parks, and the Village Core. Private drive sidewalks will provide direct access to the rest of the Southwest Village. It is encouraged to incorporate non-contiguous sidewalks on private drives, where possible. Sharrows along private drives will offer connectivity to Class I and Class II bike facilities. An example cross-section for a typical Private Drive is included in ***Figure 4.18, Typical Cross-Section for Private Drive or Alley***.

SPECIFICATIONS
Based on City of San Diego Street Design Manual (March 2017 Edition)
Private Drives Specifications

Minimum Width	24 feet
Design Speed	25 mph
Modifications	• Minimum 4-foot contiguous sidewalk on at least one side • Sharrow bicycle facilities to provide connectivity to Class II or Class I bike lanes.

4.5.14 — Alleys

An alley is a public right-of-way for secondary means of access usually lying along the rear of a property. Alley-loaded residential prototypes can be used to improve the pedestrian experience along street frontages. By moving garage access to alleys, the street-facing facade of homes are more visually engaging. Alleys shall comply with standards included in the City of San Diego Street Design Manual and the Municipal Code. An example cross-section for a typical Alley is included in ***Figure 4.18, Typical Cross-Section for Private Drive or Alley***.

SPECIFICATIONS
Based on City of San Diego Street Design Manual (March 2017 Edition)
Alleys Specifications

Minimum Width	20 feet
Design Speed	15 mph
Modifications	• Minimum building setback of 4 feet from the alley

4.5.15 — Emergency Vehicle Access Roads

An emergency vehicle access road is a designated route designed to facilitate the swift response of fire department vehicles to emergencies. This road can either be a public street or a private roadway. For the purposes of the Southwest Village Specific Plan, the emergency vehicle access road will be private, shown as Segment 18 in ***Figure 4.1, Street Classifications,*** but it includes easements allowing for utilities, emergency access, and pedestrian access. In times of emergency, this route can serve as an exit pathway for Planning Areas 19, 21, and 22. A gate and Knox Box will be in place to prevent unauthorized vehicle usage. The pedestrian access will be to the perimeter trail as described in ***Section 5.7.2, Perimeter Trail***. Segment 18 shall adhere to the standards outlined in the City of San Diego Fire-Rescue Department's Policy on Fire Access Roadways.

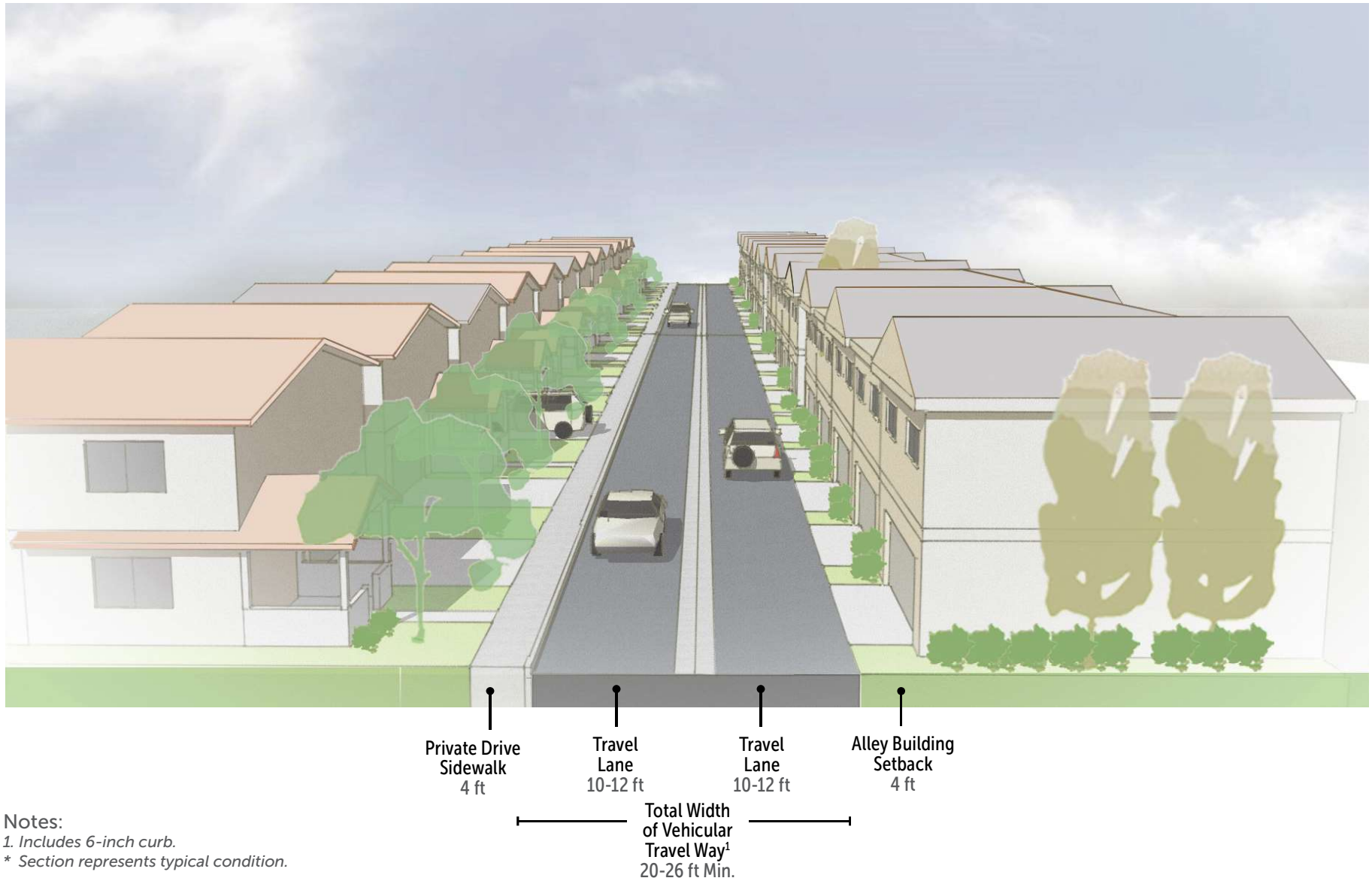
A secondary emergency vehicle access road, shown as Segment 32, shall be required prior to the 201st dwelling unit and is proposed as part of VTM-1. During Phase 1, the on-site portion of the road will be constructed from the eastern terminus of East Beyer Blvd (at the intersection of Beyer Blvd and Caliente Ave), extending south along the future alignment of S. Caliente Ave. The road will then continue off-site to the southwest along an existing utility road, connecting to Rail Court, as shown in ***Figure 4.1, Street Classifications.*** A gate and Knox Box will be located at the entrance of the secondary emergency vehicle access road and relocated as needed during development of the subsequent phases.

SPECIFICATIONS

Based on City of San Diego Fire-Rescue Department's Policy on Fire Access Roadways

Minimum Width	**20 feet**
Design Speed	**15 mph**
Modifications	• **No buildings will front the emergency vehicle access road**

Figure 4.18 — Typical Cross-Section for Private Drive or Alley



Notes:
1. Includes 6-inch curb.
** Section represents typical condition.*

05

PARKS, TRAILS & OPEN SPACE

5.1 — OVERVIEW

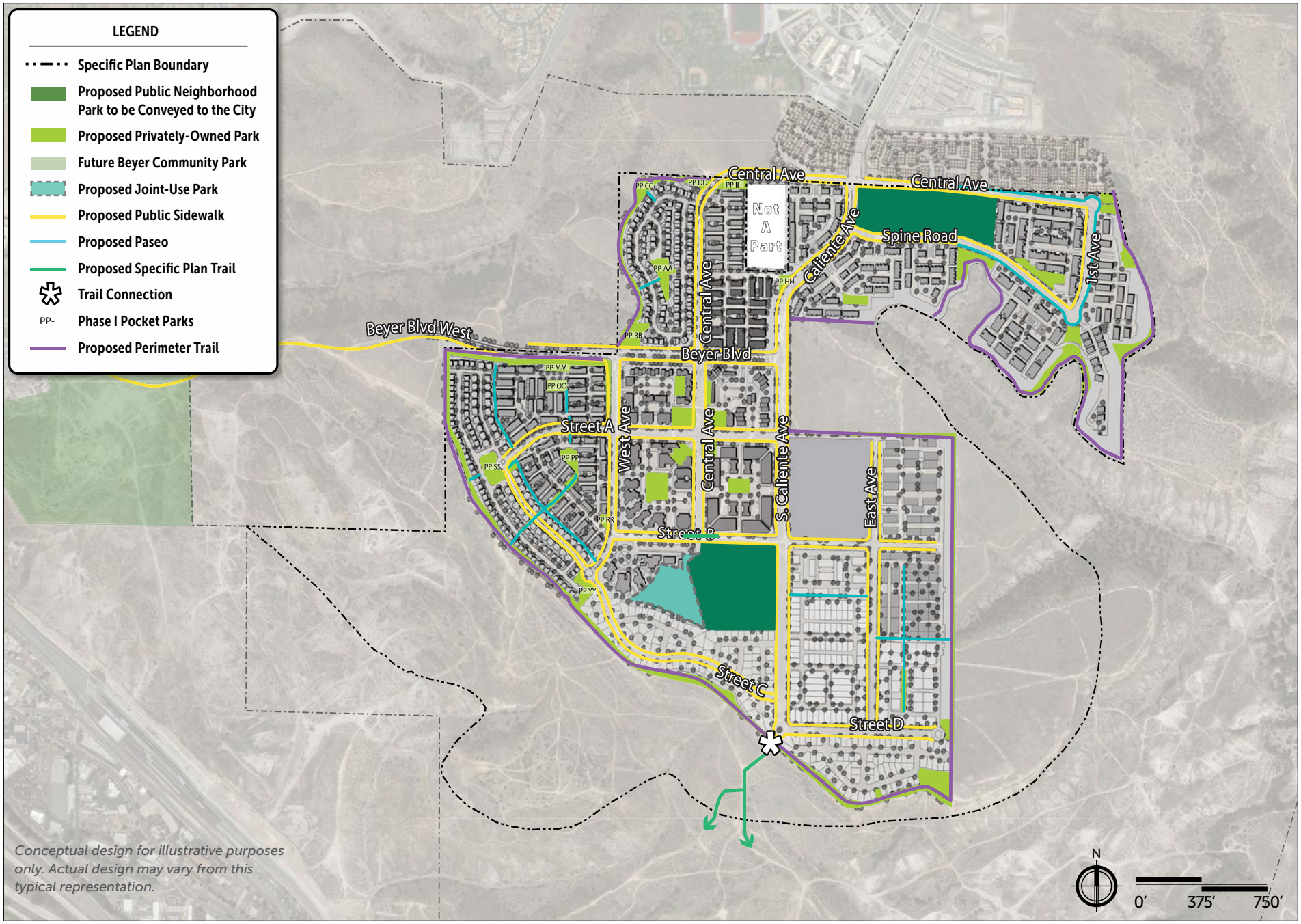
Southwest Village is envisioned with a mixed-use Village Core with neighborhoods that are interwoven via a series of parks, open space, trails and paseos. Southwest Village will also be linked to the surrounding areas in Otay Mesa via connections to the regional trail network. Creation of a recreational, healthy and active lifestyle-focused community is a fundamental component of Southwest Village. A comprehensive framework for proposed parks, connections to regional open space, and provision of trails, and sidewalks is shown on ***Figure 5.1, Parks and Trails***. Development will be subject to the park requirements in place at permitting. Currently the City of San Diego Parks Master Plan value-based park requirement is 100 points per 1,000 people that represents a range of recreational experiences.

Trails, paseos and sidewalks will include street furniture, lighting, and other recreational amenities. Streets will be designed with sidewalks lined with landscape treatments and major roadways will be lined with trees and include pedestrian amenity enhancements. The mobility network will also include buffered Class II bicycle lanes and Class I bike paths. In addition, the proposed perimeter trail will be ADA accessible. This chapter of the Specific Plan describes the programming approach to provision of parks and other recreational opportunities within the Southwest Village Specific Plan and concept for siting and connecting parks and trails.

The Otay Mesa Community Plan, the Multiple Habitat Planning Area (MHPA), the Vernal Pool Habitat Conservation Plan (VPHCP), and the steep canyons in the Specific Plan area are vital elements shaping the Specific Plan and its development concept. Appendix B describes conformance with the open space policies of the Otay Mesa Community Plan. The intent of this chapter of the Specific Plan is to guide the development of parks, trails, paseos and other recreation opportunities and preservation of open space in the Specific Plan area to create a community that provides a comprehensive mobility and recreational network.

- Approximately 31.5 acres of interconnected publicly-owned and privately-owned community parks, neighborhood parks, pocket parks and mini parks
- Approximately 5 miles of trails to provide for interconnected neighborhoods, enhanced recreational opportunity, access to parks in Southwest Village and connections to Beyer Community Park and Grand Park
- Approximately 185 acres of surrounding natural open space including 60 acres of preserved open space.

Figure 5.1 — Parks and Trails



5.2 — PARKS OVERVIEW

Southwest Village will include a variety of parks to provide passive and active recreation opportunities throughout the community to create an interwoven recreational fabric. A variety of park opportunities may be provided, including neighborhood parks, mini parks, pocket parks, paseos (linear parks), and plazas. Per the City of San Diego Parks Master Plan - Parks for All of Us, pocket parks are typically less than one acre, often found in residential developments; mini parks are approximately 1 to 3 acres, typically include small multi-purpose courts and landscaping; neighborhood parks typically serve a neighborhood of approximately 1/2-mile radius; and community parks are large parks typically serving one or more communities.

Southwest Village provides recommended locations for parks within each planning area but defers to subsequent development approvals for each planning area to ensure that recreational value-based parks and trails are provided concurrently with each phase of development. The concept outlined as part of the Specific Plan provides linkages between parks through a system of paseos, multi-use paths, trails, sidewalks, and bike lanes and provides connections between the village core and surrounding neighborhoods.

5.3 — PARK PROGRAM

Park amenity enhancements will be provided according to a recreational value-based standard. The value-based parks requirement is based on a scoring of recreation amenities, space for programmed activities, connectivity to the mobility network, and other factors. Each park amenity enhancement has an identified point value according to the scale, recreational and social value, and connectivity to the mobility network. Each Planning Area will be held to a minimum number of points established by a rate of 100 points per 1,000 people.

Large neighborhood park parcels will be conveyed to the City, while smaller pocket parks, mini-parks, plazas, and trails will remain in private ownership with private maintenance and a recreation easement to allow for public use. Recreation centers and aquatic complexes are not proposed within the boundaries of the Specific Plan; therefore, the applicant(s) will be required to pay the recreation center and aquatic complex portion of the park development impact fees at building permit issuance. In other words, development applications will be assessed a pro rata share of the Development Impact Fees for the cost of a recreation center and aquatic complex.

The park program for Southwest Village is anchored by two neighborhood parks intentionally located within the central and northern areas of the development to provide convenient access for community gathering areas and social activities. As indicated in ***Figure 5.1, Parks and Trails***, the proposed 9-acre neighborhood park in Planning Area 17 is adjacent to the school site on PA 16 to the west, and the Village Core to the north. The neighborhood park would provide recreation amenities such as ball fields and internal pathway connections and could be a joint-use facility for the adjacent school. The proposed 7-acre neighborhood park, located within the northern portion of the development in Planning Area 2 and Planning Area 3, will include recreational amenities such as hardcourt areas and sports fields. The two proposed neighborhood parks will be conveyed to the City upon construction; the City will then own and maintain these two parks. The remainder of the public parks shown within the Specific Plan will be privately maintained with a recreation easement to allow public access. The Specific Plan recommends locating parks within each planning area but defers to subsequent development approvals for each planning area to ensure that qualifying parks are provided concurrently with each phase of development.

Privately owned and maintained public parks such as pocket parks and mini-parks are planned throughout the community offering neighborhood gathering places. Additional park amenities such as children's play areas, shaded seating areas, and dog parks will be provided amongst the other parks in the Specific Plan area. Each park contains amenities to accommodate the diverse needs and desires of the community and reinforce the aesthetic character of Southwest Village. Both parks will be required to go through a General Development Plan

process with the City that requires public input into the design. The 9-acre neighborhood park and the 7-acre neighborhood park will be deeded to the City for ownership and maintenance.

A cohesive system of public paseos, pedestrian nodes, and trails connect these parks with each other and other community destinations to provide safe and direct access to the parks and serve as the interconnected fabric of the community. A perimeter trail surrounds the entire Southwest Village community providing a connection to all areas of the community as well as a key recreational facility. Trail amenities and enhancements with a recorded recreation easement will provide innovative recreational and social opportunities for the public to serve the modern day recreational, social, physical and emotional lifestyle needs of the Southwest Village community. These trail amenities and enhancements with a recorded recreation easement will provide equivalent population-based park acreage for the Southwest Village. The 9-acre neighborhood park in Planning Area 17 can be a joint use facility with the adjacent proposed school. A Joint Use Agreement will be required to allow for shared use of the park.

Vehicle parking for parks shall be provided in accordance with what is required by the Parks Master Plan at the time of building permit issuance. For example, the Parks Master Plan currently states minimal parking as necessary should be included for neighborhood parks.

5.4 — PARK PHASING

Southwest Village's parks are anticipated to be developed in seven phases associated with dwelling unit thresholds, per ***Section 7.14, Phasing***, within each Planning Area as specified in ***Table 5.1, Parks Phasing***. ***Table 5.1, Parks Phasing*** summarizes the implementation of the park program for each planning area. The park designations identified in the ***Figure 5.1 Parks and Trails*** correspond to the park designations provided in Table 5.1 Parks Phasing. This Specific Plan does not require that phases occur in any particular order. Phasing may occur in any order, and more than one phase may occur at one time, provided that the necessary parks and recreational facilities are provided concurrently as specified with each phase(s) of development.

Table 5.1, Parks Phasing identifies the usable park acreage to be provided in each phase. Usable park acreage is defined in the General Plan as, a graded pad not exceeding two percent rough grade, as required to provide for active recreational programs; or gently sloping land not exceeding ten percent grade for unstructured public recreational activities, unconstrained by environmental restrictions that would prevent its use as a park and recreation facility, free of structures, or easements. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City. Table 5.1 also includes the estimated minimum parks score required for each phase.

5.5 — PARK VIGNETTES

In addition to the concept plan for the overall layout of parks and open space within the Southwest Village, additional vignettes have been provided to illustrate representative concepts of the different types of parks that are anticipated to be provided as development occurs. Vignettes for five park typologies are shown on ***Figure 5.2 through 5.6***. The location of parks is indicated on ***Figure 5.1, Parks and Trails***. Vignettes are for illustrative purposes only and are intended to provide guidance for future park amenities while also allowing for flexibility at implementation, based on public input during the General Development Plan process. The conceptual park typology plans serve to represent generalized programmatic elements that would be provided. Final park design may vary and will not require an amendment to this Specific Plan.

Example photos of similar park types.

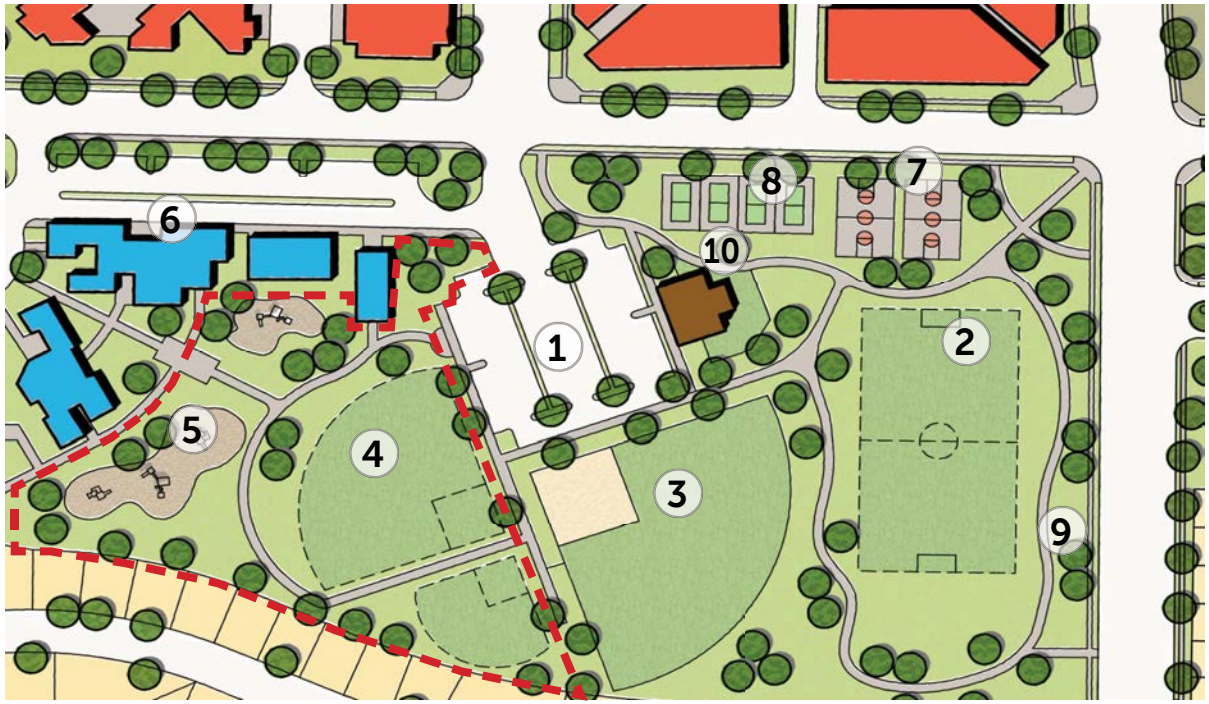
Table 5.1 — Parks Phasing

Phase	Summary	Estimated Recreational Value Points Required Based on DUs
1	Phase 1 will provide a series of pocket parks and paseos and an amenitized perimeter trail. These amenities will include active recreational opportunities. Approximately 3.5 acres of pocket parks may occur in Phase 1.	417
2	Phase 2 will provide a 7-acre neighborhood park, a 5-acre school site, with an opportunity for joint-use fields, pocket parks, paseos, and continuation of the amenitized perimeter trail with recreational opportunities. Approximately 10.5 acres of pocket parks may occur in Phase 2.	270[1]
3	Phase 3 will provide a mini park, adjacent to Phase 3, as well as the opportunity for pocket parks, paseos, and continuation of the perimeter trail. Approximately 2 acres of pocket parks may occur in Phase 3.	260
4	Phase 4 may provide a joint-use neighborhood park, as well as the opportunity for additional pocket parks, paseos, and continuation of the perimeter trail. A school overlay zone is included as a secondary site for a future elementary school. If a school is not built on Planning Area 7, the site would default to residential land use. The joint-use neighborhood park may be approximately 7 acres.	134
5	Phase 5 is adjacent to the 9-acre neighborhood park to the west in PA 17. Phase 5 may provide paseos and pedestrian connections, as well as the opportunity for pocket parks.	85
6	Phase 6 may provide continuation of the perimeter trail, pedestrian connections, and a pocket park.	85
7	Phase 7 may provide pocket parks within the village core, pedestrian and mobility network enhancements, and recreational amenities.	376
Total		**1,627[1]**

[1] In the unlikely event a school is no longer needed on Planning Area 16, the site will default to Medium Density Residential use and result in a maximum of 136 dwelling units, and thus require approximately 43 additional recreational value points.

Key Map

Figure 5.2 — Neighborhood Park Concept 1 (A Joint-Use Opportunity with School)



1. Opportunity for shared parking for school and neighborhood park
2. Multipurpose Field
3. Baseball Field
4. Softball Field
5. Park Amenities
6. School
7. Basketball Courts
8. Pickleball Courts
9. Trails and paths to provide connections
10. Recreation Center

Conceptual Joint Use Boundary

Conceptual design for illustrative purposes only. Actual park design will be designed per Council Policy 600-33. School design will be designed per school district standards.

Figure 5.3 — Neighborhood Park Concept 2

1. Bocce Ball
2. Kids Play Area
3. Tennis / Pickleball Courts
4. Basketball Courts
5. Internal Parking
6. Soccer Field
7. Medium-Density Residential
8. Trails and paths to provide connections

Conceptual design for illustrative purposes only. Actual park design will be designed per Council Policy 600-33.

Example photos of neighborhood parks.

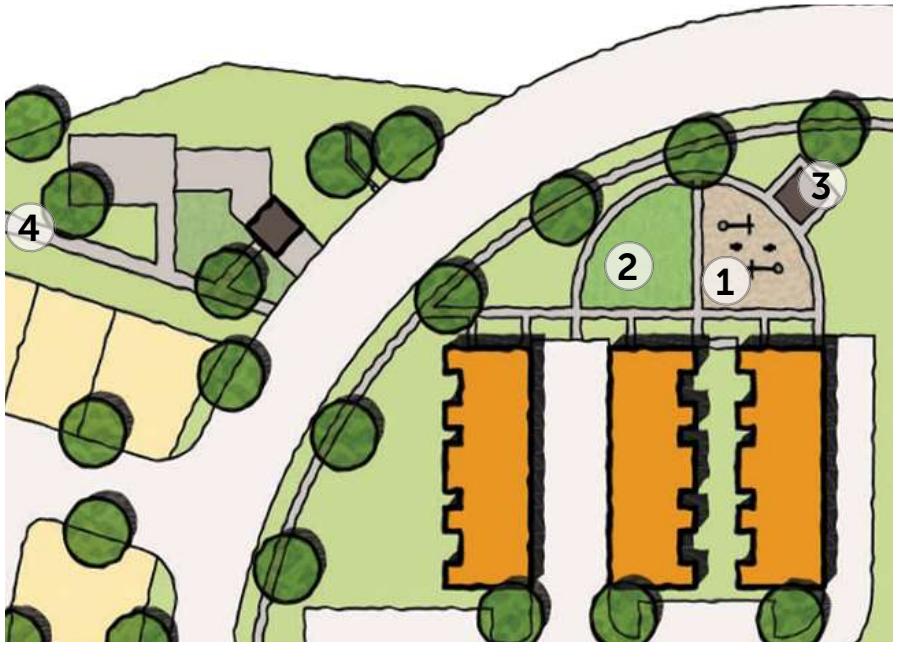
Figure 5.4 — Mini-Park Concept

1. Children's Play Area with Seating
2. Dog Park Area
3. Connection to Trail System
4. Open Turf Area
5. School

Conceptual design for illustrative purposes only. Actual park design will be designed per Council Policy 600-33.

Example photos of mini-parks.

Figure 5.5 — Pocket Park Concept

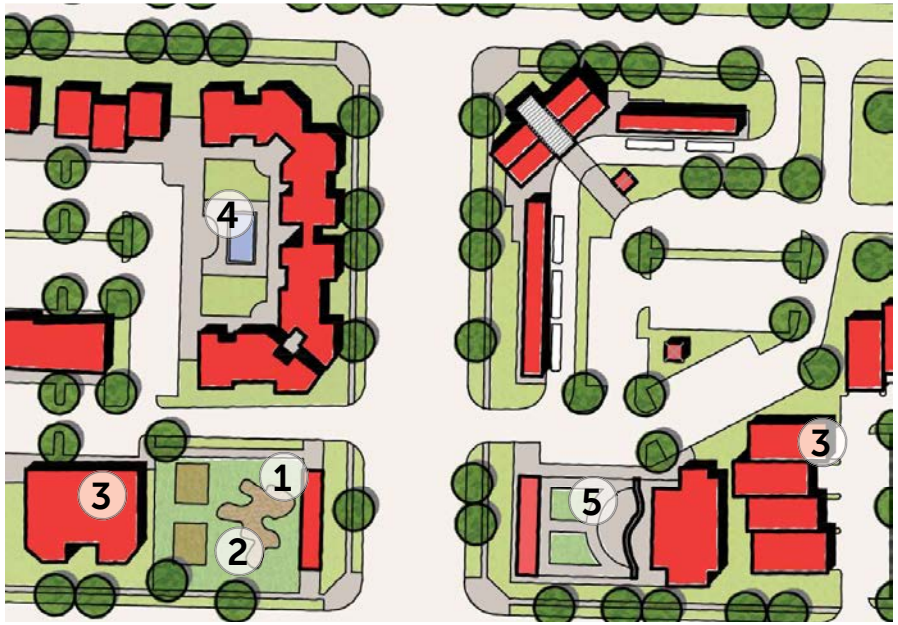


1. Children's Play Area
2. Turf Area
3. Picnic Tables
4. Open Space Trail Connection

Conceptual design for illustrative purposes only. Actual park design will be designed per Council Policy 600-33.

Example photos of pocket parks.

Figure 5.6 — Plaza



1. Trellis
2. Sitting Area
3. Mixed Use
4. Water Feature
5. Planters

Conceptual design for illustrative purposes only. Actual park design will be designed per Council Policy 600-33.

Example photos of plazas.

5.6 — TRAILS OVERVIEW

Southwest Village will include a connected network of trails, sidewalks, and other pedestrian facilities, as shown in ***Figure 5.7, Trail Network***, that will provide two key purposes:

1. Connected mobility network for walking and biking; and
2. Enhanced recreational opportunities.

The trails network concept outlined as part of this Specific Plan provides linkages through the entire Southwest Village community and beyond through a system of paseos, multi-use paths, trails, sidewalks and bike lanes, and provides connections between the Village Core and surrounding neighborhoods. Perimeter trails, paseos and sidewalks will include street furniture, lighting, and other recreational amenities. Streets will be designed with sidewalks lined with landscape treatments and public streets will be lined with trees and include pedestrian, and Class I bike paths and/or Class II buffered bike lanes. Moderate-use trails and primitive trails will provide walking, jogging, and hiking opportunities in a natural environment. The primitive trails will be designed to provide connections from Southwest Village to the surrounding Otay Mesa Community Plan trail system.

The trails identified in the Otay Mesa Community Plan are shown in ***Figure 5.7, Trail Network.*** However, the trails proposed in the Specific Plan shall amend the trail alignment included in the Otay Mesa Community Plan.

All trails satisfying City park requirements will be available for use by the public with the recordation of recreation easements.

Figure 5.7 — Trail Network

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

5.7 — TRAIL TYPOLOGY

The trail typologies identify different trail facilities and design policies for trails developed as part of the Southwest Village Specific Plan. The typologies have been developed based on the Otay Mesa Community Plan and Appendix K of the City's Consultant's Guide to Park Design & Development.

5.7.1 — Bike Lanes and Sidewalks

Bike lanes and sidewalks serve as the foundation for the mobility network in Southwest Village. For more information about bike lanes and sidewalks see ***Section 4.3, Bicycle Network*** and ***Section 4.4, Pedestrian Network***.

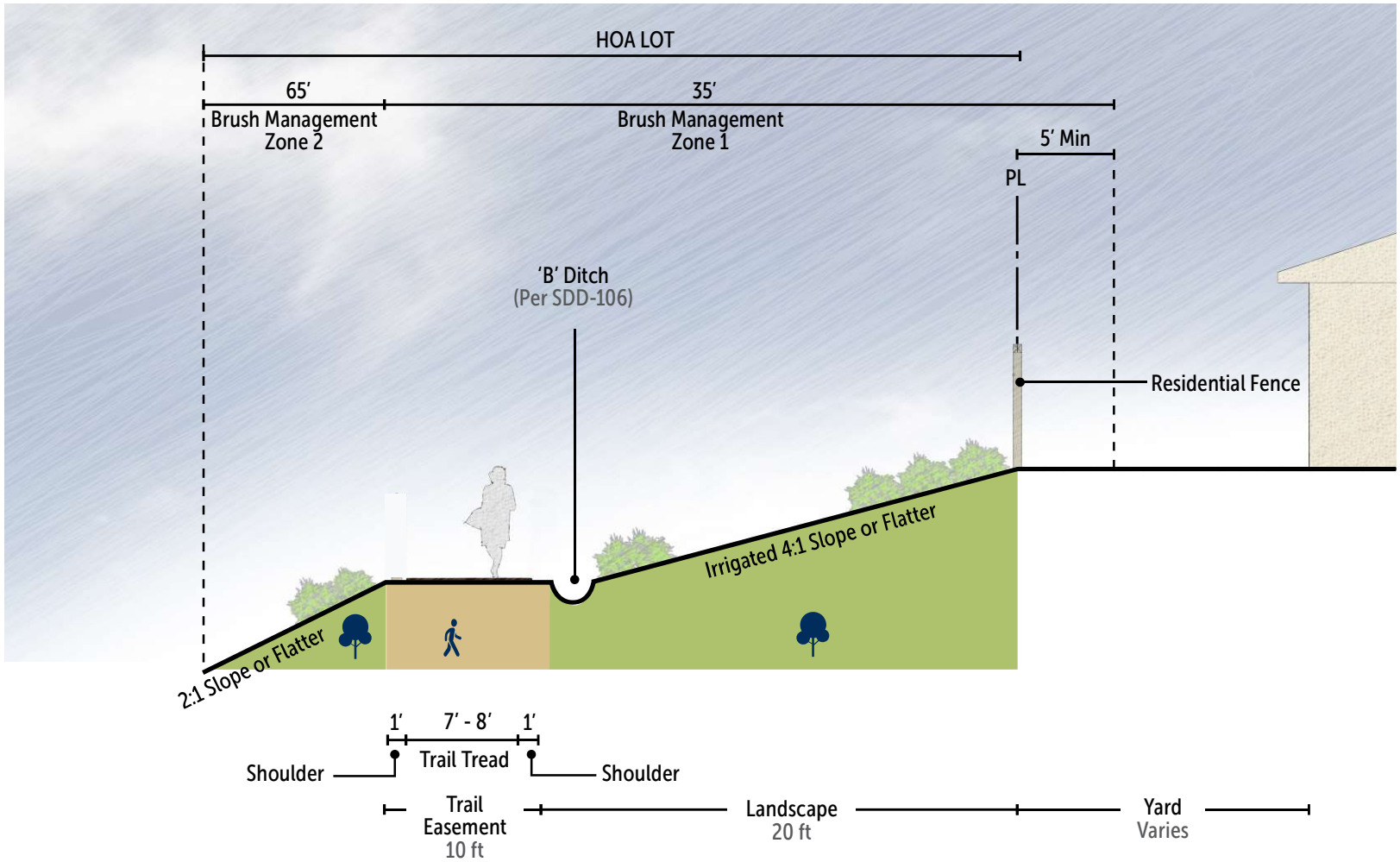
5.7.2 — Perimeter Trails

Trails are planned around the perimeter of Southwest Village to provide a key recreational trail as well as increase access throughout the community for pedestrians and bicycles. The perimeter trail would provide a transition between the developed area of Southwest Village and the surrounding open space areas. The trail would have a natural surface that may include tread improvements such as stabilized decomposed granite. Ideally, the trail would sit below grade from the development to increase privacy to surrounding residents and enhance the feeling that the trail is connected to open space areas. Trail tread widths shall be 8 feet, except in areas abutting a 4:1 slope, where the trail tread may be 7 feet in width. The perimeter trail shall be integrated into the Zone One Brush Management Program as part of the development footprint outside of MHPA or conservation easements. An example cross-section showing the components of a perimeter trail is shown in ***Figure 5.8, Perimeter Trail Cross-Section***.

Trail implementation within the open space surrounding the Specific Plan development area shall be sited to avoid impacts to jurisdictional resources including wetlands, drainages and vernal pool resources. Where necessary and where avoidance can be maintained, small foot bridges may be installed to facilitate drainage crossings.

A recreation easement will be recorded over each segment of perimeter trail to allow public access. This includes the portion of the perimeter trail that utilizes the fire access road to the north of Planning Area 23. Perimeter trails will be constructed concurrent with development.

Figure 5.8 — Perimeter Trail Cross-Section



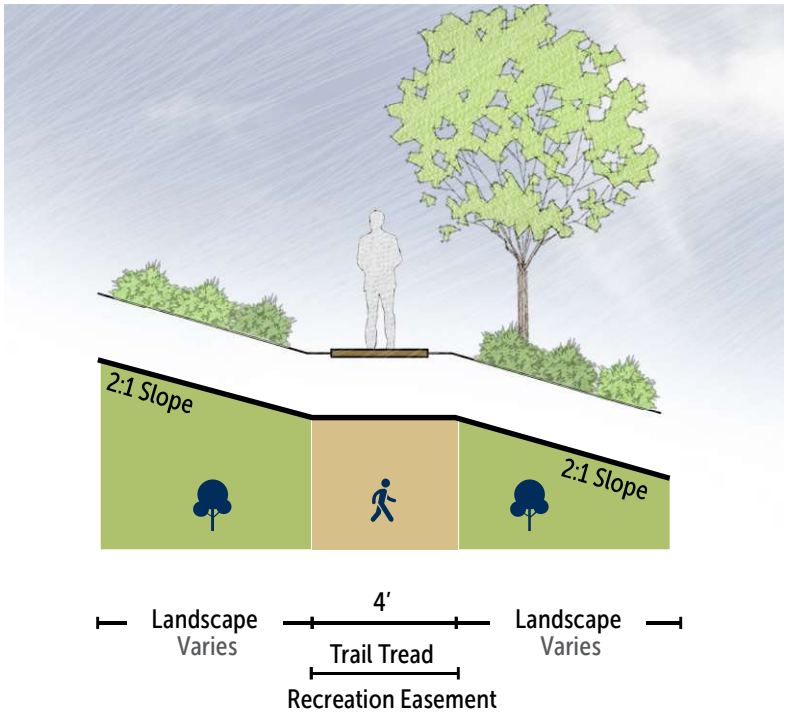
Notes: *Zone One Brush Management is considered within the development footprint. Where the perimeter trail makes up the Zone One defensible space, it may not be included within the MHPA. Zone Two Brush Management may not be within mitigation lands of a conservation easement. The comprehensive brush management program shall be in accordance with City of San Diego Municipal Code Section 142.0412f. Zones One and Two Brush Management must be provided within the Specific Plan Boundary and under no circumstances may City owned open space be used for brush management.* ***For trails in MHPA, the maintained trail tread shall not exceed 4 feet in width.***

Example photo of perimeter trail.

5.7.3 — Primitive Trails

Primitive trails would have a maximum width of 4 feet; however, actual trail widths may be less than 4 feet where constrained by sensitive resources Minimum base is to accommodate maintenance needs, bi-directional travel, and provide safe passing space. These are trails that see limited use, are usually more difficult, with grades that may exceed trail standards, and are primarily for recreational users. Primitive trails can be located within Multiple Habitat Preservation Area (MHPA) designated land. An example cross-section showing the components of a primitive trail is shown in ***Figure 5.9, Primitive Trail Cross-Section***.

Figure 5.9 – Primitive Trail Cross-Section



As shown in Figure 5.7, Trail Network, there are two types of Primitive trails: Proposed Primitive Trail Type A and Community Plan Primitive Trails Type B. Proposed Primitive Trails Type A are to be completed under Phase 1 and 2 by private ownership. Community Plan Primitive Type B are trails to be further investigated by the City, confirmed with the wildlife agencies, and constructed by future developer throughout the implementation of the Specific Plan.

Primitive trails shall comply with the following policies:

1. Design trails within the Multi-Habitat Planning Area (MHPA) to be consistent with the Multiple Species Conservation Program (MSCP) and trail standards and design policies of the City of San Diego's Park and Recreation Department's Consultant's Guide to Park Design and Development.

2. As trail alignments shown are conceptual, trail implementation shall require further study to ensure trails in the MHPA area sited to avoid sensitive resources such as wetlands, vernal pools, and sensitive plant species.

3. As primitive trails are formalized in the Specific Plan area, trail closures shall be implemented within a 50 foot buffer on each side of the trail (100-foot total) to limit public access to unauthorized trail segments. Trail closure may involve habitat restoration, placement of barriers or other methods to prevent unauthorized trail use.

4. Primitive trails shall be for pedestrian use only.

Example photo of primitive trails.

5. Primitive trails allow for passive recreation including walking, jogging, hiking, and mountain biking opportunities in a natural environment. Equestrian use and motorized bicycles (E-bikes) would be prohibited; however, where accessible, motorized wheelchairs would be permitted.

6. A recreation easement shall be recorded for primitive trails over private land to allow public access. Primitive trails shall be provided concurrent with development.

5.7.4 — Utility Trail

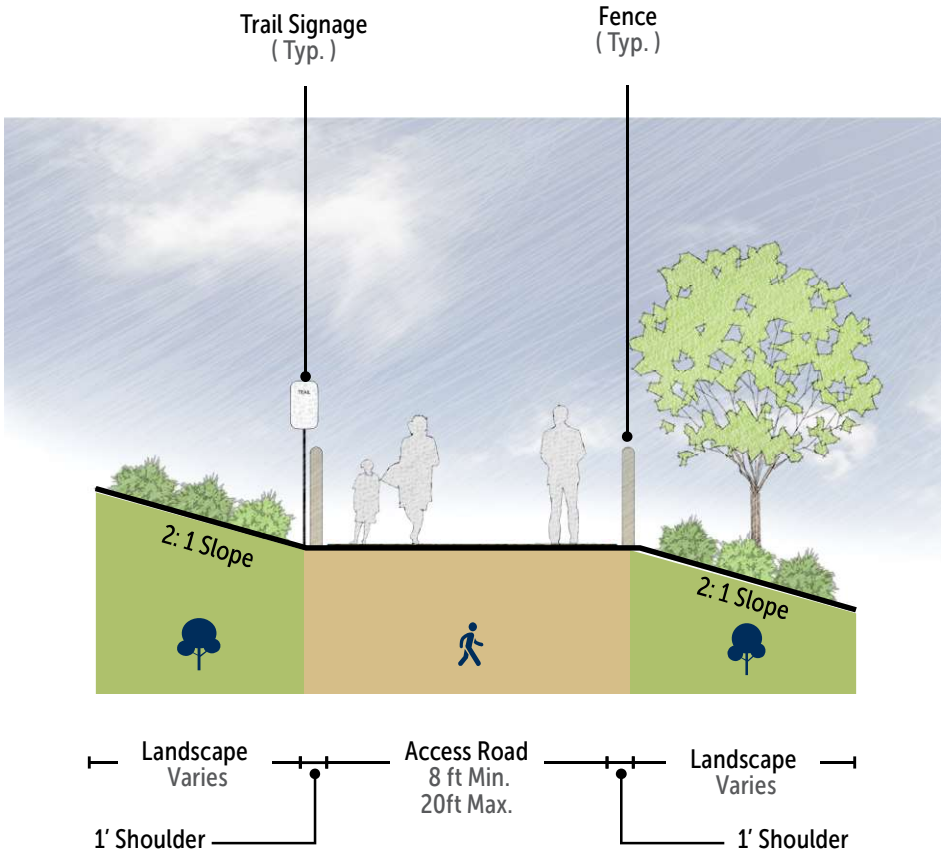
The planned utility trail utilizes an existing service road that will provide recreational trail corridors and will be a destination-oriented utility trail for pedestrians and cyclists. The service road was originally constructed for utility access and Border Patrol, and will remain active for these uses. The secondary Emergency Vehicle Access Road will ultimately be built following the existing service road. Upon completion, the access road will remain active for utility maintenance personnel, park management staff (i.e., park rangers), Border Patrol, emergency responders, pedestrians, and cyclists.

The width of this trail and any future utility trail will be no less than 8 feet and no more than 20 feet. An example cross-section showing the components of a utility trail is shown in ***Figure 5.10, Utility Trail Cross-Section***. The tread surface is usually graded annually by utility companies, with minor repairs and improvements made by Park staff (as needed) prior to the construction of the Emergency Vehicle Access Road. Tread surfaces may be improved with the installation of surfacing material to reduce erosion and provide for trail sustainability. As shown in ***Figure 5.7 Trail Network***, the utility trail south of the community plan trail is for the use of pedestrians and cyclists, Border Patrol, utility companies, park rangers, and emergency responders only.

5.7.5 — Non-Compliant Trails

Many existing or disturbed trails in Southwest Village are not compliant with City trail standards and are redundant, unsustainable, or potentially hazardous and do not contribute to a sustainable trails system. Some trails are planned to be closed and will require rehabilitation and education efforts. The non-compliant trails will be closed off to the public. Signage shall be used where appropriate to provide education on trail closures and restoration areas. See ***Section 7.11, Trail Restoration and Closures*** for implementation details.

Figure 5.10 – Utility Trail Cross-Section



5.8 — TRAIL AMENITIES AND ENHANCEMENTS

Amenities that will enhance the pedestrian experience and increase the recreational opportunities will be integrated into the fabric of the community along pedestrian facilities. The intent of these amenities is to significantly expand the types of recreational and social interaction opportunities and provide an innovative strategy towards serving the modern day recreational, social, physical and emotional lifestyle needs of the Southwest Village community.

All trail amenities satisfying City park requirements will be available for use by the public with the recordation of recreation easements.

Such amenities include community gardens and edible landscapes, physical activity equipment, bicycle amenities, pet amenities, play areas, seating, refuse bins, water fountains, lighting, interactive walls and art, wayfinding and gateway signage, and interpretive signage. The use of community gardens and edible landscapes provides intergenerational community members a place to play, educate, and practice healthy habits. Physical activity equipment ranges in maintenance levels and complexities, and provides the community with the opportunity to practice physical fitness at no cost. Bicycle amenities include but are not limited to bicycle parking racks, repair stations, and informational signage. These amenities encourage both safe bicycling habits, as well as new ridership. Pet amenities provide designated areas for pet recreation and encourage responsible pet ownership. Creative, nature, and adventure play areas can come in may forms. These play areas provide visual interest as well as recreation opportunities for children.

Seating, refuse bins, water fountains and lighting are typically amenities that do not draw much attention. However, these amenities have the opportunity to add interest and create a sense of place. Murals, public art, and interactive walls allow for community projects, physical fitness, and artistic expression in creative ways that reflect the community. Wayfinding and gateway signage may inform the public distances and directions to land marks or trail heads, and the entrance of a neighborhood or distinct area. An interpretive signage program will highlight the history of Otay Mesa and the specific resources found within Southwest Village. These signs offer a public educational context of the surrounding environment while featuring fun, interactive activities for all generations.

Representative amenities and enhancements concepts are provided as a reference in ***Figures 5.11 through 5.21***. These amenities and enhancements shall be applied to the perimeter trails, paseos and along sidewalks in the Village Core. See Key Map below for locations of these trail types. Images and types of amenities are for illustrative purposes only and are intended to provide guidance while also allowing for flexibility at implementation. Additional types of amenities that reflect trends and innovation in outdoor recreation and social interaction are encouraged.

Key Map

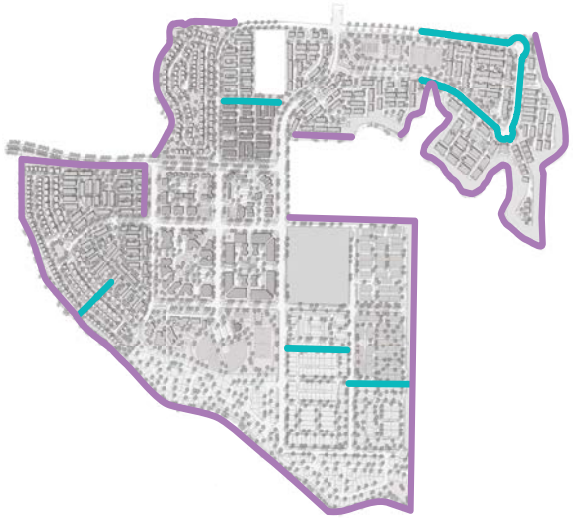


Figure 5.11 – Community Gardens and Edible Landscapes









Figure 5.12 – Physical Activity Equipment

Figure 5.13 – Bicycle Amenities

Figure 5.14 – Pet Amenities

Figure 5.15 – Creative, Nature, and Adventure Play Areas







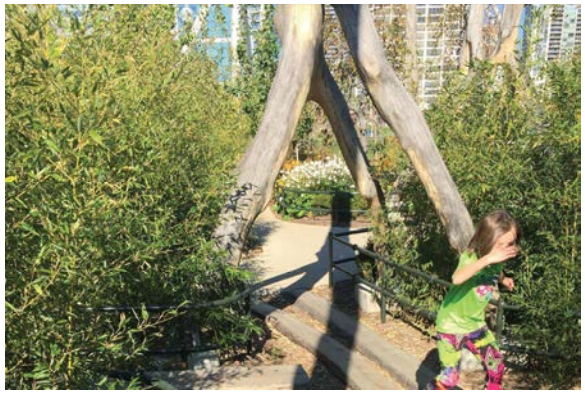



Figure 5.16 – Seating

Figure 5.17 - Seating (Continued)

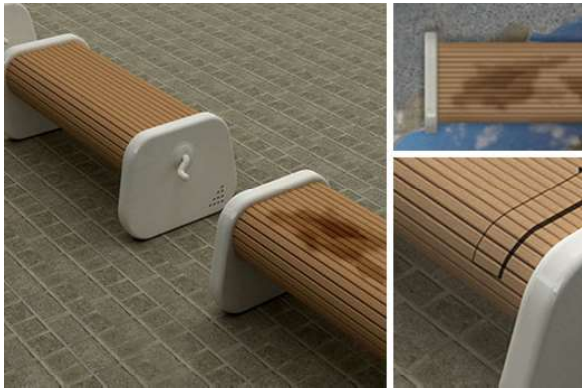


Figure 5.18 – Murals, Public Art, and Interactive Walls

Figure 5.19 – Refuse Bins, Water Fountains and Lighting

Figure 5.20 – Wayfinding and Gateway Signage

Figure 5.21 – Interpretive Signage

5.9 – OPEN SPACE OVERVIEW

Approximately 185 acres, 38 percent of land included in the Specific Plan, will be preserved as open space. Some of the areas are already identified for resource conservation as part of the City's Multi-Habitat Planning Area (MHPA) or Vernal Pool Habitat Conservation Plan (VPHCP), other areas are undevelopable due to sleep slopes or other hazards. Open space areas identified as part of the Southwest Village Specific Plan are adjacent to other existing and planned open space areas and would expand the areas included in the City's MHPA. Open space lands may allow for limited opportunities for recreation such as trails and nature viewing.

The Southwest Village Specific Plan area boundary is conterminous with the existing MHPA boundary on the west, south and east. A portion of the MHPA is within the Southwest Village Specific Plan area. Open Space within the Southwest Village Specific Plan area is shown on ***Figure 5.22, Open Space Areas.*** The known mitigation lands would be implemented concurrent with phased development impacts. Since development would occur over time, required mitigation areas would be implemented in phases as detailed in the Southwest Village Biological Resources Report. Refer to the Biological Resources Report for details on the mitigation requirements and phasing approach for mitigation.

5.9.1 — Southeast Pump Station Overlay

An approximately 5-acre area in the southeast portion of the Specific Plan area, at the terminus of Street D is planned to include a pump station as part of the wastewater infrastructure necessary to support the development of the Southwest Village Specific Plan. The pump station area is located within and allowed as part of the VPHCP.

5.9.2 — Brush Management Zones

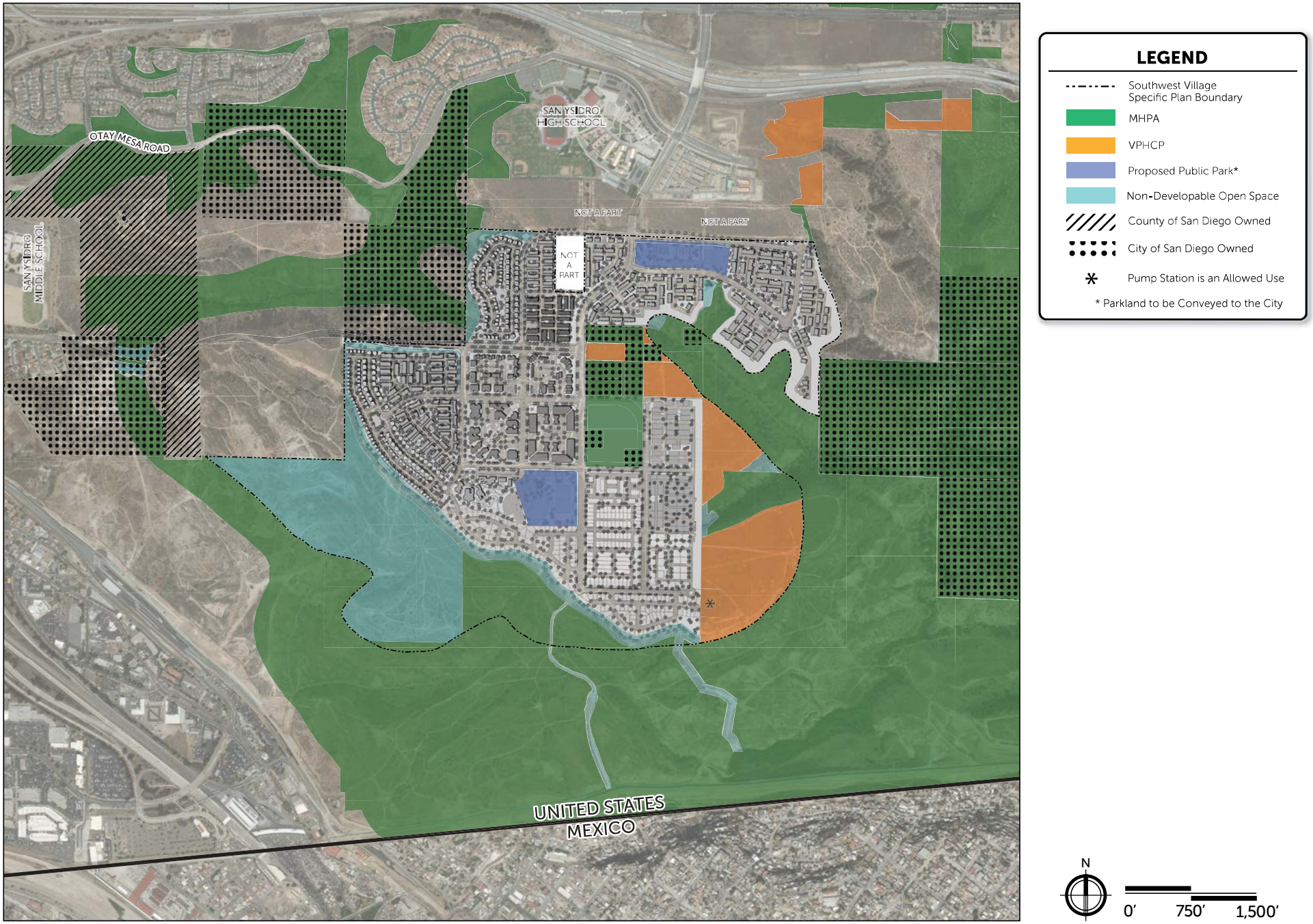
Brush management shall be based on 100-ft of zone area. Brush management zones (BMZs) are required for buildings that are within 100 feet of highly flammable, native/naturalized vegetation to reduce fire hazards around structures and to help firefighters protect life and property when fires occur. BMZs, where required, shall be provided in a manner consistent with the provisions of the City's LDC. Alternative compliance from standard fuel modification zones may be granted within the Southwest Village Specific Plan area pursuant to the City's LDC where appropriate based on fire load modeling of adjacent land. Fire load modeling shall be required wherever alternative compliance is allowed. Potential alternative compliance measures may include fire-rated site walls, upgraded windows as authorized by the Fire Chief, and private ownership areas maintained by property owner. BMZs are prohibited in adjacent City-owned open space and designated mitigation lands.

Where a 100-foot brush management zone cannot be achieved along canyon edges and open space areas and alternative compliance measures are in effect, 6-foot non-combustible walls will be required.

Brush Management Zone 1 shall be considered development footprint and may occur on lands maintained by a Master Maintenance Association or a private property owner. Brush Management Zone 2 shall be on lands maintained by a master maintenance association and may not extend onto City-Owned Open Space or land set aside for mitigation for environmental impacts.

Southwest Village sits atop a mesa, defined by its sloping edges and the shallow bottoms of the canyons.

Figure 5.22 – Open Space Areas



5.9.3 — Wildlife Corridor Crossings

Beyer Boulevard West shall be designed, constructed, and maintained to allow for wildlife movement through a wildlife overcrossing and three culverts, as shown on ***Figure 5.23, Beyer Boulevard West Wildlife Corridor Crossings,*** to the satisfaction of MSCP, the City Engineer, and the City Parks and Recreation Department. For consistency with the City MSCP Subarea Plan and Area Specific Management Directives for Otay Mesa, a 32-foot by 60-foot wildlife overcrossing shall be sited across Beyer Boulevard West approximately 515 feet west of the Specific Plan area boundary in the location of existing high use wildlife movement patterns through an existing drainage swale area. Each end of the overcrossing shall be designed to mimic the existing topographic conditions and include flared entrances to encourage wildlife entry. Surrounding slopes shall also be revegetated with native vegetation to match surrounding habitats.

In addition to the wildlife overcrossing, three additional small animal crossing features shall be provided as part of the Beyer Boulevard extension where it crosses conserved lands. The three undercrossings shall include minimum 6-foot-tall culverts, ranging from 103 to 105 feet in length, and shall be installed to provide passage for small mammals between Moody Canyon and habitat areas to the south. The culvert crossings shall also be designed with flares at the ends to encourage entry.

Wildlife fencing shall be installed concurrently during the construction of Beyer Boulevard West. Fencing shall be constructed along the length of Beyer Boulevard West on both the north and south sides to prevent wildlife crossings along the roadway and to funnel wildlife toward the wildlife crossings. Near the western end of the proposed Beyer Boulevard West, where vehicular access is needed for an SDG&E easement, a gate shall be added on the north and south sides of the roadway to allow for vehicular entry while keeping wildlife from entering the roadway. The precise location (elevation) of the fencing on the slope shall be determined during the final engineering of Beyer Boulevard West. The following are key design features related to the wildlife overcrossing and the three animal under crossings that shall be implemented:

1. Chain-link fencing shall be installed along the length of Beyer Boulevard West. Fencing would funnel wildlife toward the culvert undercrossings and the wildlife overcrossing, while preventing wildlife from crossing the roadway.

2. The height of the fencing shall be based on the slope aspect in relation to the fence, with fence heights being 6 feet up to 8 feet depending on the orientation of the slope. Fence heights shall vary with topographic conditions to ensure adequate control of wildlife movement away from the roadway. Where the fence is located mid-slope with a wildlife usage area located above the fence line, the fence shall be 8 feet tall. Where the fence is located at grade or with a wildlife use area located downslope of the fence, a 6-foot fence height will be sufficient.

3. Wildlife fencing shall be buried 6 inches to prevent animals from burrowing under. Additionally, a fine mesh shall be installed along the bottom two feet of the fence to prevent small animal movement through the fence.

4. The wildlife overcrossing surface shall be planted with native plants and native soil, approximately 3 feet deep. Soils for the overcrossing shall originate from the surface layer of surrounding native soils. The following plant palette is identified for the wildlife overcrossing:

    - Coastal cholla (Cylindropuntia prolifera)
    - California encelia/Bush sunflower (Encelia californica)
    - Laurel sumac (Malosma laurina)
    - Coast prickly pear (Opuntia littoralis)
    - Bladderpod (Peritoma arborea)

- » Lemonade berry (Rhus integrifolia)
- » Black sage (Salvia mellifera)
- » Mojave yucca (Yucca schidigera)
- » Purple needlegrass (Stipa pulchra)
- » Small flowered needlegrass (Stipa lepida)

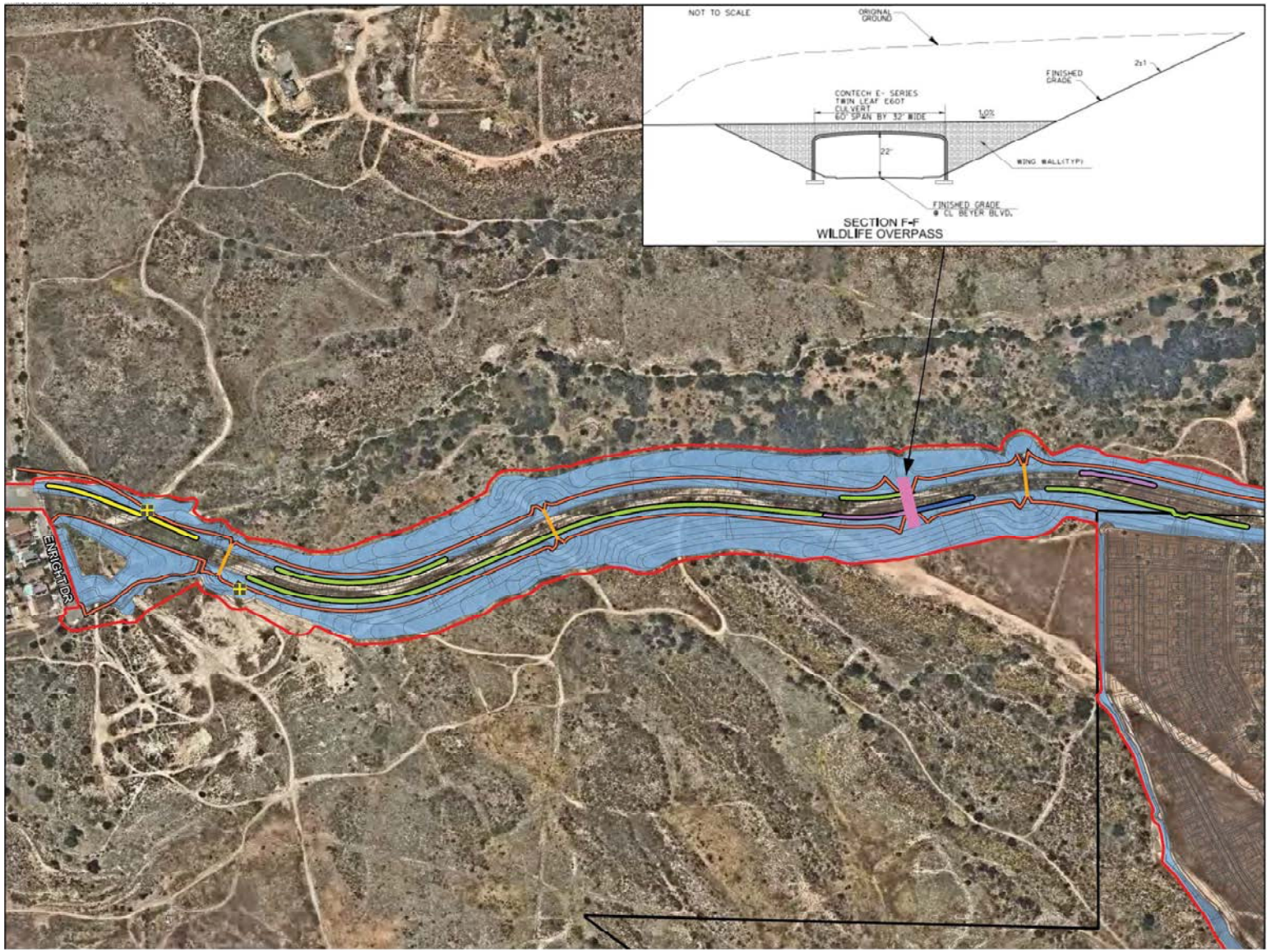
5. Native bushes (such as lemonade berry and laurel sumac) found in the area that attain 6- to 8-foot heights shall be placed along the sides of the overcrossing to screen the road and provide refugia.
6. Micro-refugia (e.g., rock structures) shall be incorporated onto the overcrossing and undercrossing surface for small animal stopping points/shelters.
7. Native plant landscaping on the southern slope at the wildlife overcrossing shall be designed with vegetation that would grow densely to deter human views toward the overcrossing and deter human use. Native cacti and other uninviting species shall be selected to deter human access.

A Long-Term Management and Monitoring Plan prepared by RECON Environmental dated August 2024 for the project shall be implemented to ensure all of the wildlife movement features proposed along Beyer Boulevard are monitored and managed for a period of 10 years to evaluate the functioning of the wildlife crossings. The parties involved in the implementation and long-term management of the wildlife movement features include the party constructing Beyer Boulevard, the Streets Division, and the City Parks and Recreation Department. The Streets Division shall be responsible for maintaining the structural components of the wildlife overcrossing. The City Parks and Recreation Department or its designee shall be responsible for implementing the Long-Term Management and Monitoring Plan for the 10-year monitoring period, and ultimately the Streets Division shall be responsible for maintenance of Beyer Boulevard and all associated wildlife movement features in perpetuity. The purpose of the monitoring period is to evaluate the success of the wildlife overcrossing and allow for adaptive management as needed to support its functionality. An endowment established by the party constructing Beyer Boulevard shall be provided to fund the management and monitoring of the wildlife features for the 10-year period in addition to ongoing funding in perpetuity to support regular maintenance and monitoring.

5.9.4 — Bird Safe Glass

Where alternative compliance requires walls with glass panes for fire safety adjacent to open space within Phase 1 or 2, bird safe glass shall be used to prevent bird collisions to the satisfaction of the MSCP, City Biologist, and City Engineer. Bird safe glass shall include the use of glass with ultraviolet reflective patterns visible to birds but transparent to the human eye (such as GlasPro Bird Safe Ultraviolet Reflective Glass), or etched or patterned glass that provide a visual barrier. Patterned or etched glass shall have vertical stripes at least ¼ inch wide with a maximum spacing of 4 inches, or horizontal stripes that are at least ¼ inch wide with a maximum spacing of 2 inches in accordance with the guidance provided in the USFWS publication Low-Cost Methods to Reduce Bird Collisions with Glass prepared June 4, 2021 (USFWS 2021; https://www.fws.gov/media/low-cost-methods-reduce-bird-collisions-glass).

Figure 5.23 – Beyer Boulevard West Wildlife Corridor Crossings



Legend

- Project-level Areas
- Specific Plan Area
- 4-foot Retaining Wall
- 6-foot Masonry Noise Wall
- 0 - 8-foot Retaining Wall
- 12-foot Retaining Wall
- SDG&E Access Gate
- Wildlife Fence
- Critter Crossing Culvert (6' dia.)
- Wildlife Overcrossing (32' wide by 60' long)
- Site Plan
- Beyer_Slopes — Manufactured Slopes to be Revegetated with Native Species

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06

INFRASTRUCTURE

6.1 — OVERVIEW

This section summarizes the requirements for water, wastewater, drainage and stormwater quality, and other infrastructure required to support the development of the Southwest Village Specific Plan. Utility infrastructure such as water, stormwater sewer, and electrical lines will be installed adjacent to the curb to ensure there is an adequate setback from the street trees that will be centrally located in the median.

6.2 — WATER

The Southwest Village Water Study defines the facilities needed to supply potable water to the Southwest Village Specific Plan area. Currently, the project site is not in an area of the City with potable water service; therefore, water facilities required for service will mainly consist of extending the existing City of San Diego water distribution system and appurtenant facilities as shown in ***Figure 6.1, On-Site Water System.*** Based on the projected demands and phasing considerations, the recommended off-site water supply facilities include:

- A 16-inch water main in Otay Mesa Place, Otay Mesa Road, and Beyer Boulevard from the Princess Park Pump Station will supply water to the Specific Plan area.

Based on the projected demands and phasing considerations, the recommended on-site water distribution facilities include:

- A 16-inch water line backbone loop through the buildout development site.
- A 16-inch water main extended north to Caliente Avenue and connected to the existing 16-inch water main.
- 12-inch water line loops extended from the 16-inch backbone system.

The estimated peaking factors for water demand, in accordance with the City of San Diego Department Facility Design Guidelines Book 2, are as follows:

- The estimated maximum day demand for the project is 3,425,031 gallons per day (gpd) or 2,378 gallons per minute (gpm).
- The estimated peak hour demand is 7,874,832 gpd (3,171 gpm).

Moreover, the fire flow requirements for the Southwest Village development, as set forth by the City's design criteria, are anticipated to vary by land use. A range of 2,000 gpm to 4,000 gpm for five hours is the predicted fire flow requirement for the project.

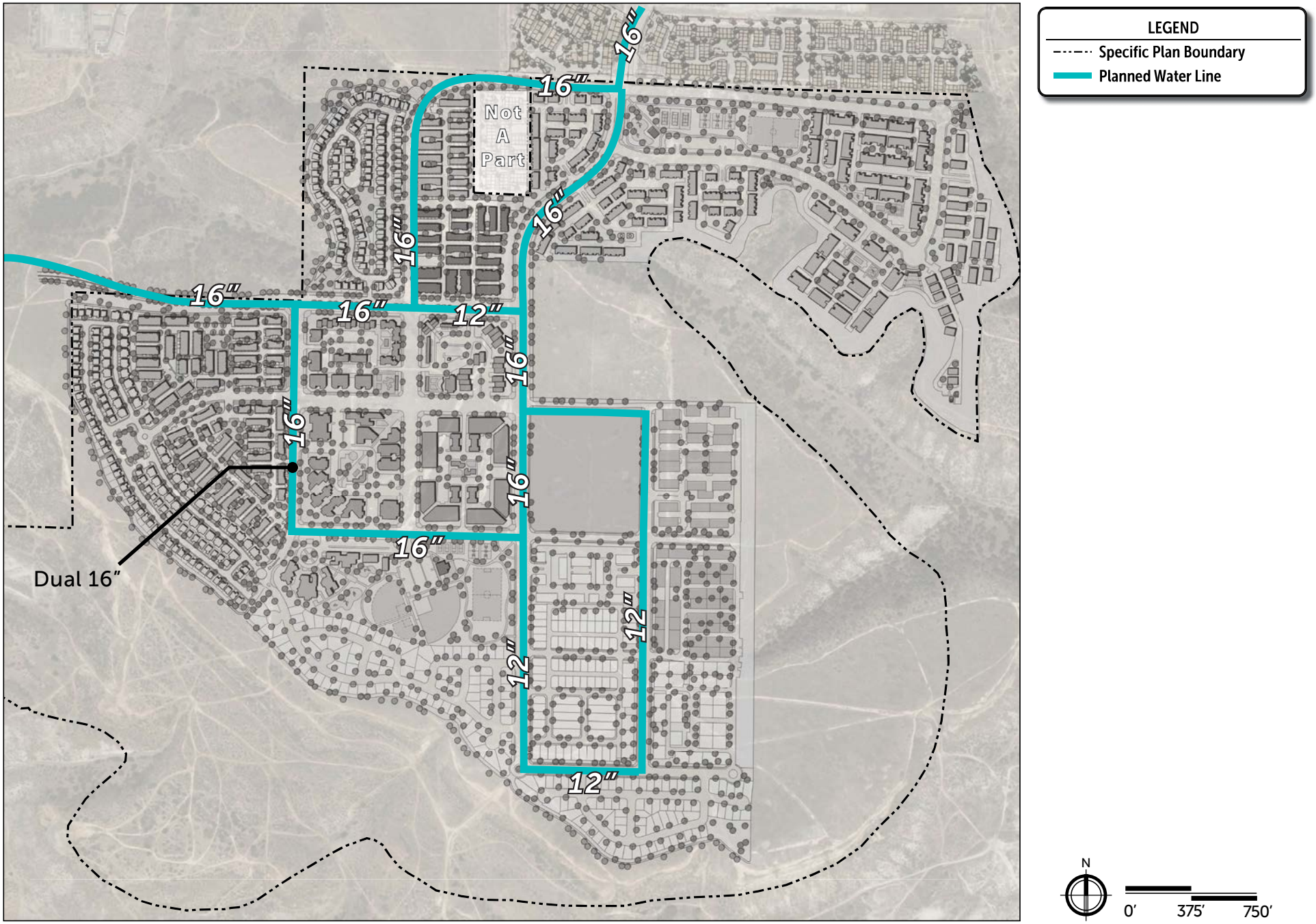
The project site will be served by the City of San Diego Otay Mesa 680 Pressure Zone, which is a closed zone (completely pumped zone) and is supplied by three water booster pump stations and an emergency inter-district interconnect. The project will contribute financially its fair share of the necessary electrical, controls, and telemetry improvements at the Princess Park Pump Station to ensure redundant 680 Pressure Zone service.

The commercial fire flow is 2,000 - 4,000 gpm and the total maximum day demand is 2,734 gpm. This demand must be provided by at least two sources of supply at all times, as this demand is greater than what can be supplied by a single water booster station.

Due to the varying elevations of the site, individual pressure regulators must be installed at all building services below an elevation of 496 feet in order to comply with California Plumbing Code. The on-site potable water distribution for the project site would result in a maximum static pressure range from 71 to 89 pounds per square inch, which is anticipated to serve the entire development by a single pressure zone (680 Zone).

The water facilities that will be extended and constructed in the Southwest Village development are expected to only serve the development. No future development is planned in the project vicinity that would utilize and extend the project's on-site water distribution infrastructure. Additionally, the project will utilize the existing Lower Otay Treatment Plant clearwell and South San Diego Reservoir to meet the required potable water storage for the project.

Figure 6.1 — On-Site Water System



6.3 — WASTEWATER

The Southwest Village Sewer Study defines the facilities needed to provide sewer/wastewater service to the Southwest Village Specific Plan area. The sewer facilities required for service mainly consist of on-site collection systems and lift stations whose force main(s) will connect to the existing City of San Diego sewer system. The Specific Plan area is not in an area of the City with existing sewer service. Sewer service for the Southwest Village project will be provided by a combination of gravity flow and pumping the project flow via two proposed onsite sewer lift stations to the existing City of San Diego public sewer system in South Beyer Boulevard. The Southwest Village project will sewer to the Otay Mesa Trunk Sewer (OMTS) as shown in ***Figure 6.2, On-Site Sewer Infrastructure.*** Based on projected demands and phasing considerations, the recommended onsite sewer facilities include:

- Gravity sewer lines ranging from 8-inch to 18-inch diameter.
- Two sewer lift stations throughout the project.
- Force mains with a diameter of 6-inch to 8-inch conveying flow from the proposed on-site sewer lift stations to either other areas of the project site or off-site to the existing public sewer system.
- On-site sewer facilities are proposed to be a combination of public and private facilities.

Based on the projected demands and phasing considerations, the recommended off-site sewer facilities include:

- An extension of the master planned OMTS in Otay Mesa Road and Beyer Boulevard.
- A gravity sewer line in the Beyer Boulevard extension west of the project.
- Off-site sewer improvements will be public facilities and will be constructed in existing public streets and/or rights-of-way.
- The peak dry weather flow for the Southwest Village project is 2,030,137 gpd (1,410 gpm), and the peak wet weather flow will be 3,755,754 gpd (2,608 gpm).

6.3.1 — Onsite Sewer System

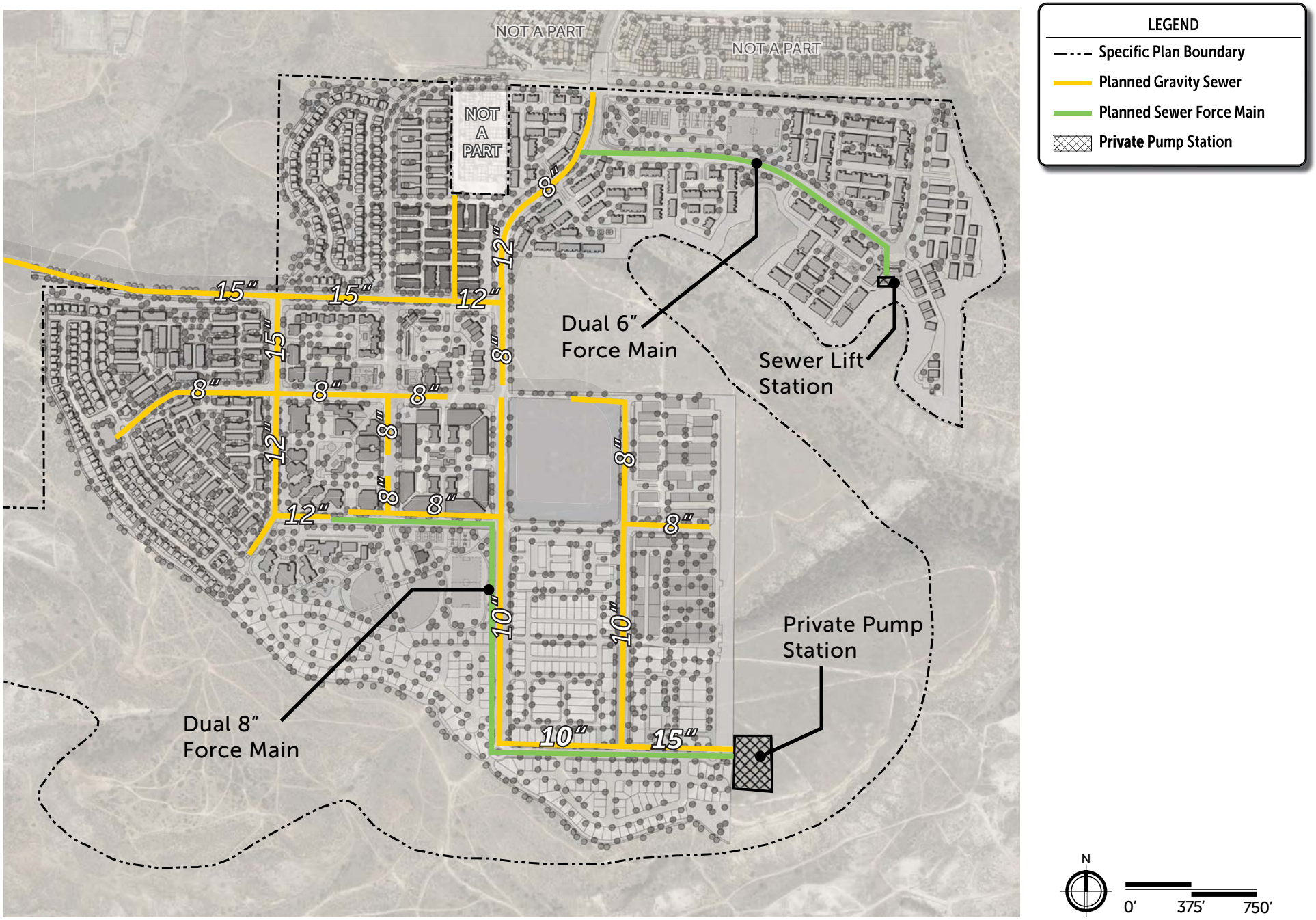
The onsite sewer system to serve the Specific Plan area will be composed of 8-inch, 10-inch, 12-inch, 15-inch, and 18-inch gravity sewer piping; however, the entire Specific Plan area cannot be served by a gravity sewer system alone. The 18-inch gravity sewer piping is necessary for select segments on the western end of proposed Beyer Blvd due to velocities being greater than 10 feet per second. The use of lift stations will be necessary since the Specific Plan area is topographically positioned downhill of existing sewer facilities. The ultimate buildout on-site sewer system configuration results in one connection to an existing sewer main. This connection is to an existing gravity sewer line west of the Specific Plan area in South Beyer Boulevard at the intersection of Old Otay Mesa Road. The project proposes using two lift stations, with an average flow of 411,926 gpd (286 gpm) for Lift Station 1, and 261,435 gpd (182 gpm) for Lift Station 2. The force mains of these two lift stations will discharge into the onsite gravity sewer system within the Specific Plan area.

6.3.2 — Offsite Sewer System

As of 2020, the City is implementing a basin-wide sewer improvement project that involves the construction of the new OMTS trunk sewer line to convey the current and future sewer flows in the Otay Mesa sewer sub-basin. Portions of this project have already been implemented and constructed as private and public development.

The Southwest Village project will be responsible for certain improvements to the OMTS. Otay Mesa Road and Beyer Boulevard have been identified as portions of the proposed OMTS that Southwest Village is responsible for. The Southwest Village development will share in the cost and construction of this improvement with other private developments in its vicinity. The necessary off-site improvement to the OMTS involves the replacement of approximately 3,600 linear feet of existing gravity sewer with a 27-inch to 33-inch diameter PVC sewer line.

Figure 6.2 — On-Site Sewer System



6.4 — DRAINAGE AND STORM WATER QUALITY

The drainage system design for the Southwest Village Specific Plan is illustrated on ***Figure 6.3, Drainage System***. The Southwest Village drainage system is designed to utilize the property's natural drainage courses to the extent feasible. Anticipated locations of master storm drain facilities and outfall locations are also shown in Figure 6.3, although the exact siting of these facilities will be determined at the time future applications are submitted. Storm drain lines, channels, detention basins, water quality treatment features, and other components of the drainage system shown in Figure 6.3 are based on the existing drainage patterns of the Specific Plan area where feasible and the anticipated needs of the drainage system.

6.4.1 — San Ysidro Landslide Complex Considerations

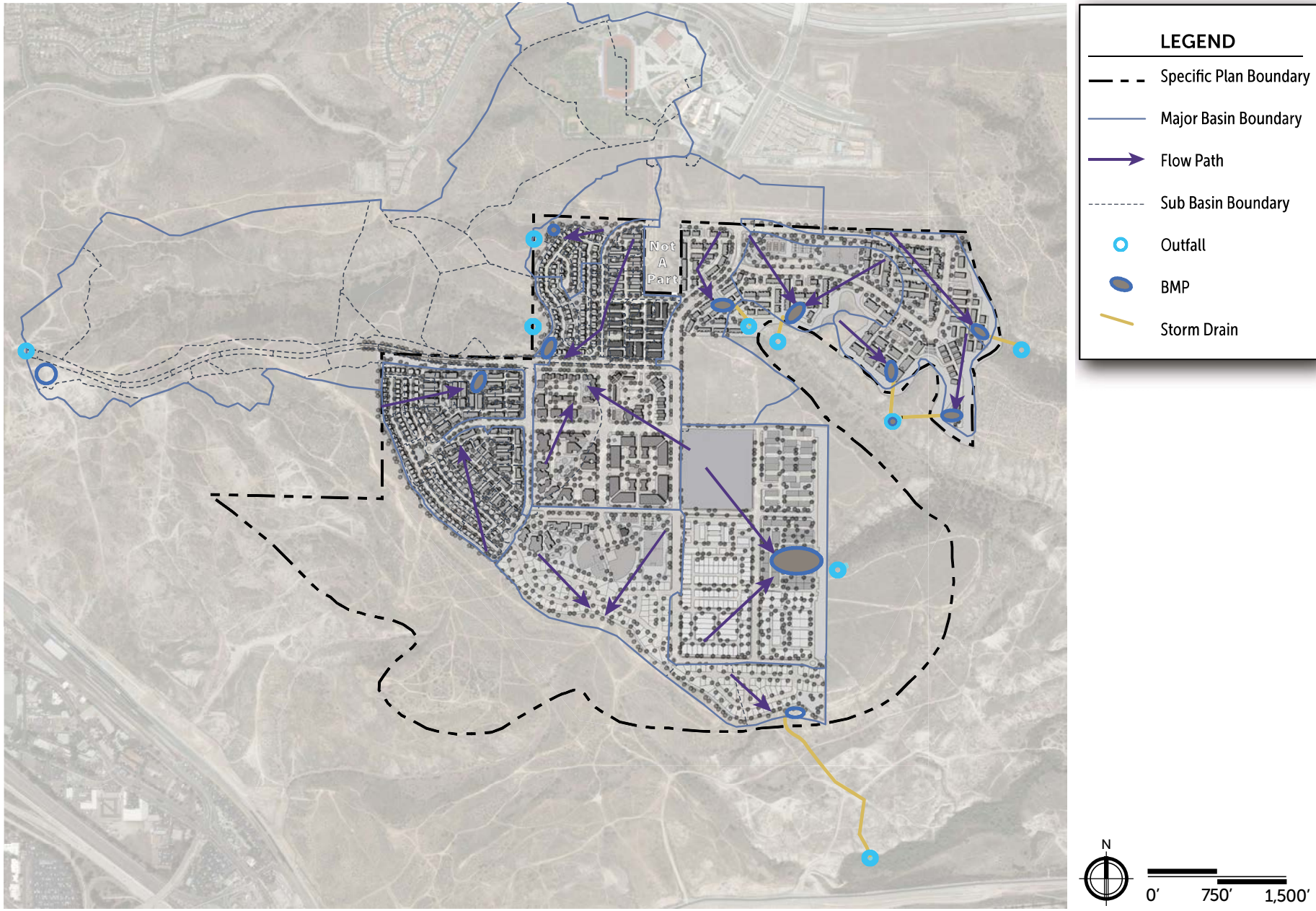
The San Ysidro Landslide complex borders Planning Areas 12, 14, 15, and 18 to the west and is one of the largest landslide features in San Diego County. To understand this further, Geocon Inc. performed geotechnical investigations that penetrated the landslide in three locations. The geotechnical report concluded that storm water shall be diverted away from the San Ysidro landslide complex. The area that drains to the west in the pre-development condition will be diverted either north to Moody Canyon (~25ac) (and will ultimately flow west, discharging into the Tijuana Estuary), and/or area will be diverted south to Spring Canyon (~44ac) (and into Mexico in the post-project condition).

6.4.2 — Drainage Design Standards

The Specific Plan Area is divided in two subwatersheds, one that drains to Mexico via Spring Canyon (East Watershed) and the other that drains west to the Tijuana River, without crossing into Mexico via Moody Canyon (West Watershed). Therefore, the requirements of the subwatersheds are different. While developments in the East watershed requires conformance with the Detention Notice, the West watershed is not subject to the same requirements, but it is still expected that 100-year storm detention will be implemented to ensure that the existing downstream storm drain facilities in Beyer Boulevard are not adversely impacted.

Due to the landslide complex to the west of PA 12, 14, 15, and 18, and based on the recommendations of the geotechnical and groundwater reports prepared, no drainage discharge from the proposed development shall be directed into the landslide area. Flows directed to the Moody Canyon sub-watershed shall meet hydromodification management plan (HMP) requirements and detention requirements, while flows directed to the Spring Canyon sub-watershed will be subjected to HMP requirements and enhanced detention requirements based on the Detention Notice (for a 5-year, 10-year, 25-year, 50-year, and 100-year storm events).

Figure 6.3 — On-Site Drainage System



6.4.3 — Stormwater Quality Best Management Practices

Best management practices (BMPs) will also be incorporated into future projects in accordance with the requirements of the City of San Diego Storm Water Standards. Where feasible, regional-based structural (pollutant) control facilities may be used to accomplish water quality, hydromodification management, and detention requirements. The final BMP strategy will be determined during future site planning efforts.

A drainage and water quality technical report prepared for this Specific Plan recommended the following BMP strategy options to be considered:

- As a preferred alternative, a biofiltration BMP (in the form of a basin) is recommended at the downstream end of each regional drainage area to address the pollutant control, hydromodification management, and flood control detention requirements.
- If a combined hydromodification/pollutant control biofiltration basin with a single outfall is determined to be infeasible, a custom flow spreader design can be implemented along the perimeter of the canyon areas to mimic a sheet flow condition down the slope.
- At the downstream end of each regional drainage area, implement hydromodification control BMP(s) in series with a downstream pollutant control BMP to achieve pollutant control requirements. This can be achieved by use of a subterranean detention vault for hydromodification control with a Modular Wetland System (or similar) downstream to provide pollutant control.
- As a last alternative, an "off-site alternative compliance" approach could be implemented if the project could utilize "credits" from an offsite to offset the on-site pollutant control (and possibly hydromodification management) requirements. Under this option, an on-site "flow-thru" treatment facility would still be required for each drainage management area (or planning area) for treatment control requirements, but this may reduce extensive pollutant control and hydromodification control BMP footprint in the Southwest Village area.

6.5 — TELECOMMUNICATIONS AND CABLE SERVICE

Communications systems for telephone, telecom, computers, and cable television for the Specific Plan area are serviced by utility providers such as AT&T, Cox, and other independent telecommunications companies. The City also works with service providers to underground overhead wires, cables, conductors, and other structures associated with communication systems in residential areas in accordance with proposed development projects. The City also works with service providers to install 5G telecom poles. Design of telecommunication infrastructure shall comply with the City's Wireless Communication Facility Guidelines.

6.6 — ENERGY (ELECTRICITY AND NATURAL GAS)

San Diego Gas and Electric Company (SDG&E) is currently responsible for supply, transmission, and distribution of electricity and natural gas to customers in the Specific Plan area.

6.7 — LANDSCAPING

Landscaping improvements within HOA and public right of way are considered infrastructure and shall be in conformance with the approved landscape plan and the landscape standards of the Land Development Manual.

6.8 — PUBLIC FACILITIES

6.8.1 — Public Schools

The San Ysidro School District provides middle schools, and the Sweetwater Union High School District provides a high school that serve the Specific Plan area—San Ysidro Middle School and Vista Del Mar Middle School (grades 7–8) and San Ysidro High School (grades 9–12). An elementary school site will be provided within the Southwest Village to service the Specific Plan area. A portion of the school site will be provided via a joint-use agreement on the adjacent City neighborhood park. The San Ysidro School District also provides elementary schools—Ocean View Hills Elementary School and La Mirada Elementary School (grades K–6). The Specific Plan includes two sites for schools, Planning Area 16 and Planning Area 7. The feasibility of utilizing the second school site in Planning area 7 shall be determined by the San Ysidro School District.

6.8.2 — Solid Waste

The City's Environmental Services Department provides refuse, recycling, and yard waste collection and disposal services to primarily single-family homes as well as some multi-family and commercial/business customers. Most multi-family residences and commercial and industrial business customers are not served by the City and are required to fund and contract directly with private haulers for trash and recycling collection.

6.8.3 — Libraries

The City of San Diego's Public Library system has two libraries that serve the Specific Plan area: the Otay Mesa-Nestor Branch Library (3003 Coronado Avenue) located off of Beyer Boulevard, and the San Ysidro Branch Library (4235 Beyer Boulevard).

6.8.4 — Police

The San Diego Police Department (SDPD) provides police services that include patrol, traffic, investigative, records, laboratory, and support services. The SDPD Southern Division station is the closest SDPD to the Specific Plan area, located on 1120 27th Street.

6.8.5 — Fire/Emergency Services

The Specific Plan area is serviced by multiple fire stations: San Diego Fire-Rescue Station 29 at 198 West San Ysidro Boulevard, Fire Station 6 at 693 Twining Avenue, Fire Station 30 at 2265 Coronado Avenue, and Fire Station 43. Fire Station 29 has engine, truck, brush, and medic apparatus. The engine responds to both fire and medical incidents. Fire Station 6 serves Otay Mesa and its surrounding areas and has engine apparatus. Fire Station 30 serves Nestor/South San Diego and its surrounding areas and has engine and medic apparatus. Fire Station 43 serves Otay Mesa and its surrounding areas and has engine, crash, and brush apparatus. An additional fire station is anticipated north of the Specific Plan area, just west of Caliente Avenue on Otay Mesa Road that would also serve the Specific Plan area.

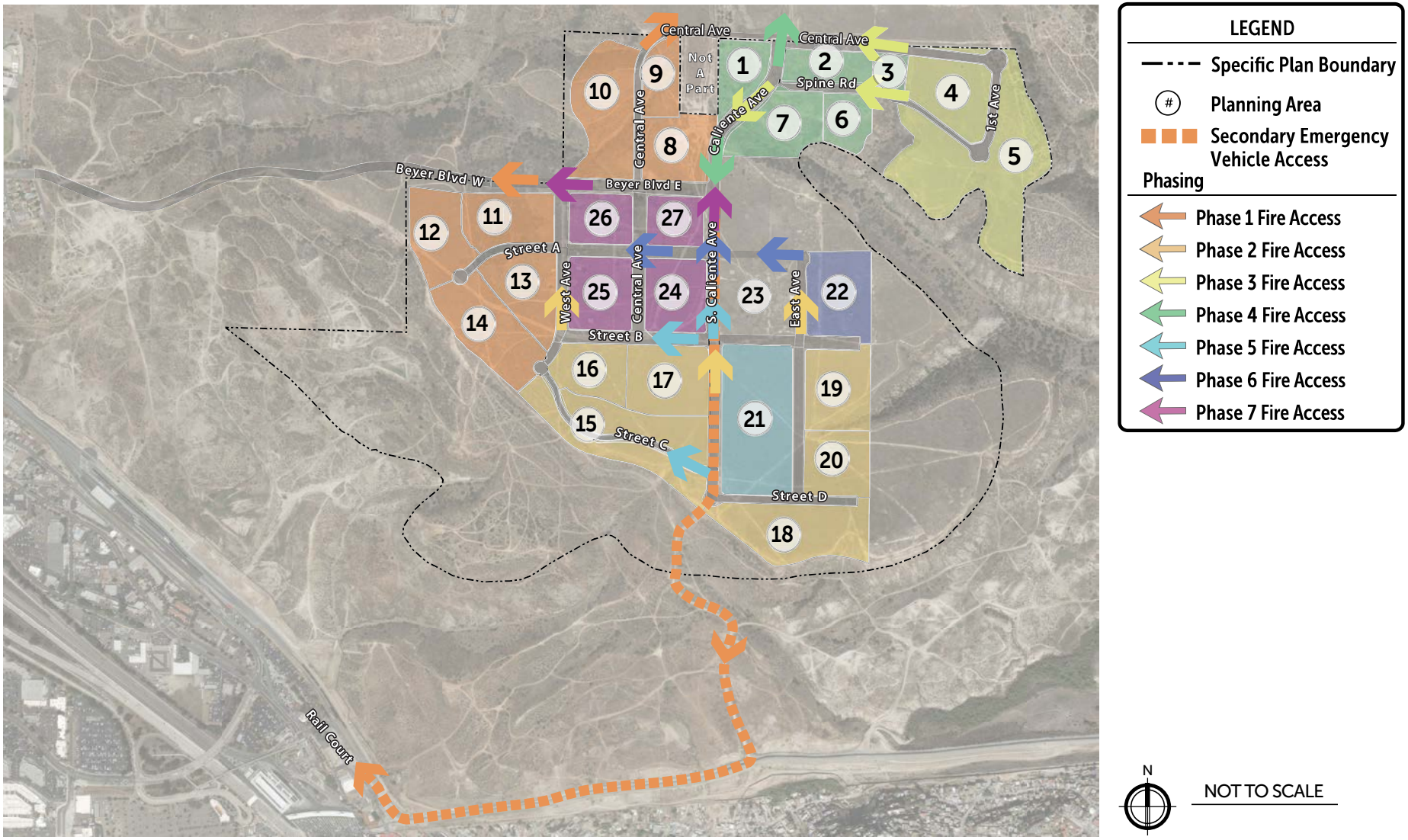
Implementing future projects within the Specific Plan boundary that include more than 200 dwelling units shall submit for City review a Fire Plan demonstrating 1) there are two separate access points; 2) said access points shall be placed a distance not less than half of the maximum overall diagonal dimension of the planning area to be served. Future development permits shall comply with the California Fire Code/ California Building Code.

As shown in ***Figure 6.4, Master Fire Access By Phase***, each phase of the Specific Plan would have at least two separate access routes. Beyer Boulevard would provide the primary east-west fire access to and from I-805 and the San Ysidro community. Caliente Avenue would provide the primary north-south fire access to and from I-8 and SR-905. A secondary emergency vehicle access road would provide access from East Beyer Blvd to the south, southwest to Rail Court along existing utility roads.

The secondary emergency vehicle access road would be required prior to the construction of the 201st dwelling unit. If Beyer Blvd is not constructed before the requirement for a secondary fire access route is triggered, this emergency vehicle access road would serve as the secondary access route to the south of the Specific Plan. The emergency vehicle access road will remain open and usable beyond the construction of 699 dwelling units, when Beyer Blvd is required to be constructed. Vehicular access would be restricted to emergency responders only, with public vehicular access prohibited by a gate and Knox Box.

Prior to Phase 2 and the construction of S. Caliente Ave, the entrance to the secondary emergency vehicle access road may be located at the intersection of East Beyer Blvd and future S. Caliente Ave. Once S. Caliente Ave is constructed, the gate and Knox Box will be relocated to the intersection of S. Caliente Ave and Street D. The road will be improved to meet the standards for emergency vehicles only. The paving will consist of compacted decomposed granite for road grades of zero to five percent, asphalt paving for grades of five to 12 percent, and concrete paving for grades of 12 to 15 percent.

Figure 6.4 — Master Fire Access By Phase



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07

IMPLEMENTATION & ADMINISTRATION

7.1 — PURPOSE

The Southwest Village Specific Plan provides a framework for the future development of Southwest Village and adoption of the Specific Plan by the City of San Diego. Implementation of the Specific Plan will occur through subsequent development permits and approvals by the City to ensure that development is consistent with this Specific Plan and other applicable requirements.

Implementation of the Specific Plan will ensure orderly development of Southwest Village while allowing flexibility to adapt to more detailed site studies and tailor development to adapt to changes in the market.

Cooperation and coordination between the City of San Diego; regional, state, and federal agencies; private property owners; the San Ysidro School District; various providers of public services; financing and maintenance entities; and design professionals will be required to ensure implementation of the Specific Plan.

7.2 — ADMINISTRATION

The requirements of this chapter shall be administered and enforced by the City of San Diego Development Services Department and other City departments in the same manner as the provisions of the City of San Diego Land Development Code (LDC) and in conjunction with the policies contained in this Specific Plan. Unless otherwise specified, where the provisions of this Specific Plan differ from those in the LDC, the provisions of this Specific Plan shall take precedence. Where the Specific Plan is silent on a topic, the requirements of the LDC shall remain applicable.

7.3 — SEVERABILITY

All regulations, conditions, standards, and policies in this Specific Plan shall be deemed distinct and independent provisions. If any section, clause, phrase, or portion of this document is determined to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

7.4 — ENVIRONMENTAL REVIEW

The Southwest Village Specific Plan was required by California law to undergo environmental review in accordance with the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, the City of San Diego prepared an Environmental Impact Report (EIR, State Clearinghouse No. ##########, adopted on XXX XX, XXX) to address the potential environmental impacts of the Southwest Village Specific Plan. The EIR analyzes the Southwest Village Specific Plan on both a programmatic and a project level. The project level analysis covers the Vesting Tentative Map (VTM) submitted concurrently with the Specific Plan and the trails and infrastructure associated with the VTM. Prior to the approval of the Specific Plan, the EIR was considered and certified by the San Diego City Council. Any amendments to this Specific Plan or discretionary approvals required to implement this Specific Plan are subject to the requirements of CEQA.

7.5 — SOUTHWEST VILLAGE ZONING

A base zone designation from the City's LDC is identified for each specific plan land use category, as shown on ***Figure 2.1, Southwest Village Land Use Plan*** and ***Table 2.1, Development Summary***. The development regulations and allowable uses from each of the base zones are incorporated by reference from the City's LDC. Supplemental development regulations are identified in ***Table 7.1, Southwest Village Zoning*** to provide additional or modified regulations than those in the City's LDC.

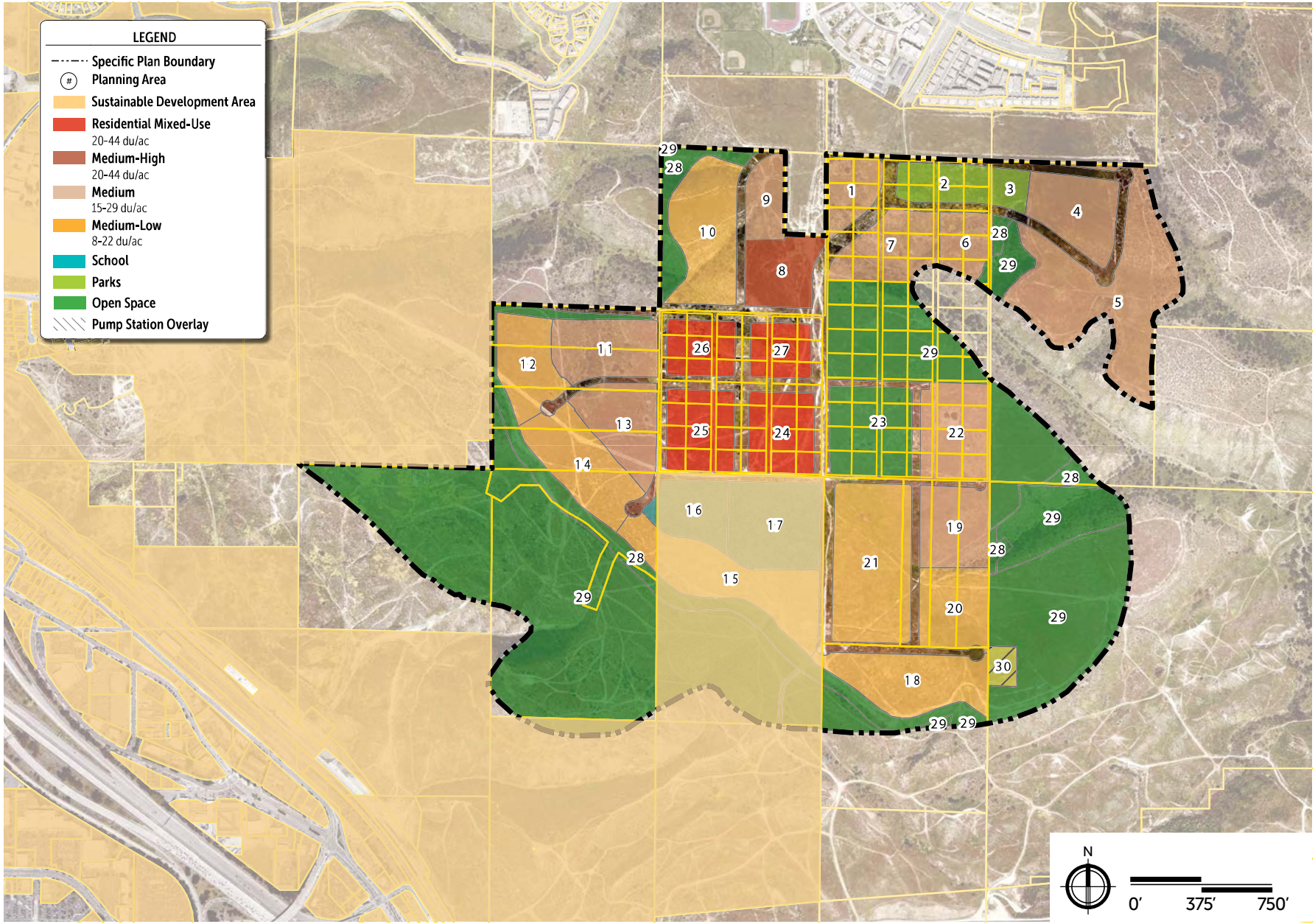
Table 7.1 — Southwest Village Zoning

SPECIFIC PLAN DESIGNATION	BASE ZONE	SUPPLEMENTAL DEVELOPMENT REGULATIONS
Residential Mixed Use (30 - 62 du/ac)	RMX-1	Areas designated as Residential Mixed Use shall follow the development regulations for the RMX zone contained in Chapter 13, Article 1, Division 7, Table 131-07B, except as follows: • **Building Setbacks**: Minimum side setback shall be 0 feet; minimum street side setback shall be 0 feet; minimum rear setback shall be 0 feet; minimum front setback shall be 0 feet; minimum street side yard is 0 feet. The maximum front and street side setback shall be 20 feet that applies to 60 percent of the frontage and 10 feet of the setback shall go towards one of the following: paseo, linear park, outdoor eating establishment, or similar amenities that will promote activation of the space. • **Wall and Fence Setbacks**: When a rear or side yard faces a public street, the rear or side wall or solid fence shall be setback 3 feet to allow for landscaped softening.
Medium-High Density Residential (20 - 44 du/ac)	RM-3-7	Areas designated as Medium-High Density Residential shall follow the development regulations for the RM-3-7 zone contained in Chapter 13, Article 1, Division 4, §131.0431, Table 131-04G of the LDC except as follows: • **FAR:** Maximum FAR shall be 2.0. • **Building Setbacks**: Minimum front setback and standard front setback shall be 0 feet; minimum street side setback shall be 0 feet; minimum side setback shall be 0 feet; minimum rear setback shall be 5 feet. Minor at-grade and above-grade amenities may encroach into the setbacks, such as stairs, balconies, decks or roof eaves. • **Wall and Fence Setbacks**: When a rear or side yard face a public street, the rear or side wall or solid fence shall be setback 3 feet to allow for landscaped softening. • **Tandem Parking:** Tandem parking shall count as two parking spaces toward the off-street parking requirement subject to the requirements set forth in Chapter 14, Article 2, Division 5, §142.0555 of the LDC.

Medium Density Residential (15 - 29 du/ac)	RM-2-5	Areas designated as Medium Density Residential shall follow the development regulations for the RM-2-5 zone contained in Chapter 13, Article 1, Division 4, §131.0431, Table 131-04G, except as follows: • **FAR:** Maximum FAR shall be 2.0. • **Building Setbacks**: Minimum front setback shall be 10 feet; standard front setback shall be 10 feet; minimum street side setback shall be 10 feet; rear setback shall be 10 feet; side setback shall be a minimum of 4 feet. Setback encroachments may occur to allow buildings to address physical site constraints, and/or to provide building articulation to increase the public realm. Minor at-grade and above-grade amenities may encroach into the setbacks, such as stairs, balconies, decks or roof eaves. Side yard setbacks shall be a minimum of 10 feet when parallel to brush management zones. • **Wall and Fence Setbacks**: When a rear or side yard face a public street, the rear or side wall or solid fence shall be setback 3 feet to allow for landscaped softening. • **Frontages:** Development fronting East Avenue, north of Street B, shall be limited to one driveway on to East Avenue south of the roundabout. • **Tandem Parking:** Tandem parking shall count as two parking spaces toward the off-street parking requirement subject to the Supplemental Development Regulations of the Residential Tandem Parking Overlay Zone of the LDC.

Medium-Low Density Residential (8 - 22 du/ac)	RM-1-3	Areas designated as Medium-Low Density Residential shall follow the development regulations for the RM-1-3 zone contained in Chapter 13, Article 1, Division 4, §131.0431, Table 131-04G, §131.0454, except as follows: • **Structure Height:** Maximum height shall be 40 feet. • **FAR:** Maximum FAR shall be 1.3. • **Building Setbacks:** Minimum front setback shall be 8 feet; standard front setback shall be 10 feet; minimum street side setback shall be 10 feet; rear setback shall be 10 feet; side setback shall be a minimum of 4 feet. Setback encroachments may occur to allow buildings to address physical site constraints, and/or to provide building articulation to increase the public realm. Minor at-grade and above-grade amenities may encroach beyond the minimum 10-foot setbacks, such as stairs, decks or roof eaves. Side yard setbacks shall be a minimum of 10 feet when parallel to brush management zones. • **Wall and Fence Setbacks**: When a rear or side yard face a public street, the rear or side wall or solid fence shall be setback 3 feet to allow for landscaped softening. • **Driveway Parking:** Any multiple dwelling unit with a garage that does not provide a driveway that is at least 18 feet in length with roll up garage doors, shall be required to provide one additional on/off-street parking space.

Figure 7.1 — Sustainable Development Area



7.6 — SUSTAINABLE DEVELOPMENT AREA

Portions of the Southwest Village Specific Plan are located within the February 2023 adopted Sustainable Development Area (SDA) including portions or all of Planning Areas 15, 16, and 17, as shown in ***Figure 7.1, Sustainable Development Area***. Consequently, per ***Section 1.8.6, Land Development Code*** of this document the entire Specific Plan area is considered to be within a SDA.

7.7 — CONSTRUCTION AND DEVELOPMENT PERMITS

The Specific Plan will be implemented in phases. Future phasing of the Specific Plan may require additional discretionary review and permitting other than what was processed with the Specific Plan. The Specific Plan was processed jointly with a Planned Development Permit (PDP) and Site Development Permit (SDP) which is required for qualifying development that because of its location, size, or some other characteristic, may have significant impacts on environmentally sensitive lands (ESL).

Unless otherwise specified in this section, applications for Development Permits and Construction Permits, as defined by the San Diego Land Development Code (LDC), shall use Process One through Process Five as established in Chapter 11 Article 2 (Land Development Procedures) and permit types as described in Chapter 12 (Land Development Reviews). All provisions of the LDC apply except as supplemented by the Specific Plan.

- This Specific Plan includes approval of a VTM/PDP/SDP for Phase 1 (Planning Areas 8-14) only. All subsequent development of Southwest Village will be governed by this Specific Plan, Tentative Subdivision Maps, Site Development Permits (SDP), Neighborhood/ Planned Development Permits (NDP/PDP), and Environmental Review of individual project proposals.
- A development permit shall be obtained if future development within the Specific Plan Area contains environmentally sensitive lands (ESL) as identified by Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations). A SDP may be reduced to an NDP (Process 2), for future development within a Transit Priority Area that does not impact wetlands.
- Future development that is not already addressed in the Program/ Project EIR and/or does not impact ESL or result in additional adverse environmental impacts included in the CEQA document shall not require a SDP and may be processed with an NDP.
- If a density or intensity transfer is proposed as part of future development, the density/intensity transfer shall be included with the applicable development permit, consistent with Section 7.8 of this Specific Plan.
- Future development will implement public improvements as identified in ***Table 7.2, Phasing Summary***, and as set forth in the Otay Mesa Public Facilities Financing Plan.
- Development will be subject to the General Plan population-based park requirements in place at the time of building permit issuance.
- Public parks and recreational facilities satisfying population-based park requirements shall be designed through a General Development Plan (GDP) public input process in accordance with City Council CP 600-33.
- A Comprehensive Sign Plan (CSP), processed as a Neighborhood Use Permit (NUP) Process Two, per Section 141.1103, will be submitted during the building permit and site infrastructure process in order to allow any signs which exceed the allowances of the City-wide Sign Regulations.

- A Comprehensive Lighting Plan shall be required for lighting that does not comply the City lighting standards set forth in the LDC. Per the Municipal Code, a Neighborhood Use Permit shall be processed for the Comprehensive Lighting Plan.
- An Encroachment Maintenance and Removal Agreement (EMRA) shall be obtained for any non-standard lighting, gateway, or wayfinding signage within City right-of-way.

7.8 — DEVELOPMENT POTENTIAL

The Southwest Village Specific Plan area shall be developed with a total maximum of 5,130 residential units, as illustrated in ***Figure 2.1, Southwest Village Land Use Plan***. As shown on ***Table 2.1, Development Summary***, each planning area is designated with a specific plan land use, density range (du/ac), and maximum dwelling units allowed. Development regulations are also identified for each specific plan land use to further control the manner of development.

- Specific Plan Land Use: Establishes the land use designation of individual planning areas within the Southwest Village Specific Plan.
- Base Zone: Applies a base zone designation from the City's LDC to individual planning areas within the Southwest Village Specific Plan. As indicated in Table 7.1, deviations from the development regulations of the underlying base zone are modified with supplemental development regulations as part of this Specific Plan.
- Density Range (du/ac): The number of dwelling units per acre that are expected in the planning area, considering the permitted dwelling units per acre density range for each planning area's specific plan land use designation, and the base zones.
- Maximum Dwelling Units: The total maximum number of dwelling units allocated to each planning area as defined by this Specific Plan.

7.8.1 — Maximum Number of Dwelling Units

The number of dwelling units allowed within each planning area may be less than or equal to the "Maximum Dwelling Units" allocated by this Specific Plan, as shown in ***Table 2.1, Development Summary***, without necessitating a Specific Plan Amendment, provided that:

- The total number of dwelling units for the entire Specific Plan (5,130 dwelling units) is not exceeded.
- The residential density for each planning area shall be below the maximum density of the applicable general plan land use designation, as specified in ***Table 2.1, Development Summary***, except as set forth in ***Section 7.9, Minor Modification***.
- The amount of developable lot area (in acres), as defined in the LDC, is used to calculate the number of dwelling units allowed.

In the unlikely event a school is no longer needed on Planning Area 16, the site will default to Medium Density Residential use. Although the contingency for Planning Area 16 would result in approximately 136 additional dwelling units, the maximum dwelling unit cap of 5,130 units would still apply. It is assumed that each planning area will not construct the maximum number of dwelling units allowed due to site constraints, development priorities, design characteristics, and market conditions at the time a particular planning area is brought forward for development.

Similarly, in the event affordable housing density bonus is applied to future development applications in the Specific Plan area, the maximum dwelling unit cap would still apply.

7.8.2 — Land Use Types and Intensities

In response to changing market and planning conditions, the Southwest Village Specific Plan allows for flexibility in the selection of the land use types, intensities, and densities that may occur within each planning area, provided that land uses are in accordance with the zone of the planning area, compatible with surrounding uses, and meets the design

requirements of this Specific Plan. Permitted uses under the Southwest Village Specific Plan may include, but not be limited to, parks and open space, community and civic uses, residential, retail commercial and office as specified in this document and regulated by the City's LDC. The selection of permitted land uses that may occur within a planning area shall be governed by the development regulations presented in the City's LDC. The selected land use type and intensity must not result in exceeding the overall residential and/or commercial buildout of the planning area.

7.8.3 — Maximum Commercial Square Footage

The maximum commercial square footage allowed within the Southwest Village Specific Plan shall not exceed a total of 175,000 square feet within Planning Areas 24, 25, 26, or 27, as shown in ***Table 2.1 - Development Summary.*** The gross floor area for commercial uses shall not exceed the maximum permitted by the floor area ratio for the underlying zone.

7.9 — MINOR MODIFICATIONS

The following modifications to the Southwest Village Specific Plan are considered minor and do not require a Specific Plan Amendment and are subject to review and approval by the Director of the Development Services Department or his/her designee. Minor modifications listed herein may be processed through a Substantial Conformance Review (SCR) - Process Two consistent with ***Section 7.7 - Construction and Development Permits.***

Although a formal amendment to the Specific Plan is not required in the following cases, any such minor modifications shall be identified as part of the required development application. Minor modifications to implementing VTMs or NDPs that would not require an amendment to this Specific Plan and shall be processed through a SCR - Process Two include the following:

- Decrease in overall Specific Plan density and intensity provided that the density and intensity for each planning area remains within the density range of the planning area's land use designation as applied by the Southwest Village Specific Plan.
- Adjustment in the size of planning areas, provided that:
  - The adjustment results from more accurate estimates of parcel sizes.
  - The resulting density and intensity of development for each planning area remains within the density range of the planning area's land use designation as applied by this Specific Plan.
  - Any adjustment to open space acreage shall demonstrate that the revised open space boundaries comply with the open space designations shown with the Southwest Village Specific Plan area by the Otay Mesa Community Plan Land Use Plan, unless a Specific Plan Amendment is processed pursuant to ***Section 7.10*** and is subjected to review under CEQA.
  - An adjustment to MHPA boundary provided that the encroachment into the MHPA is in accordance with meeting the six MHPA boundary line adjustment functional criteria as set forth in Section 5.4.2 of the Regional MSCP Plan (August 1998).
- Consolidation of Planning Areas provided that:
  - Planning Areas are contiguous.
  - The Planning Areas have the same land use designation, as shown in ***Figure 2.1, Southwest Village Land Use Plan***, and the consolidated Planning Area will have the same development intensity allowance (e.g., number of residential dwelling units and/or commercial square footage) as the total of individual Planning Areas before they were combined.

  - » Supporting infrastructure and accessible park and recreational amenities, meeting the recreational value-based standard set forth in this Specific Plan, are provided within the Planning Area.

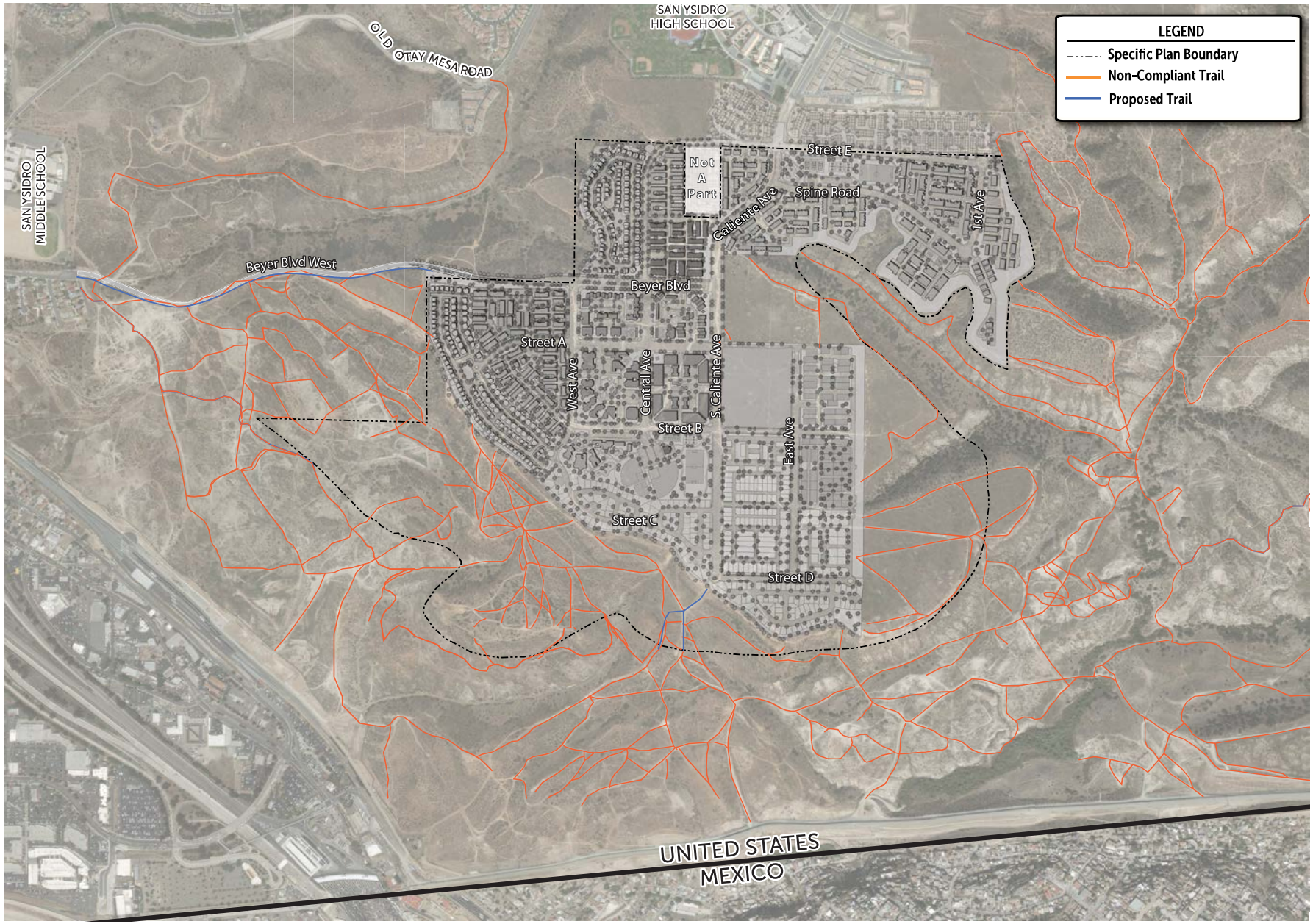
- Development of residential and recreational uses in lieu of a school within Planning Area 16, with written consent from the San Ysidro School District and subject to approval by the Director of Development Services Department or his/her designee. Development of residential is assumed in Planning Area 7 unless a determination of need is made by SYSD at the time a project application is submitted.
- Changes to or deviations from design policies in this Specific Plan, such as paving treatments, architectural details, landscape treatments, fencing, lighting, and entry treatment that still align with the overall objectives of this Specific Plan as determined by the Director of Development Services Department or his/her designee.
- Final sizing and precise location of water, sewer, storm drainage, and other infrastructure improvements with concurrence of the City Engineer.
- Change in utility and/or infrastructure servicing agencies.
- Landscape, wall material, wall alignment, and streetscape design modifications that substantially conform to the intent of the design standards and policies in this Specific Plan, as determined by the Director of Development Services Department or his/her designee.
- Density/intensity transfers provided that:
  - » The proposed number of dwelling units in the planning area receiving the density transfer does not exceed the maximum residential density specified by the planning area's land use designation.
  - » The total number of dwelling units for the entire Specific Plan (5,130 dwelling units) is not exceeded.
  - » Following the density transfer, the residential density within the planning area where units would be transferred from does not fall below the minimum density range as specified for that planning area's land use designation; and
  - » The donating and receiving planning areas are also included in the application for the Neighborhood Development Permit.
  - » On- and off-site improvements and infrastructure as described in *Section 7.13.1*, may occur in an alternative phase if development occurs outside of its designated phase per *Table 7.2, Phasing Table* per approval of the City Engineer.
- Modifications of a similar nature to those listed above, which the Director of the Development Services Department or his/her designee deems minor, which are in keeping with the intent of the Specific Plan, and which are in conformance with the vision of the Southwest Village Specific Plan as described in the Otay Mesa Community Plan.
- Any other proposed changes determined by the Director of the Development Services Department or his/her designee to comprise minor modifications.

7.10 — SPECIFIC PLAN AMENDMENTS

All substantive Specific Plan modifications that cannot be found in substantial conformance with the regulations and standards set forth in this Specific Plan and associated CEQA compliance, and do not meet the criteria of a Minor Modification as defined in *Section 7.9* shall require a formal Specific Plan Amendment. This Specific Plan was prepared pursuant to City of San Diego Land Development Code Section 122.0107.

Specific Plan Amendments shall be processed pursuant to Process Five, as established in Division 5, Article 2, Chapter 11, requiring the review and approval of the City Council. The Planning Commission shall first hear and consider all applications for Specific Plan Amendments. The Planning Commission shall make a recommendation and findings on

Figure 7.2 — Non-Compliant Trails



Note: Non-compliant trails will be closed within a 50-foot buffer around the trail (100-foot total).

all applications for Specific Plan Amendments to the City Council. As required by the California Government Code, all agencies significantly affected by the Specific Plan Amendment shall be notified of the proposed action prior to the approval of the amendment. In addition, Specific Plan Amendments shall be submitted to the Airport Land Use Commission to provide an Airport Land Use Compatibility Plan (ALUCP) consistency determination.

7.11 — TRAIL RESTORATION & CLOSURES

As discussed in Chapter 5, Parks and Trails, the Southwest Village includes a comprehensive network of different types of trails throughout the Specific Plan Area. As noted in ***Section 5.7.6, Non-Compliant Trails***, there are many existing trails in the Specific Plan Area that are redundant, potentially hazardous and do not contribute to a sustainable trails system.

Modified trails will be routed around vernal pool habitat. Trail closures would be implemented through completion of restoration within 50 feet of proposed trail alignments (a total 100 feet wide). This would function to prevent access to the unauthorized trails and would allow for natural vegetation regrowth to occur for the remaining portions of the unauthorized segments due to non-use. The non-compliant trails to be closed to the public are illustrated on ***Figure 7.2, Non-Compliant Trails***. Signage shall be used where appropriate to provide education on trail closures and restoration areas.

7.12 — AMENITY ENHANCEMENTS

Amenity enhancements will be included through the Specific Plan area in the form of recreation, social, park and trail amenities. Amenity enhancement typology and design may vary and will not require an amendment to this Specific Plan. Each amenity enhancement has an identified value category according to the scale and recreational/social value it contributes to the mobility and recreational fabric of the community, per the adopted City Parks Master Plan. Development projects will be held to a minimum number of recreational points established by City Parks Master Plan and General Plan Parks Standards in place at the time of development. Trail amenity enhancements as described in ***Section 5.8*** shall be provided along the perimeter trail, paseos, and sidewalks along the Village Core every one-quarter mile.

7.13 — ALTERNATIVE LAND USES

As discussed in Section 2.9, Schools, the Specific Plan identifies a primary school site within Planning Area 16 and a secondary school site within PA-7 only if needed by the San Ysidro School District (SYSD). The School Overlay Zone on Planning Area 7 allows for the option of developing a school instead of Medium Density Residential, should the buildout of the land use plan warrant an additional school facility. If a school is no longer needed on PA-16, the planning area would default to a land use of Medium Density Residential. As further detailed in the following sections, if not developed as school sites, Planning Areas 7 and 16 may receive density/intensity transfers as long as total residential units remain under the 5,130 dwelling unit maximum, per ***Section 7.9, Minor Modifications***.

The following sections establish regulations that shall be met if Medium Density Residential is intended for either of the school sites.

7.13.1 — Planning Area 7

Should Medium Density Residential be the intended use for PA-7, the following regulations shall apply:

- The SYSD shall be notified and provided the option to acquire all or a portion of the site for the development of a school prior to submitting a residential building permit application to the City.
- SYSD shall have up to 2 years following the issuance of the construction permits for the 921st dwelling unit or until 2035, whichever comes later for Planning Area 7, to make a determination on the need for the school site in PA-7. Documentation must be submitted by SYSD to the applicant and City by the 2-year deadline.

7.13.2 — Planning Area 16

Should Medium Density Residential be the intended use for Planning Area 16, the following regulations shall apply:

- The SYSD shall be notified and provided the final option to acquire all or a portion of the site for the development of a school prior to submittal of a residential building permit application to the City for Planning Area 16.
- SYSD shall have up to 2 years following the issuance of the construction permits for the 921st dwelling unit or until 2032, whichever comes later for Planning Area 16, to make a determination on the need for the school site in PA-16. Documentation must be submitted by SYSD to the applicant and City by the 2-year deadline.

7.14 — PHASING

Implementation of Southwest Village will require construction of new infrastructure and facilities, as well as improvements to existing infrastructure and facilities, as part of project implementation. Improvements will be necessary to the circulation network, drainage facilities, utilities (e.g., water, sewer, etc.) and other infrastructure. In addition, this document includes provisions for streetscape enhancement, pedestrian elements and overall design policies. These improvements will be phased according to the associated planning area(s) being developed. While the ***Table 7.2, Phasing Summary***, provides the targeted land use assumptions in chronological order, it does not dictate the exact sequence in which development projects may occur. Flexibility in the sequence (phasing) of development in the Specific Plan area shall be allowed without constituting an amendment to this Specific Plan provided it can be demonstrated that all infrastructure improvements and public facilities required for the phase of development in question are in place or will be constructed as part of the implementing project. The necessary infrastructure and public facilities required for each phase of development shall both be constructed as part of the implementing project or may be necessary to construct upfront of an implementing project consistent with ***Table 7.2*** below and the Southwest Village Specific Plan Transportation Phasing Plan, included as Appendix E of this document.

The Southwest Village Environmental Impact Report (EIR) analyzed the comprehensive build-out of the Specific Plan and identified an appropriate Mitigation, Monitoring and Reporting Program. The Southwest Village Local Mobility Analysis (Appendix ___ to the EIR) analyzes the roads associated with two phases of development for VTM-1 (the first 920 dwelling units). The Southwest Village Transportation Phasing Plan will help ensure that the appropriate circulation system is provided as the project builds out over an extended period of time.

Infrastructure improvements, including water, sewer, drainage, landscaping, and dry utilities, also will be phased in logical progression to meet the development needs associated with each phase. Depending on when a development project applies for development permits, certain infrastructure shall be installed relevant to its location and scale in addition to the timing. For example, the sewer lift station at the terminus of Street D would need to be installed at the time Planning Areas 15 through 22 as well as portions of Planning Areas 24 and 25 are constructed. ***Table 7.2 Phasing Summary***, summarizes each of the phases of development. It is anticipated that Southwest Village will develop in multiple phases over time because of the many property owners. This Specific Plan does not require that phases occur in any special order. Phasing may occur in any order, and more than one phase may occur at one time, provided that the necessary infrastructure is in place or occurs concurrently as specified in each phase(s) of development. For example, Beyer Blvd must be extended to the west at 700 dwelling units or earlier in Phase 1. ***Figure 7.3 - Phasing***, illustrates the implementation of Specific Plan by Planning Area.

Development in Southwest Village shall be subject to the following standards:

- Pursuant to San Diego Land Development Code 142.0640(f), development impact fees may be used for a Reimbursement Agreement for development of eligible public works projects identified in the Southwest Village Specific Plan.
- Pursuant to San Diego Land Development Code 142.0640(b)(9), development that designs and constructs an onsite park that satisfies the Development's population-based park requirements shall not be subject to the requirement to pay the Citywide Park development impact fee where the requirements set forth in Resolution R-313688 have been satisfied.
- Onsite parks meeting population-based park requirements shall be designed and constructed in accordance with the City's Park Development Standard Terms and Conditions and the Consultant's Guide to Park Design and Development to the satisfaction of the Parks and Recreation Director.
- Conditions of approval of individual projects (i.e., Subdivision Map, Site Development Permit, Neighborhood Development Permit) shall include a final internal circulation plan and a final pedestrian and bicycle mobility plan. Individual projects must be substantially consistent with the Specific Plan Design Policies and demonstrate that both roadways and paseos align in linear fashion with paseos and roadways planned in adjacent planning areas.
- In the event an implementing development application is filed with the Development Services Department for property internal to the Specific Plan and for which a full public street has not already been provided, temporary road access will be required to be constructed to minimum City standards from the property to the existing public street network, satisfactory to the City Engineer.
- For applications involving only a portion of a Planning Area that has multiple underlying landowners, the number of units shall be above the minimum number required and below the maximum number allowed, as calculated per the minimum and maximum density for the applicable land use designation.

Table 7.2 – Phasing Summary

PHASE / TARGET LAND USE ASSUMPTIONS	ON-SITE IMPROVEMENTS	OFF-SITE IMPROVEMENTS
Phase 1		
Planning Areas • 8, 9, 10, 11, 12, 13, 14 1315 Maximum Residential Units: • 282 Multifamily Residential (20-44 du/ac) • 490 Multifamily Residential (15-29 du/ac) • 543 Single Family Residential (8-22 du/ac)	Mobility Network • Beyer Boulevard West (from West Avenue to western Specific Plan boundary) would be required to be constructed at the 700th dwelling unit or earlier in Phase 1 • Beyer Boulevard East (from Caliente Avenue to West Avenue, northern half of the street) • Central Avenue (from Caliente Avenue to Beyer Blvd) • Street A (from western cul-de sac to West Ave) • West Avenue (western half of the street from Beyer Blvd to Street B & full width south of Street B) • Beyer Blvd / Central Avenue Intersection (interim conditions per Southwest Village Specific Plan Transportation Phasing Plan (Appendix E)) • T-intersection at Caliente Ave/Central Ave • Secondary Emergency Vehicle Access Road (constructed at the 201st dwelling unit) Parks and Trails • Planning Area 8 Pocket Park: HH • Planning Area 9 Pocket Park: II • Planning Area 10 Pocket Parks: AA, BB, CC and DD • Planning Area 10 Paseos • Planning Area 11 Pocket Parks: MM and OO • Planning Area 12 Pocket Parks: SS, XX • Planning Area 12 Paseos • Planning Area 13 Pocket Parks: PP, RR • Planning Area 13 Paseos • Planning Area 14 Pocket Parks: YY • Planning Area 14 Paseos • Multi-use Perimeter Trail and trail amenities (Specific Plan area entrance at Caliente Avenue to eastern boundary of Planning Area 14) • Primitive Trails Type A that connect to PA 12 and 14 (including the closure of non-conforming trails adjacent to these trails) Other Infrastructure • Landscape infrastructure in Planning Areas 8 - 14 • 16-inch water line backbone loop along Central Avenue, Beyer Boulevard between Central Avenue and West Avenue and along West Avenue • 18-inch gravity sewer line along Beyer Boulevard and West Avenue. Eight-inch gravity sewer along Street A in Planning Areas 11-14	Mobility Network • Beyer Boulevard from project boundary to current terminus in San Ysidro at Enright Drive will be required to be constructed at the 700th dwelling unit or earlier in Phase 1 • Intersection of Caliente Avenue at SR-905 WB ramp: re-stripe the northbound single left turn lane into a dual left turn lane, upgrade traffic controller, and construct second receiving lane to the westbound on-ramp • Intersection of Caliente Avenue at SR-905 EB ramp: upgrade traffic controller • Intersection of Caliente Ave/Ocean View Hills/Otay Mesa Rd: upgrade traffic controller • Intersection of Caliente Ave/Airway Rd: upgrade traffic controller • Caliente Ave from the existing southern terminus to Central Ave • Secondary Emergency Vehicle Access Road, from project boundary to Rail Court to the southwest will be required to be constructed at the 201st dwelling unit Park and Trails • Primitive Trails Type A

PHASE / TARGET LAND USE ASSUMPTIONS	ON-SITE IMPROVEMENTS	OFF-SITE IMPROVEMENTS
Phase 2		
Planning Areas • 15, 16, 17, 18, 19, 20 988 Residential Units: • 237 Multifamily Residential (15-29 du/ac) • 136[1] Contingency Multifamily Residential in PA 16 (15-29 du/ac) • 615 Single Family Residential (8-22 du/ac)	<u>Mobility Network</u> • Caliente Avenue from Central Avenue to Beyer Boulevard • Caliente Avenue / Beyer Boulevard Intersection • S. Caliente Avenue (full-width north of Beyer Boulevard & south of Street B) • S. Caliente Avenue (eastern half of the street from Beyer Boulevard to Street B) • Street B (full-width east of S. Caliente Avenue) • Street B (southern half of the street from West Avenue to S. Caliente Avenue) • Street C (all segments) • Street D (all segments) • East Avenue (all segments) <u>Parks and Trails</u> • Neighborhood Park in Planning Area 17 • Paseo along Street C (from West Avenue to East Avenue) • Multi-use Perimeter Trail (Terminus of Phase 1 to northern boundary of Planning Area 19) • Public multi-use Perimeter Trail in Planning Areas 15, 18, and 19 • Primitive Trails Type A that connect to PA 15 and 18 (including the closure of non-conforming trails adjacent to these trails) <u>Other Infrastructure</u> • Landscape infrastructure in Planning Areas 15 - 20 • Southwest Village Elementary School (1) (Planning Area 16) • Sewer Lift Station east of Street D	<u>Other Infrastructure</u> • 16-inch water line in Otay Mesa Road and Beyer Boulevard between Enright Drive and Princess Park Pump Station. • Improvements at existing Princess Park Pump Station to become operational. • Upsize existing 12" gravity sewer to 27" in E. Beyer Boulevard between Beyer Boulevard and trolley tracks. • Upsize existing 18" gravity sewer to 33" in E. Beyer Boulevard and Center Street between Hill Street and E. San Ysidro Boulevard.

1. In the unlikely event a school is no longer needed on Planning Area 16, the site will default to Medium Density Residential use. Although the contingency for Planning Area 16 would result in approximately 136 additional dwelling units, the maximum dwelling unit cap of 5,130 units would still apply.

PHASE / TARGET LAND USE ASSUMPTIONS	ON-SITE IMPROVEMENTS	OFF-SITE IMPROVEMENTS
Phase 3		
Planning Areas • 4, 5 819 Multifamily Residential (15-29 du/ac) units	Mobility Network • 1st Avenue • Spine Road • Central Avenue (Caliente Avenue to 1st Avenue) Parks and Trails • Public mini/pocket parks in Planning Area 5 • Public multi-use Pathway (internal to PA) • Public multi-use Perimeter Trail (Planning Area 5) • Paseo Other Infrastructure • Landscape infrastructure in Planning Areas 4 and 5 • 12-inch sewer force main along Spine Road • 10-inch gravity sewer line along Caliente Avenue from terminus to Beyer Boulevard • Sewer Lift Station	
Phase 4		
Planning Areas: 1, 2, 3, 6, 7 424 Multifamily Residential (15-29 du/ac) units	Parks and Trails • Public multi-use Perimeter Trail in Planning Area 6/7 • Public neighborhood park in Planning Area 2/3 Other Infrastructure • Landscape infrastructure in Planning Areas 1, 2, 3, 6, and 7 • [Water/sewer improvements TBD]	Mobility Network • Improve Beyer Blvd between E. Beyer Blvd and Enright Dr to a Modified 4-Lane Urban Collector with buffered Class II bike lanes prior to the 3,301st dwelling unit. Parks and Trails • Eastern Quadrant Trails – Segment no.(s) TBD Other Infrastructure • Upsize existing 10" gravity sewer to 15" in Beyer Boulevard between Enright Drive and E. Beyer Boulevard.

PHASE / TARGET LAND USE ASSUMPTIONS	ON-SITE IMPROVEMENTS	OFF-SITE IMPROVEMENTS
Phase 5		
Planning Areas: 21 266 Multifamily Residential (8-22 du/ac) units	Parks and Trails • Paseo (bike/pedestrian connection- S. Caliente Avenue to East Avenue) • Public mini/pocket parks in Planning Areas 19, 20, and 21 • Public multi-use Perimeter Trail in Planning Area 21 Other Infrastructure • Landscape infrastructure in Planning Area 21 • [Water/sewer improvements TBD]	
Phase 6		
Planning Areas: 22 267 Multifamily Residential (15-29 du/ac) units	Mobility Network • Emergency Vehicle Access Road from S. Caliente Avenue to East Ave Parks and Trails • Public pocket park(s) in Planning Area 22 Other Infrastructure • Landscape infrastructure in Planning Area 22 • [Water/sewer improvements TBD]	
Phase 7		
Planning Areas: 24, 25, 26, 27 1187 Multifamily Residential (30-62 du/ac) units 175,000 square feet commercial	Mobility Network • Central Ave from Beyer Boulevard E to Street B • Street A from West Avenue to S. Caliente Avenue • Beyer Boulevard (southern half of the street from West Avenue to S. Caliente Avenue) • West Avenue (eastern half of the street from Beyer Boulevard to Street B) • Street B (northern half of the street) • S. Caliente Avenue (western half of the street from Beyer Boulevard E to Street B) Parks and Trails Pocket parks and urban plazas in the Village Core (Planning Areas 24 - 27) Other Infrastructure • Landscape infrastructure in Planning Areas 24 - 27 • Mobility hub with public transit stop	Other Infrastructure • Upsize existing 15" gravity sewer to 27" in E. Beyer Boulevard between trolley tracks and Hill Street. • Perform efficiency testing at Ocean View Hills Pump Station.
Total Dwelling Units: 5,130 Commercial Square Footage: 175,000		

Table 7.3 – Specific Plan Implementation Tracking Table

PLANNING AREA	DWELLING UNITS	COMMERCIAL (SF)	AVERAGE DAILY TRIPS (DRIVEWAY ADT)	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL	IN	OUT	TOTAL
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									

PLANNING AREA	DWELLING UNITS	COMMERCIAL (SF)	AVERAGE DAILY TRIPS (DRIVEWAY ADT)	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL	IN	OUT	TOTAL
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									

PLANNING AREA	DWELLING UNITS	COMMERCIAL (SF)	AVERAGE DAILY TRIPS (DRIVEWAY ADT)	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL	IN	OUT	TOTAL
23									
24									
25									
26									
27									
28									
29									
30									
Totals									

Figure 7.3 — Phasing

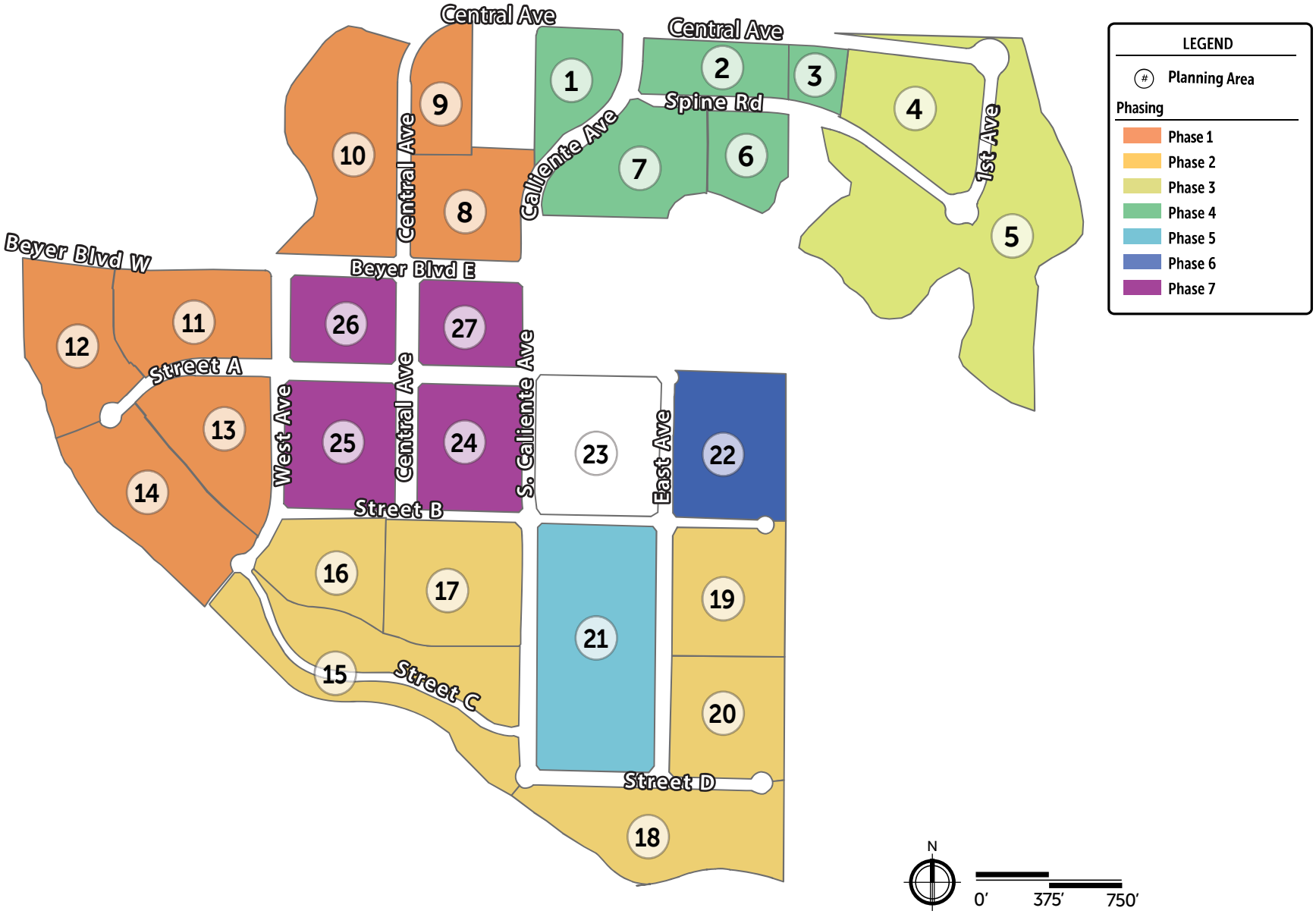
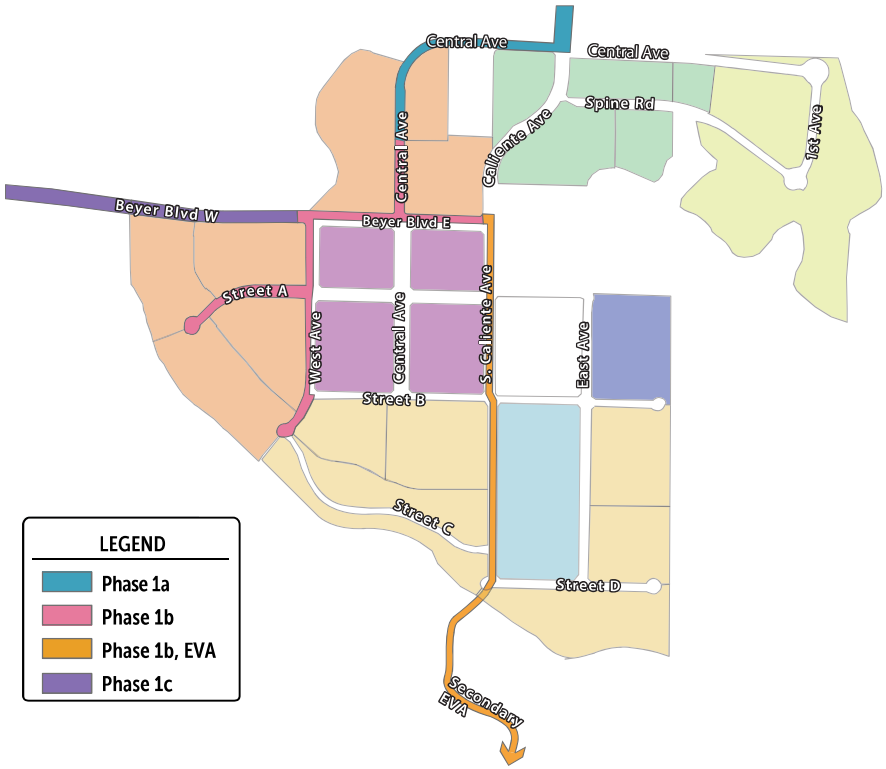


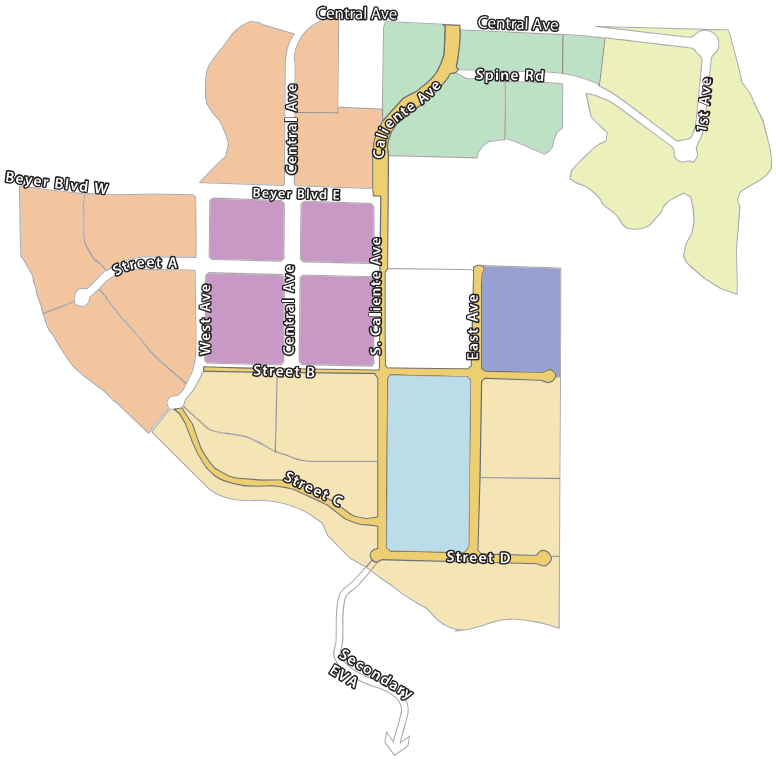
Figure 7.4 — Phase 1 Roadways



Note: Phase 1b, Secondary Emergency Vehicle Access Road at the eastern terminus of E. Beyer Blvd and the future S. Caliente Ave intersection, extending south to Rail Court, as shown, will be implemented at the 201st dwelling unit.

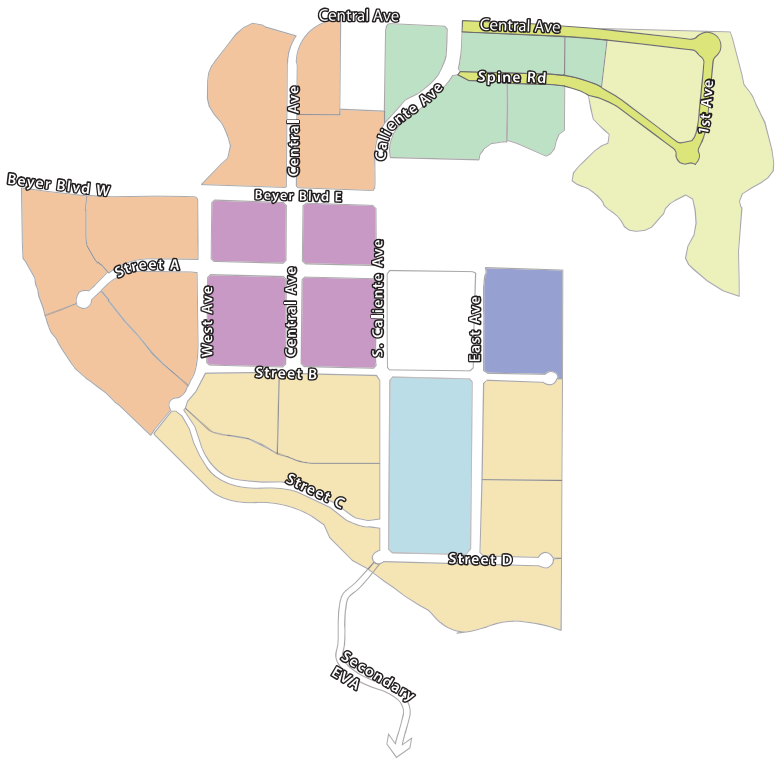
Note: Phase 1c, Beyer Blvd W. will be implemented at the 700th dwelling unit or earlier in Phase 1.

Figure 7.5 — Phase 2 Roadways



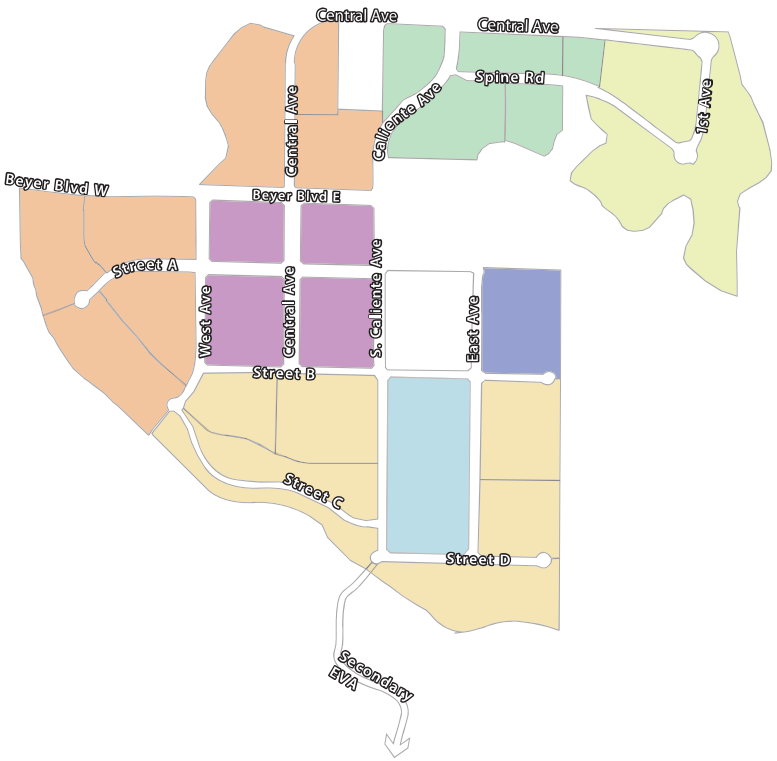
Note: Secondary EVA Road extends south to Rail Court.

Figure 7.6 — Phase 3 Roadways



Note: Secondary EVA Road extends south to Rail Court.

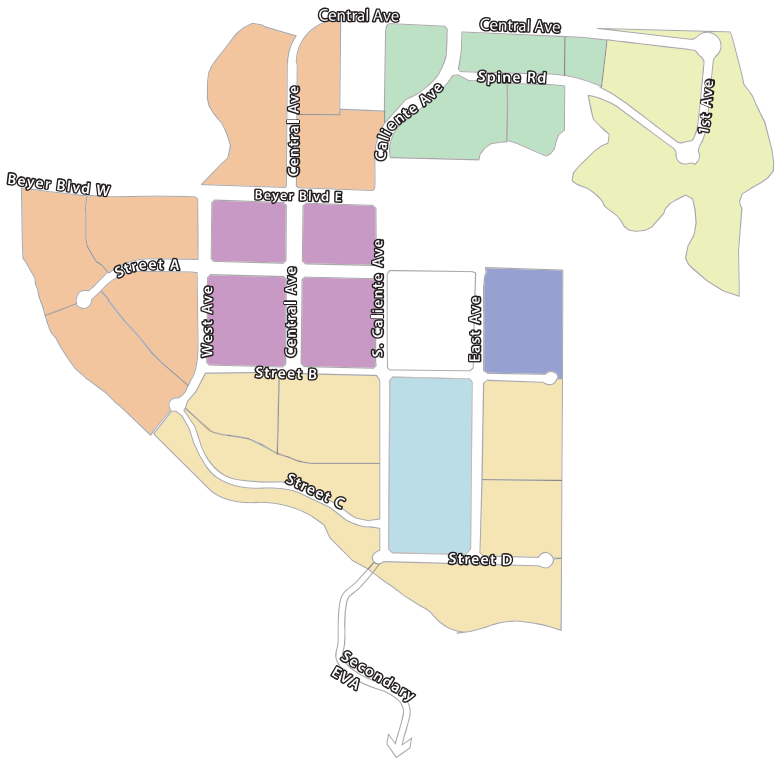
Figure 7.7 — Phase 4 Roadways



Note: Off-site improvements to occur to widen Beyer Blvd between E. Beyer Blvd/Otay Mesa Rd to Enright Dr.

Note: Secondary EVA Road extends south to Rail Court.

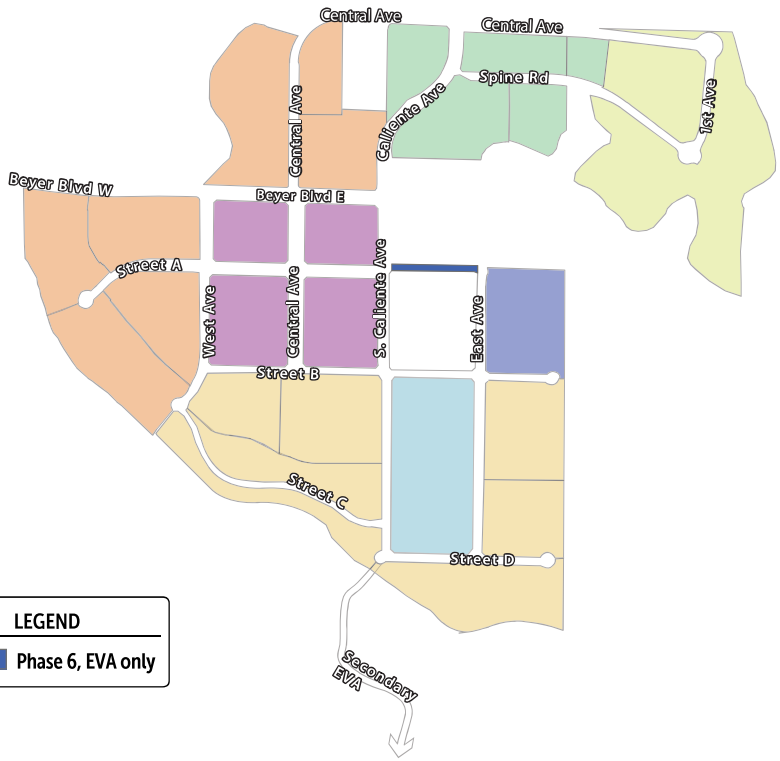
Figure 7.8 — Phase 5 Roadways



Note: No additional roadways are expected to be required in this phase.

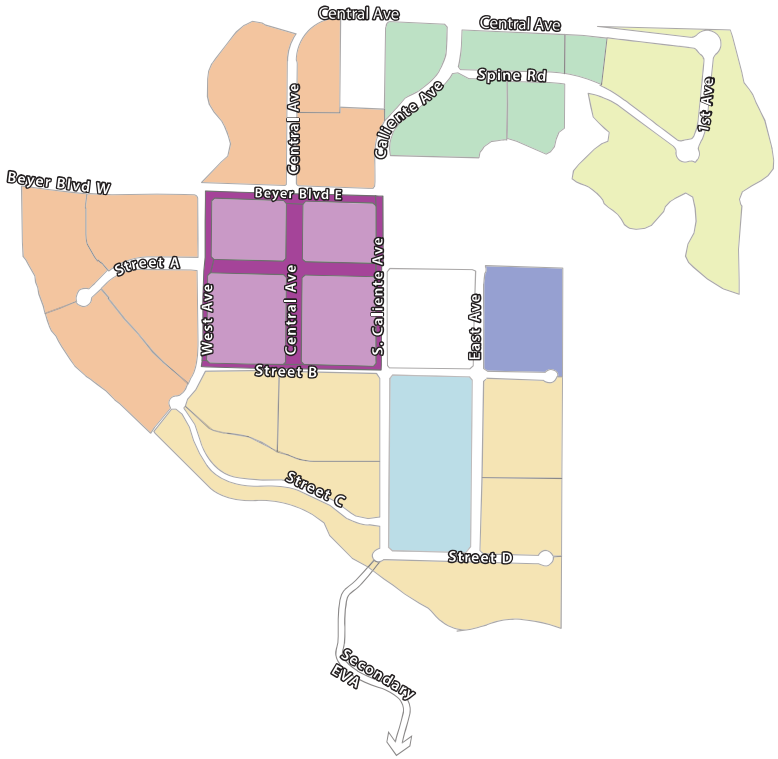
Note: Secondary EVA Road extends south to Rail Court.

Figure 7.9 — Phase 6 Roadways



Note: Secondary EVA Road extends south to Rail Court.

Figure 7.10 — Phase 7 Roadways



Note: Secondary EVA Road extends south to Rail Court.

Table 7.4 – Trip Generation by Phase

PHASE & LAND USE		RESIDENTIAL DAILY TRIP RATES	NON-RESIDENTIAL DAILY TRIP RATES	DAILY TRIPS	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1	City SD Trip Rates: Single Family	10 /DU 543 DU		5,430	20% 87	80% 347	8% 434	70% 380	30% 163	10% 543
	City SD Trip Rates: Multi-Family < 20 du/ac	8 /DU 490 DU		3,920	20% 63	80% 251	8% 314	70% 274	30% 118	10% 392
	City SD Trip Rates: Multi-Family > 20 du/ac	6 /DU 282 DU		1,692	20% 27	80% 108	8% 135	70% 106	30% 46	9% 152
	Phase 1 Totals	1,315 DU		11,042	177	706	883	761	326	1,087
2	City SD Trip Rates: Single Family	10 /DU 615 DU		6,150	20% 98	80% 394	8% 492	70% 431	30% 185	10% 615
	City SD Trip Rates: Multi-Family < 20 du/ac	8 /DU 237 DU		1,896	20% 30	80% 122	8% 152	70% 133	30% 57	10% 190
	City SD Trip Rates: Elementary School (1)		2.9 /Student 600 Students	1,740	60% 324	40% 216	31% 540	40% 132	60% 198	19% 330
	City SD Trip Rates: Developed Park		50 /Acre 17.6 Acres	525	50% 18	50% 18	4% 36	50% 35	50% 35	8% 70
	Phase 2 Totals	852 DU		10,311	471	749	1,220	731	475	1,205
3	City SD Trip Rates: Multi-Family < 20 du/ac	8 /DU 819 DU		6,552	20% 105	80% 419	8% 524	70% 459	30% 197	10% 655
4	City SD Trip Rates: Developed Park		50 /Acre 7.1 Acres	355	50% 7	50% 7	4% 14	50% 14	50% 14	8% 28
	City SD Trip Rates: Elementary School (2)		2.9 /Student 668 Students	1,937	60% 361	40% 240	31% 601	40% 147	60% 221	19% 368
	City SD Trip Rates: Multi-Family < 20 du/ac	8 /DU 424 DU		3,392	20% 54	80% 217	8% 271	70% 237	30% 102	10% 339
	Phase 4 Totals	424 DU		5,684	422	464	886	399	337	735
5	City SD Trip Rates: Multi-Family < 20 du/ac	8 /DU 266 DU		2,128	20% 34	80% 136	8% 170	70% 149	30% 64	10% 213
6	City SD Trip Rates: Multi-Family < 20 du/ac	8 /DU 267 DU		2,136	20% 34	80% 137	8% 171	70% 150	30% 64	10% 214
7	City SD Trip Rates: Multi-Family > 20 du/ac	6 /DU 1,187 DU		7,122	20% 114	80% 456	8% 570	70% 449	30% 192	9% 641
	City SD Trip Rates: Community Shopping Cnt		70 /KSF 175 KSF	12,250	60% 221	40% 147	3% 368	50% 613	50% 613	10% 1,226
	Phase 7 Totals	1,187 DU		19,372	335	603	938	1,062	805	1,867
Overall Target Density/Intensity		5,130 DU	175 KSF 1 School (1) Comm. & 1 Park	57,225	1,569	3,208	4,777	3,695	2,253	5,948
Total Remaining		5,130 DU	175 KSF 1 School (1) Comm. & 1 Park	57,225	1,569	3,208	4,777	3,695	2,253	5,948

Source: City of San Diego Trip Generation Manual, May 2003. DU: Dwelling Unit, KSF=1,000s.f. (1) In the unlikely event a school is not needed on PA 16, the planning area will default to Medium Density Residential use. Although the contingency for Planning Area 16 would result in approximately 136 additional dwelling units, the maximum dwelling unit cap of 5,130 units would still apply. Comm. = Commercial

7.15 — MAINTENANCE

Table 7.4, Maintenance Responsibilities, summarizes the anticipated long-term maintenance responsibilities for facilities within the Southwest Village Specific Plan area. Facilities listed in ***Table 7.4, Maintenance Responsibilities,*** that are outside the Specific Plan area will be the responsibility of the jurisdiction.

Table 7.5 – Maintenance Responsibilities

FACILITY	RESPONSIBILITY
Public Common Open Space (Including Common Area Slopes)	Master Maintenance Association
Common Area Slopes (Including Common Area Slopes)	Master Maintenance Association
Private Common Open Space	Master Maintenance Association
Public Roadways	City of San Diego
Standard Public Road Improvements	City of San Diego
Landscape Elements of Public Roadways	Master Maintenance Association / Maintenance Assessment District
Private Drives	Master Maintenance Association
School Site	San Ysidro School District or other school operator
City-Owned Parks and Trails	City of San Diego
Privately-Owned Parks and Trails	Master Maintenance Association
Pedestrian Paseos (outside the Public ROW)	Master Maintenance Association
Natural Open Space	Master Maintenance Association
Community Monuments and Hardscaping (outside ROW)	Master Maintenance Association
Brush Management Zones	Master Maintenance Association / private property owner
Potable Water Facilities	City of San Diego
Wastewater Treatment and Conveyance Facilities	City of San Diego
Storm Drain Facilities (within the Public ROW)	City of San Diego
Storm Drain Facilities (within private streets)	Master Maintenance Association
Detention / Water Quality Basins	Master Maintenance Association
Pedestrian-Scale Lighting (within the Public ROW)	Master Maintenance Association
Lighting (in common areas outside the public ROW)	Master Maintenance Association
Wayfinding Signage	Master Maintenance Association

7.16 — AIRPORT INFLUENCE AREA

Property within the Specific Plan area is located in the vicinity of an airport, within what is known as an Airport Influence Area (AIA). For that reason, properties within the Specific Plan area may be subject to some of the annoyances or inconveniences associated with proximity to airport operations which can include noise, vibration, or odors. A formal overflight disclosure statement will be recorded in each property's chain of title to inform current and prospective property owners about the potential airport-related effects.

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