

OTAY MESA—NESTOR

Community Plan

- Reprinted August, 1992

- Pg. 110- Otay Mesa-Nestor Land Use Proposal Chart.
- 11 X 17 Community Plan Land Use Map (Rev. August 1992)



1979

THE CITY OF SAN DIEGO

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CONTENTS

PREFACE	Page 1
INTRODUCTION	Page 4
Study Area	Page 5
Legislative Framework	Page 6
Scope and Purpose of this Plan	Page 7
ENVIRONMENTAL IMPACT REPORT	Page 9
Environmental Setting	Page 11
Alternative Plan Concepts	Page 18
Environmental Analysis of Alternative Concepts	Page 27
Environmental Impacts of Selected Plan Concept and Related Mitigation Measures	Page 33
THE OTAY MESA-NESTOR COMMUNITY PLAN ELEMENTS	Page 42
Goals	Page 43
Land Use Sectors	Page 48
Public Facilities	Page 80
Social Environment	Page 91
Transportation	Page 94
PLAN MAP AND LAND USE SUMMARY	Page 96
IMPLEMENTATION	Page 111

LIST OF ILLUSTRATIONS

	PAGE
Location Map	6
Noise Concepts	17
Concept 1	19
Concept 2	20
Concept 3	21
Concept 4	25
Sector Map	49
Sector 1	50
Sector 2	53
Sector 3	60
Sector 4	61
Sector 5	64
Sector 6	68
Coastal Zone	71
Wild Life Habitat	74
Flood Plain Map	77
Hydraulic Conditions Table	78
Parks	79
School	83
Water Districts	86
Functional Street Classification	90
Street Design Standards	96
Weekday Vehicle Volumes	99
Bus Routes	103
1995 Street System	106
1995 Weekday Vehicle Volume	107
Bikeways and Equestrian Trails	108
Community Plan Map	110
Land Use Table	109
Housing Projection	114
Existing Land Use 1977	115
Existing Zoning 1977	116
Commercial Rezoning	117
Industrial Rezoning	118

THE OTAY MESA-NESTOR COMMUNITY PLAN

AND

ENVIRONMENTAL IMPACT REPORT

Following duly authorized public hearings:

On January 5, 1978, the City Planning Commission approved the OTAY MESA-NESTOR COMMUNITY PLAN by Resolution No. 1132.

On December 19, 1978, the City Council adopted the OTAY MESA-NESTOR COMMUNITY PLAN by Resolution No. 222,456 on file in the office of the City Clerk as Document No. 765155; and certified that the information contained in the Environmental Impact Report has been completed in compliance with the California Environmental Quality Act of 1970, by Resolution No. 222455 on file in the office of the Environmental Quality Division as EQD No. 76-11-001C.

DECEMBER - 1978

The Honorable Mayor and City Council
The City Planning Commission
City of San Diego, California

Honorable Sirs:

Herein transmitted is the Otay Mesa-Nestor Community Plan, a comprehensive long-range policy guide for the physical development of the Otay Mesa-Nestor Communities.

The Otay Mesa Community Planing Group was organized with the endorsement of the City Council and the City Planning Commission to represent the Otay Mesa Community in a cooperative effort with the City Planning Department in developing a plan to reflect community goals and aspirations. Subsequently, the City Council recognized a reorganization the Planning Group to include representation from the Nestor Community. The study area boundary was also adjusted accordingly to include Nestor.

The Plan is a comprehensive guide for development of Otay Mesa-Nestor through 1995. The overriding community goal is to provide a wide range of housing, increase employment opportunities, located convenient commercial facilities and preserve the quality of the physical environment. To achieve this, the plan outlines proposals designed to guide development in keeping with this goal.

A portion of the plan area lies within the coastal zone as defined by the California Coastal Act of 1976, and a series of public hearings were held by both the Regional and State Coastal Commissions to review the Plan and to identify coastal issues. Recommendations resulting from these hearings are incorporated within the Plan.

Further, the Plan has been prepared within the context of the purpose and intent of the Environmental Quality Act of 1970.

Following a duly authorized public hearing, the Planning Commission approved and recommended City Council adoption of the Otay Mesa-Nestor Community Plan and accompanying General Plan amendment.

Sincerely,

James L. Goff
Planning Director

Re: Otay Mesa Community Plan and Environmental Impact Report

The Environmental Impact Report for the Otay Mesa Community Plan has been incorporated into the Plan document in the manner referenced by the Table of Contents. Because the Community Plan outlines general long term use guidelines, it contains important implications for the future quality of the community and regional environment. The California Environmental Quality Act of 1970 requires that an Environmental Impact Report be prepared for such a project to evaluate environmental effects, to examine methods of reducing adverse impacts, and to explore alternatives to the project. Since the purpose of the environmental review process is to facilitate the consideration of environmental consequences in the decision to approve, modify or disapprove the proposed Plan, required EIR components have been distributed within the Plan rather than in a separate report to increase the effectiveness of the public review and decision making process.

James T. Gleason
Environmental Quality Division

JFG:dac

PREFACE

This document is a combined Otay Mesa-Nestor Community Plan and Final Environmental Impact Report (EIR). Formerly, the EIR was written as a separate report, subject to its own format and public review process. It has been found that overlap and unnecessary duplication in content might occur between a community plan and an EIR evaluating that plan. Furthermore, time delays in one might impose unreasonable delays in the other. In the interest of saving time and eliminating waste and duplication, this Plan and EIR were combined.

One point should be made clear: every attempt was made to maintain objectivity in the EIR evaluation despite its inclusion within the Plan draft. The EIR was prepared independently by the Environmental Quality Division of the Planning Department. For the sake of organization and readability, components of the EIR have been distributed throughout the Plan text. However, these EIR components have been clearly identified in the Table of Contents and in the Plan by distinctive headings. Objectivity is especially critical with regard to the method of concept selection. The concept selected as the basis of this Plan was chosen because of environmental and other considerations and not solely on the basis of the EIR. It is believed that this approach meets the requirements of the California Environmental Quality of 1970.

EIR COMPONENT:

FINDINGS OF MITIGABILITY AND FEASIBILITY
OTAY MESA-NESTOR COMMUNITY PLAN

Landform: The geologic constraints within the plan area present "low," "moderate," and "high" risks, with suitability for specific uses within risk areas requiring further site investigation. Normal City Requirements for geologic and soils surveys prior to development would mitigate the impact to insignificance.

Air Quality and Energy Conservation: Because Otay Mesa is highly automobile dependent, it is relatively energy inefficient and produces significant air pollutants. However, as an existing community the nature and pattern of land uses which cause this situation have been firmly established. Thus, mitigation or avoidance of the impact is not capable of being accomplished in a successful manner within a reasonable period of time taking into account economic and technological factors. The plan includes an active means of promoting the use of mass transit by proposing a park and ride lot near Interstate 5.

Water Quality: Development as proposed by the plan would not cause a substantially adverse impact on downstream water quality.

Noise Quality: Some areas of the community are presently subjected to road noise levels above 65 decibels Community Noise Equivalent Level (which is "normally incompatible"

with residential use according to the City General Plan). Such noise may be subject to mitigation to a compatible level through barrier attenuation. New residential developments would continue to under noise assessment through the environmental review process on a site-specific individual project basis. Noise impacts from Imperial Beach Outlying Field helicopter overflights are indicated to be below 65 decibels (CNEL) within the plan boundaries.

Biology: Potential for adverse effects on two rare and endangered plan species, The Coast Barrel Cactus (*ferocactus viridescens*) and *Acacia smallii*, would be subject to mitigation through field survey of natural sites proposed for development. Impacts would be avoided through field review and/or biological survey required during the normal environmental review process. The selected plan concept designates open space and continuing agricultural uses within the Otay River Valley. This land use would maintain existing riparian woodland habitat and wildlife values. Further, the plan recommends a 50-foot buffer between urban uses and the salt pond area which provides habitat for water fowl including some rare and endangered species, thus protecting these wildlife resources.

Conservation and Management of Land Resources: There are no significant adverse impacts in this area.

Visual Quality: The most significant natural areas within the community are the river valley and hillsides to its south. The valley is proposed for open space and the adjacent slopes are for very low density residential use not requiring

the substantial land form alteration normally accompanying higher density development. Thus, visual impacts would be reduced to a level of insignificance.

Historical, Architectural, Archaeological Resources:

Presently undeveloped portions of the community may contain archaeological sites. Impacts to them would be mitigated to insignificance by salvage or excavation during the normal environmental review process.

Water Conservation: No substantial change in established community water consumption patterns is anticipated, and the project would not result in a significant water conservation impact. Site-specific water conservation impacts would be subject to mitigation through environmental review of specific development proposals.

Growth Inducement: The plan does not pose a significant growth inducement impact.

STUDY AREA
LEGISLATIVE FRAMEWORK
SCOPE AND PURPOSE OF THIS PLAN
INTRODUCTION

THE STUDY AREA

The study area comprises approximately 4,300 acres and is located in the northwesterly sector of the 17,750-acre San Diego Border Area. This area is bounded by S-117 and Leon Street to the south, the City of Imperial Beach to the west, the San Diego and Arizona Eastern Railroad's southerly right-of-way, Main Street and the San Diego City limits to the north, and I-805 on the east. The valley immediate north of the study area is within the Otay River floodplain and lies in unincorporated territory of San Diego County. The San Ysidro Community lies south of Otay Mesa and the Tia Juana River Valley is south of the Nestor Community of west of I-5.

Since 1542, the border area has successively been under the jurisdiction of Spain, Mexico and with the signing of the Guadalupe Hidalgo Treaty between Mexico and the U. S. in 1848, the United States. In 1850 when the territory achieved statehood, the border area came within the jurisdiction of the State of California. It remained an unincorporated part of the County of San Diego until its annexation by the City of San Diego in 1957.

During the 300 years between 1540-1840, the principal activity in the border area was cattle raising, which provided the raw material for the hide and tallow industry -- then the chief industry of San Diego county. Farming was commercially insignificant. This situation changed, however, following statehood when a rapid influx of

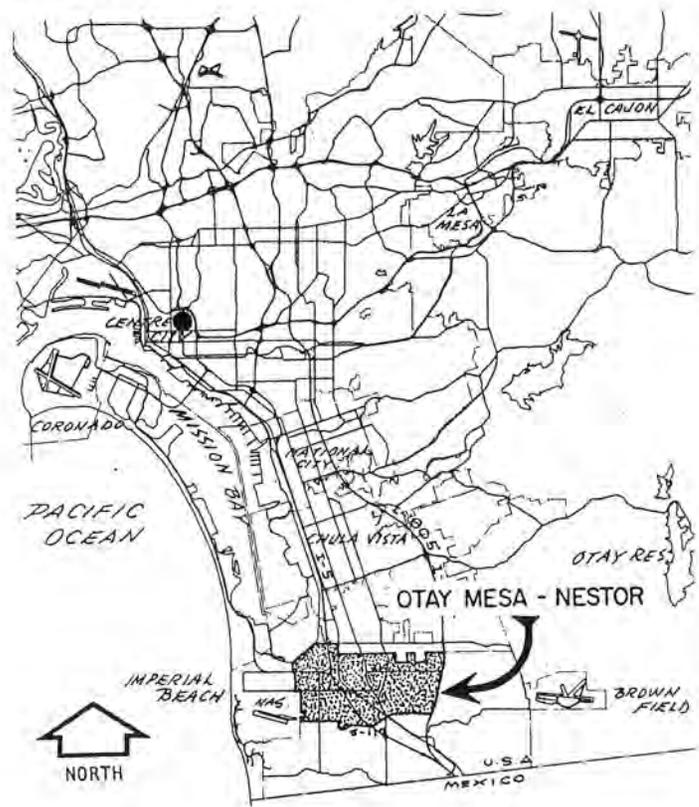
population brought many "squatters" some of whom settled on lands in the border area and began farming.

In recent years the fertile soils of Otay Mesa and Nestor have been used for the production of row crops including, tomatoes, celery and lettuce. Two remaining produce packing houses located on the railroad attest to the former importance of agriculture in this area. Due to extensive alluvial deposits, sand and gravel extraction has been a continuous operation in the Otay River Valley since 1923.

Shortly after annexation to the City of San Diego in 1957, single-family residential subdivision development began in the area. By the late 1960's, it had accelerated dramatically causing serious problems in supplying adequate public facilities. In recognition of these problems, the City Council established Policy 600-10 and subsequently directed preparation of a study to determine the specific availability and adequacy of public facilities in South Bay. One result of this study was that in 1973, the City Council rezoned vacant R-2A, R-3, or R-3A areas to the R-1-5 and R-2 zones to reduce service and facility deficiencies resulting from rapid growth.

The City Council directed City staff to work with the newly recognized Otay Mesa Community Planning Group in the preparation of a comprehensive Community Plan. This Group is an affiliate of the Otay Mesa Homeowners Association, a group of citizens interested in improving area facilities and services and in ameliorating social problems in

this community. In February 1976, the City Council authorized expansion of the study area to include the Nestor community, precisely those portions of the City of San Diego bounded on the east by I-5, the San Diego City Limits on the west, Main Street and the San Diego and Arizona Eastern Railroad on the north and Leon Avenue on the south. Expansion to include the Nestor area was utilized rather than the establishment of a separate planning group in order to better consolidate the planning effort within the South Bay Area.



LEGISLATIVE FRAMEWORK

The Planning process must respond to a number of laws enacted at Federal, State and local levels. Some of the more significant legislation is discussed below.

- Section 6450 of the Government Code of the State of California, and Section 41 (c) of the Charter of the City of San Diego give authority for the preparation of Community Plans. More specifically, Section 65450 states, "The planning agency may, or if so directed by the legislative body shall, prepare specific plans based on the general plan and drafts of such regulations, programs and legislation as may in its judgement be required for the systematic execution of the general plan and the planning agency may recommend such plans and measures to the legislative body for adoption". Articles 8 through 10 of Chapter 3 of this law define the Scope, Procedure for Adoption and Administration of Specific Plans and Regulations.
- The California Environmental Quality Act of 1970 (CEQA) was enacted in response to increasing public concern over the environment. In a 1972 landmark case, Friends of Mammoth et al. vs. Board of Supervisors Mono County et al., the California Supreme Court ruled that Environmental Impact Reports must be prepared for both public and private projects having a significant effect on the environment. Environmental Impact Reports must be

prepared for all community plans. Separate detailed EIR's are also required for all significant projects, including those implementing this Plan.

- The City wide Zoning and Subdivision Ordinances serve to regulate the use of land. These are amended from time to time to resolve problems as they are identified, enhance the environment, and encourage imaginative approaches to development design.
- The California Coastal Act of 1976 also affects the Otay Mesa-Nestor Community Plan. This act requires that all local plans that have land situated within the Coastal Zone must conform to the State of California Resources Planning and Management Policies as set forth in Chapter 3 of the Coastal Act.
- In addition to legislation, the City Council utilizes a set of officially designated and numbered policies as a guideline in the decision-making process. Many of the policies relate directly to planning issues and should be used in implementing Plan recommendations.

SCOPE AND PURPOSE OF THIS PLAN

The Otay Mesa-Nestor Community Plan has been prepared to serve as a guide for future public and private development within the area through 1995. Once this plan is adopted by the City Council, any amendments, additions or deletions,

will require that the Planning Commission and City Council follow the same public hearing procedure as was required in the initial adoption of the plan. While this plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. However, it must be clearly pointed out that adoption of this plan may require subsequent public hearings be held to determine whether or not to rezone property so that it is consistent with plan proposals. This requirement for consistency between zoning regulations and adopted plans are set forth within Section 65860 of the California Governmental Code. The amendment of other development controls must also be enacted separately through the regular legislative process.

Proposals within this Plan have been coordinated with the Progress Guide and General Plan. There is conformity between the goals and policies of this Plan and those of the City and region. Should differences occur between this Plan and the City's General Plan, they may be resolved during the course of related public hearings. This procedure conforms to the intent of City Council Policy 660-7.

In addition, periodic comprehensive reviews of the Progress Guide and General Plan may produce recommendations for changes in this Plan. Again, the normal procedure for legislative action, including public hearings, must be followed before changes to either of these documents can be accomplished.

Future development based on this Plan shall be undertaken in compliance with all existing City policies and all applicable City ordinances with respect to providing necessary public facilities.

During Plan preparation, the relationship with planning programs and development patterns in surrounding areas was considered. This analysis included coordination with the adopted Tia Juana River Valley and San Ysidro Community Plans.

The Plan is of an end in itself, nor is it a static document. Two additional steps will follow Plan adoption: implementation and review. Implementation means putting Plan policies and recommendations into effect. The Plan provides guidelines for implementation, but the actual work must be based on a cooperative effort of private citizens, city officials and other agencies. It is contemplated that the Otay Mesa-Nestor communities and other private citizen organizations will provide the continuity needed for a sustained, effective implementation program.

Although the Plan is intended to be a development guide for the next fifteen to twenty years, circumstances may arise requiring a plan review or update. Community conditions and the legislative framework must be continually monitored to ensure that the Plan remains timely. If Plan amendments are necessary, they would follow the same legislative process required for adoption.

ENVIRONMENTAL SETTING
ALTERNATIVE PLAN CONCEPTS
ENVIRONMENTAL ANALYSIS OF ALTERNATIVE CONCEPTS
ENVIRONMENTAL IMPACTS OF SELECTED PLAN CONCEPT AND RELATED MITIGATION
MEASURES

ENVIRONMENTAL IMPACT REPORT

ENVIRONMENTAL IMPACT REPORT

The EIR components contained within this Section of the Plan document are intended to satisfy the requirements of the California Environmental Quality Act of 1970. These requirements are as follows:

- Description of Project (contained in Scope and Purpose of the Plan
- Environmental Setting
- Alternative Plan Concepts
 - Alternative 1 through 4
 - Environmental Analysis of Alternative Concepts (Alternatives to the Proposed Action)
 - Environmental Impacts of Selected Plan Concept and Related Mitigation Measures

Organizations, Agencies and Individuals Consulted

INDEX OF COMPONENTS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

	PAGE
1. Description of the Project	5-8
2. Description of the Environmental Setting	11-18

	PAGE
3. The Significant Environmental Effects of the Proposed Project	33-41
4. Any Significant Environmental Effects Which Cannot be Avoided	33-41
5. Mitigation Measures Proposed to Minimize the Significant Effects	33-41
6. Alternatives to the Proposed Action	18-33
7. The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity	33-41
8. Any Significant Irreversible Changes Which Would be Involved in the Proposed Action Should It Be Implemented	33-41
9. The Growth-Inducing Impact of the Proposed Action	41

ENVIRONMENTAL SETTING

LANDFORM

The Otay Mesa planning area is located within the Coastal Plain of San Diego. The western extent of the study area lies approximately two miles from the Pacific Ocean, and extends east to a point approximately five miles inland. Two river valleys, the Otay and the Tia Juana, generally define the northern and southern boundaries to the south. Planning area landform is characterized by marine terraces. The western portion of the study area is within the Nestor Terrace ranging from 25 to 100 feet in elevation. The eastern half of the community ranges in elevation from approximately 125 to 250 feet, constituting a transition zone between the Nestor Terrace and the Otay Terrace which lies further east at over 400 feet elevation.

There are steep slopes on the northeast approaching 200 feet in height which overlook the Otay River Valley. At this location the river valley is a maximum of 50 feet above sea level. Portions of the valley may be subject to ground failure through liquefaction. The City of San Diego Seismic Safety Study indicates a moderate liquefaction. The City of San Diego Seismic Safety Study indicates a moderate liquefaction risk hazard for that portion of Otay River Valley lying generally west of Beyer Way (liquefaction constitutes a failure of the ground to support weight, such as building foundations and occurs as a result of earthquake activity)

The Seismic Safety Study further indicates such areas to be "generally unsuitable" for nuclear facilities, hospitals and other critical land uses. For most commercial, residential and similar urban land uses, however, the moderate risk zone is "provisionally suitable", with non-urban uses considered "suitable".

Two faults which may be potentially active are found in or near the plan area. The La Jacion Fault lies 1,500 feet east of the community, east of Interstate Highway 805. A second fault, the San Diego Bay-Tijuana Fault, traverses the plan east of and approximately parallel to I-5. Although no recent activity is known to have occurred along these faults, the Seismic Safety Study classifies them as "potentially active". Most urban development is considered generally unsuitable close to potentially active faults.

The majority of the planning area is comprised of generally level land. Notable exceptions are the aforementioned steep bluffs south of Otay River Valley as well as certain steep-sloped properties central to the community areas of slope instability, such as slide-prone formations, have been identified by the City Seismic Safety Study.

SOILS

The majority of the soils in the Otay Mesa planning area of the "Huerhuero Series". This soil series consists of moderately well-drained loams to gravelly clay loams that have a clay subsoil. The water holding capacity is 3.5 to

five (5) inches. Runoff and soil erosion hazard is dependent on slope, ranging from low to high. This soil type is normally used for truck crops, range or home sites.

Riverwash soil is found along the Otay River Basin in the northern portion of the study area. This material is usually sandy, gravelly or cobbly representing a resource for sand and gravel extraction. The land is rapidly permeable and excessively drained.

SAND AND GRAVEL OPERATIONS

The Otay riverbed is the source of sand and gravel which is currently under extraction in the vicinity of Beyer Boulevard, both inside City boundaries and north of the City limits in an unincorporated County area. Sand and gravel operations have been carried out in the Otay riverbed for many years and the presently worked areas are expected to be depleted within one dozen years or less depending on demand. Terrace escarpments in the vicinity of Beyer Way have also been excavated, resulting in substantial scarring of the river valley's south slopes. Future operations must be carried out in compliance with the State.

AIR QUALITY

The Otay Mesa community is part of the San Diego Air Basin, and is affected by regional conditions as well as contributing to air basin pollutant problems. Air quality within the region is dependent both on the types of pollution sources and the ability of air to disperse pollutants. Major

factors which influence dispersion include temperature inversions, air movement (wind speed and vertical mixing depth) and topographic features.

There are no air pollution monitoring stations in Otay Mesa. The nearest station was located in San Ysidro during the first part of 1975 and relocated to Imperial Beach for the second half of the year. In 1975, air quality in San Ysidro-Imperial Beach exceeded Federal Standards 45 days for oxidants and 178 days for non-methane hydrocarbons. Carbon monoxide and nitrogen dioxide standards were not exceeded; however, the state standard for particulate matter was exceeded in 93 percent of the samples in San Ysidro and 38 percent of the samples in Imperial Beach. San Ysidro recorded the higher particulate levels due to emissions from uncontrolled particulate sources south of the border. Meteorological conditions create a land breeze moving toward the ocean in the morning which moves pollutants from southeast to northwest across San Ysidro. The mid-morning wind conditions reverse direction and bring pollutant laden air inland. The movement of the highest particulate concentration occurs primarily in the vicinity of the Tia Juana River Valley. Particulate levels within the Otay Mesa plan boundaries would be expected to more closely approximate levels in Imperial Beach than those recorded in San Ysidro; however such levels still exceed state standards for approximately one-third of air samplings.

Air quality standards were established because adverse health impacts were found to occur when the ambient air quality is degraded by certain concentration levels of pollutants.

Examples of adverse health effects of air pollution include decreased pulmonary and respiratory functions, oxidative changes in red blood cells, eye irritation and other physiological and bio-chemical effects. Air which meets the standards is considered safe for individuals who suffer from asthma, emphysema, bronchitis or other chronic respiratory ailments.

San Diego County is required to meet the Federal Clean Air Standards of an hourly average of 0.08 ppm of oxidant exceeded only one day a year. This standard was exceeded approximately one-third of all days during the years 1973, 1974 and 1975. Federal, State and local responsibility in implementing the Regional Air Quality Strategies will probably affect a variety of air pollution sources inland around the community in the future with the purpose of meeting air quality standards.

In 1974 local governments in the San Diego County region undertook a joint effort to develop, adopt and implement a Regional Air Quality Strategy (RAQS) to meet the Federal Oxidant Air Quality standard. In 1976, the San Diego Air Pollution Control Board (APCD) and the Comprehensive Planning Organization (CPO) Board of Directors adopted the Regional Air Quality Strategy developed during the preceding two years. Further, the APCB and CPO formed a conference committee of their members to review the institutional structure for future air quality strategy implementation and planning. The committee developed a revised Air Management Process which was adopted by both

Boards. In February 1977, the California Air Resources Board designed the APCB and CPO as lead agencies for the Air Quality Maintenance Plan (AQMP) development along with the ARB as the agency with State responsibility. The Air Quality Maintenance Plan is now well underway with Phase I, the formation of a policy task force, almost complete. Phase II efforts will be directed at the development, adoption and implementation of the AQMP. From the local perspective development of the Air Quality Maintenance Plan is a portion of the continuing planning process which will revise the adopted RAQS for oxidant to be current with new information and expand the Strategy to include particulates and carbon monoxide. The adopted Regional Air Quality Strategy is considered as an early action program and the revision of the RAQS as the Phase II Air Quality Maintenance Program.

CLIMATE

The climate is a semi-arid phase of the Mediterranean (wet winter-dry summer) pattern prevailing in the coastal Southern California and Northwestern Baja California. Annual rainfall averages about ten inches, but may vary markedly from one year to the next. Frost is seldom encountered in the study area. There is usually a light southwest wind early in the morning followed by a sea breeze through mid-day. Normally, the wind in the area is very calm from 8:00 p.m. until 5:00 a.m.

WATER QUALITY - HYDROLOGY

The study area is largely located within the 140 square-mile Otay River Basin. This drainage basin lies about four miles north of the Mexican Border and extends northeasterly for approximately 22 miles. It has a maximum width of nine miles, and narrows to less than one mile at its opening on San Diego Bay. Most of the precipitation in the Otay River drainage basin occurs during the months of December through March. Rainless periods of several months during the summer season are not uncommon. In some years, no recordable flow has occurred during the entire year. Little stream flow occurs, except during and immediately after rains, because climatic and drainage area characteristics are not conducive to continuous runoff. Stream flow increases rapidly in response to effective rainfall. High intensity rainfall, in combination with steep gradients and the effects of preceding fires, could present a potential for intense debris-laden floods on the floodplain.

Most storm drains and culverts in San Diego County are designed to pass the ten-year frequency flood (a level of flow occurring on the average of once every ten years). The ten-year flood would be projected to have a peak flow of 3,700 cubic feet per second (estimated at the I-5 bridge). A 100-year frequency flood, one that has a one percent chance of being equalled or exceeded in any year, would be expected to generate a peak flow of 22,000 cubic feet per second. Areas anticipated to be flooded by such an occurrence would include land along Main Street, east and

west of Interstate 5 Freeway, and certain properties adjacent to Palm Avenue, west of I-5. See map on Page 11A which defines the 100-year frequency floodplain. The U. S. Army Corps of Engineers has prepared a study as a guide in the adoption of land-use controls in relation to floodplain development. The City plans to apply appropriate floodplain overlay zoning to affected areas based on the Army Corps of Engineers study as well as detailed floodplain analysis by the County of San Diego.

BIOLOGICAL RESOURCES

Although the majority of the plan area has been developed in urban uses, natural vegetation still exists in the Otay River Valley. Portions of the river valley have been altered from natural conditions by sand and gravel extraction, but the majority of the valley is either natural or in agricultural use. River valley vegetation is comprised on the riparian (streamside, woodland) association which includes various grasses, willows and shrubs. One plant species, Otay Tarweed (*Hemizonia conjugens*), classified as rare and endangered by the California Native Plant Society, has been previously identified in the vicinity of the river at the northeast boundary of the plan area. The only recorded collection of this species at the location was prior to 1945. Aside from the Otay River Valley, the vast majority of the planning area has been altered from its natural condition by farming or urban development. However, two rare plant species have been identified, in areas outside the river valley. The Coast Barrel Cactus (*Ferocactus viridescens*), a rare and endangered species, was recorded prior to 1945 in

the vicinity of the present location of Los Altos Elementary School. Another rare and endangered plant, *Acacia smallii*, a variety of acacia shrub, has been recorded subsequent to 1945 south of Coronado Avenue between Beyer Boulevard and Beyer Way.

Three animal species of particular significance utilize the Otay River delta salt ponds at the northwestern boundary of the study area. These include the light-footed clapper rail, California least tern, and Belding's savannah sparrow, each of which is designated as an endangered species by the California Fish and Game Department. Such species have few remaining environments suitable for their existence. Areas of riparian habitat along the natural river channel may also provide intermittent wetland habitat for some waterfowl.

NOISE QUALITY

The plan area is impacted by noise generated from within as well as outside the community. Automotive traffic is a primary noise source within the community. Property located adjacent to the freeway and major streets, depending upon the conditions particular to the site, may be subject to noise that exceeds levels considered to be compatible with residential land use. The Interstate 5 and 805 freeways are the dominant sources of community traffic noise. Traffic levels on these freeways result in 65 decibels Community Noise Equivalent Level (CNEL) generally extending 200 feet on either side of the roadway. State Route 117 does not generate significant noise levels at present; however, this

highway and major streets such as Palm Avenue are projected to have increased future traffic volumes resulting in significant noise impacts. The Noise Element of the City General Plan indicates a noise level of over 65 db CNEL to be "normally incompatible" with residential and certain other sensitive land uses.

Navy helicopter overflights constitute the primary source of noise generated from outside the community. U. S. Naval Outlying Field, Imperial Beach is located adjacent to the southwest portion of the plan boundaries. Almost all of the affected property is developed with the exception of approximately five acres west of the terminus of Sombrero Way, north of Leon Avenue. This noise level is considered "normally incompatible" for residential land use.

An Air Installation Compatible Use Zone (AICUZ) Study for the airfield was finalized May 1977 by the U. S. Navy. This study indicates aircraft noises from the Imperial Beach facility would not exceed 65 decibels (CNEL) within the plan area. However, it should be noted that areas of the community west of Interstate 5 are subject to a substantial number of helicopter overflights. Vibration and possible television interference are conditions of annoyance generally associated with helicopter flights over residential areas.

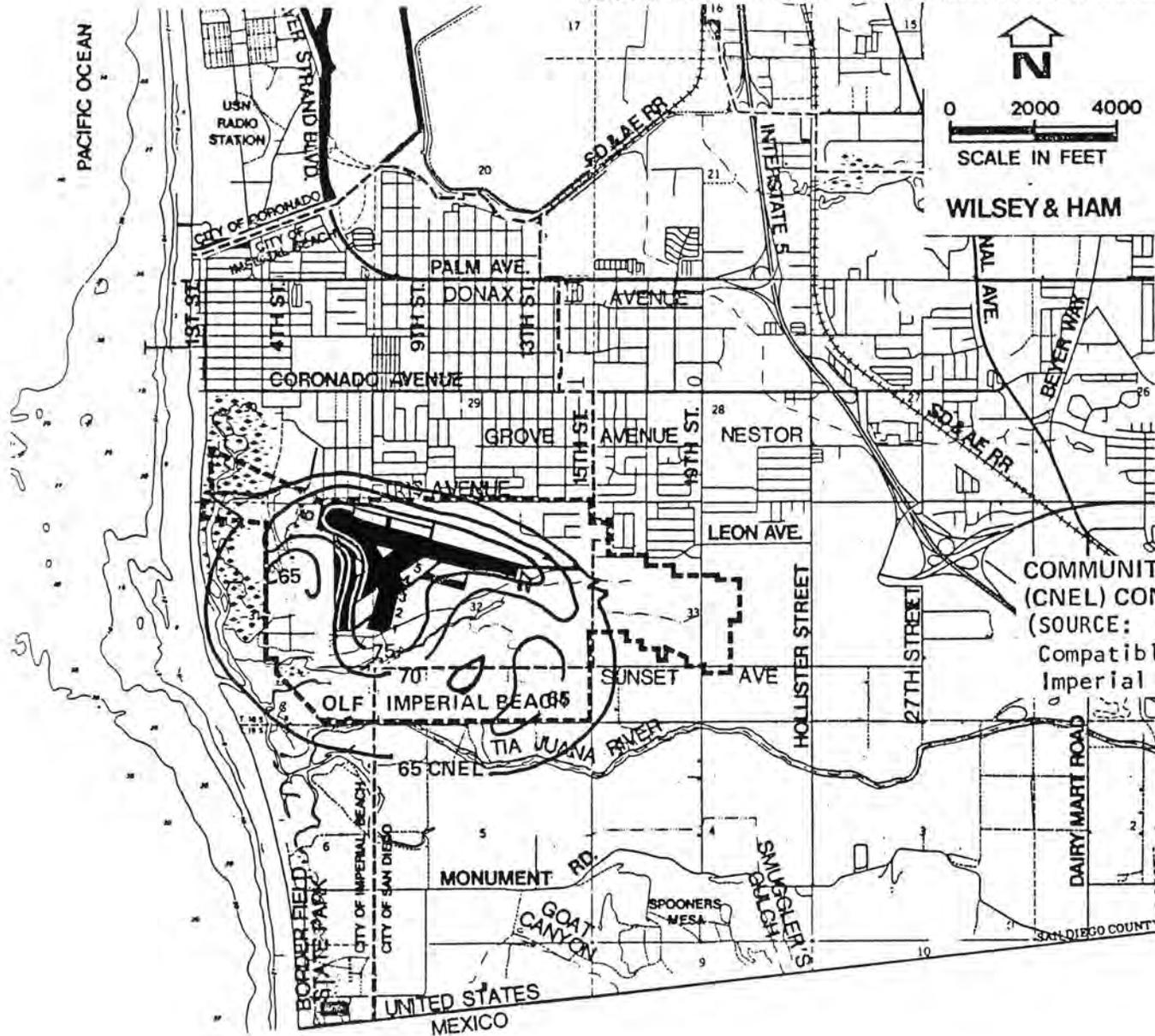
In compliance with the State law, the City of San Diego has adopted uniform noise insulation standards to protect persons within new hotels, apartment buildings and other multi-family dwellings subject to a Community Noise

Equivalent Level of 60 decibels or greater; however, such building code standards do not apply to detached single-family units. As a result, case by case consideration of highway and aircraft noise impacts is necessary to avoid exposing residents of new houses to adverse indoor conditions or when possible mitigate such conditions with proper attenuation. Outdoor residential areas impacted by excessive road noise are normally subject to attenuation through placement of a properly engineered masonry wall or earthen berm. There is no effective mitigation to outdoor noise from aircraft.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL RESOURCES

The Otay Mesa Plan area has a limited number of historical and archaeological resources. Montgomery-Waller Park, south of Palm Avenue and east of Beyer Boulevard, is the site of the John J. Montgomery Memorial (California Historical Landmark No. 711). At this location in 1883, John Joseph Montgomery was the first man to fly successfully and land with control and safety in his heavier than air machine. A 90-foot stainless steel wing commemorates this historic site.

AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY, OLF IMPERIAL BEACH
 WESTERN DIVISION, NAVAL FACILITIES ENGINEERING COMMAND



WILSEY & HAM

COMMUNITY NOISE EQUIVALENT LEVEL
 (CNEL) CONTOURS
 (SOURCE: May 1977 Air Installations
 Compatible Use Zones Study, OLF
 Imperial Beach)

Several archaeological sites have been identified within the plan boundaries. There are three recorded sites in the Otay River Valley and two sites south of the river on the mesa. One site within the mesa has been associated with the Kumeyaay culture as the historic village site of La Punta -- occupied when the Spanish arrived in 1769 until after 1850. This site is recorded from the historical data only and has not been archaeologically defined. Both sites outside the river valley are located in areas which have undergone development. It is likely that any resources at these locations have been substantially or even totally destroyed. Two of the three sites in Otay Valley, however, may not have been extensively disrupted. Although not verified at this time by an archaeological reconnaissance, other prehistoric sites may be located elsewhere in the community. The Otay River Valley and the few relatively undisturbed vacant parcels remaining on the mesa would be the most likely areas to contain valuable archaeological resources.

The western end of the planning area has some 19th century structures of historical interest, including the approximately 100-year old church on Flower Avenue and the Nestor post office which began operation in 1890. However, no buildings in the community have been designated officially as historical sites.

PUBLIC ACCESS AND RECREATION

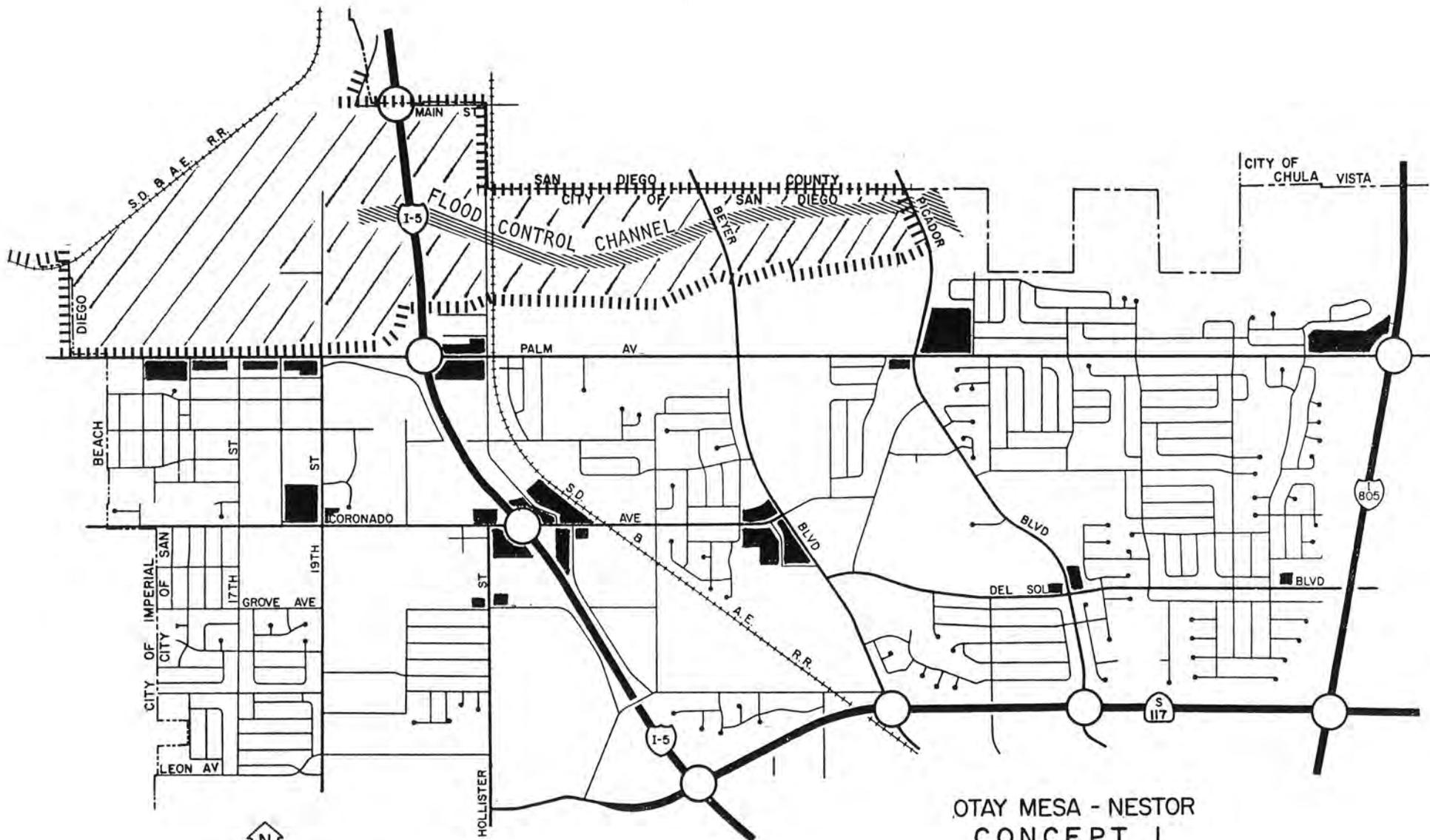
The plan area contains four developed parks: South Bay Park and Recreation Center located on Coronado Blvd. at 19th Street, Berry Neighborhood Park located adjacent to

Berry Elementary School on Leon Avenue, Silverwing Neighborhood Park located on Arey Drive, and Montgomery-Waller Memorial Park located southeast of Beyer Blvd, and Palm Ave. These parks range in size from under five acres to sixty acres and include recreation center buildings, sports fields, tot-lots, picnic facilities and landscaping.

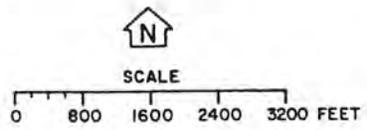
Southwest of the Otay Mesa-Nestor Plan area lies Border Field State Park, a 673 acre resource-based coastal park. Access to the north side of this State Park is provided from Coronado Avenue, an east-west major street extending west of the Planning Area boundary to that portion of the park located within the City of Imperial Beach. Coronado Avenue can be accessed directly from the Interstate 5 freeway and from Beyer Blvd., a major street. The south side of Border Field State Park can be accessed by freeway I-5 or Beyer Blvd. to Dairy Mart Road and to Monument Road which connects with the park. Both Dairy Mart and Monument Roads lie south of the Otay Mesa-Nestor Plan Boundaries in the adopted San Ysidro and Tia Juana River Valley plan areas.

ALTERNATIVE PLAN CONCEPTS

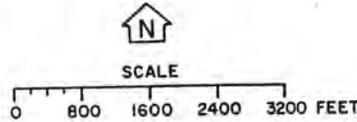
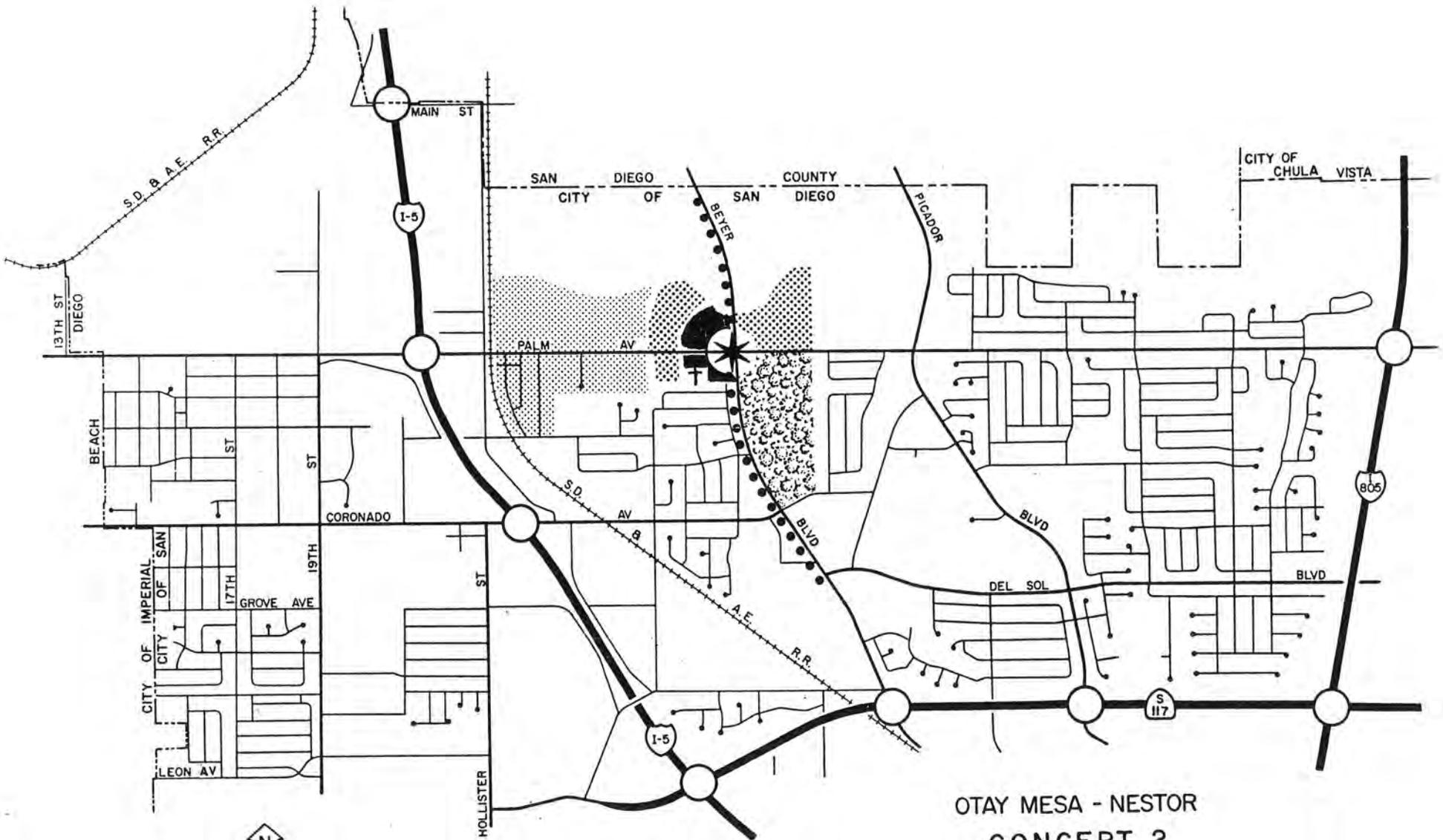
According to the provision of the California Environmental Quality Act of 1970 (CEQA), any known alternative to a proposed project, including the mandatory "no project," must be evaluated with its environmental impacts. While a multitude of concepts might be considered, the four following concepts each proposing a different alternative for



OTAY MESA - NESTOR
 CONCEPT I
 NO PROJECT

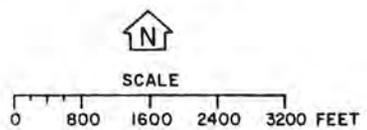
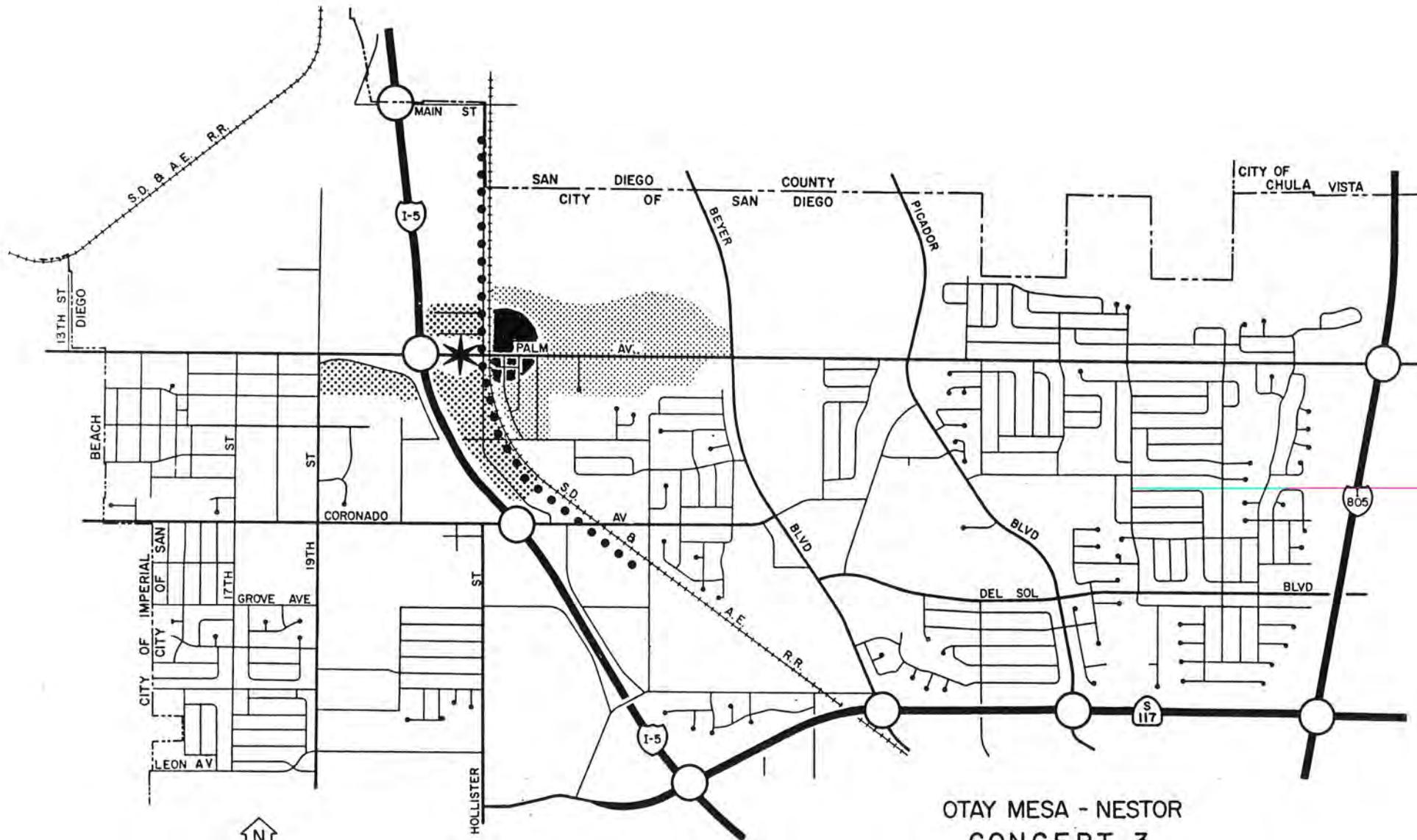


- COMMERCIAL
- BOUNDARY OF INDUSTRIAL AREA



OTAY MESA - NESTOR
 CONCEPT 2
 MASS TRANSIT ALONG BEYER BLVD.

-  LOW MED DENSITY
-  MEDIUM DENSITY
-  COMMERCIAL
-  PARK
-  CHURCH
-  TRANSIT STATION



OTAY MESA - NESTOR
CONCEPT 3
MASS TRANSIT ALONG RAILROAD

- LOW MED DENSITY
- MED DENSITY
- COMMERCIAL
- TRANSIT STATION

land use utilization are sufficiently diverse to warrant analysis:

1. No. project.
2. Mass Transit located along Beyer Boulevard.
3. Mass transit located along the San Diego and Arizona Eastern Railroad.
4. Valley conservation and balanced community (selected concept).

The following section of the plan describes each concept, analyzes the relative environmental consequences of each in terms of basic environmental categories that must be considered, and then discusses the selected concept in terms of its environmental impacts and related mitigation measures. Mitigating measures dealing with the selected concept have been included throughout the Plan Elements as actual plan proposals in a constructive attempt to fully incorporate environmental concerns into the planning process. It is the intent of this plan to propose solutions to environmental concerns that cannot only be considered, but actually proposed and implemented as part of the overall planning and implementation program.

Concept 1. - NO PROJECT

This concept assumes that vacant areas of the community would develop under existing zoning or rezonings processed in accordance with the existing General Plan. Since approximately 78 percent of the study area is already developed and existing zoning follows no discernible land use pattern, unorganized fill-in of land use development could be expected.

Since approximately 176 acres of land are already zoned for commercial use in 14 different locations within the Otay Mesa-Nestor Community, incorporated land uses and a surplus of uneconomical commercial development should be expected.

Existing zoning and the General Plan indicate industrial development in the westerly part of the Otay River Valley. This impact would result in the conversion of approximately 600 acres of the floodplain from open space and agricultural uses to industry. A concrete channel would be required to implement this concept. The no project concept could accommodate approximately 43,000 people and require a total of 13,000 dwelling units.

Concept 2. - MASS TRANSIT LOCATED ALONG BEYER BOULEVARD WITH A STATION LOCATED AT PALM AVENUE.

The Comprehensive Planning Organization (CPO) produced a Proposed Regional Transportation Plan in 1974. The CPO plan shows a generalized transit corridor beginning in Centre City and extending southerly along the Interstate 5 corridor to the International Border at San Ysidro. It is assumed that development of this system would generate a node along the corridor within Otay Mesa-Nestor. This node would become a focal point comprised of medium density residential and convenience commercial development. The station would be located at Palm Avenue. Medium density residential uses would be expected to develop in the westerly and northeasterly sectors of the Palm and Beyer Avenue intersection. Adjacent areas could be expected to develop in a low medium density and additional commercial facilities would adjoin the transit station. This concept would promote moderate balanced urbanization and development of the industrial parks. The areas proposed for multiple family residential use and convenient commercial facilities generally are vacant or only partially developed with single-family housing at the present which should not impede realization of these proposals.

A park and ride facility associated with the station would impact the commercial facilities and alter traffic circulation in the vicinity of the station.

This concept provides for approximately 48,000 people and requires 14,450 dwelling units.

Concept 3 - MASS TRANSIT LOCATED ALONG THE SAN DIEGO AND ARIZONA EASTERN RAILROAD.

This concept would provide a node along Palm Avenue easterly of I-5 adjacent to the station. Medium density residential uses could be expected southerly of the station in the area between I-5 and the railroad as well as north of I-5 through redevelopment of the older existing single-family residential area. This same density would develop south of Palm Avenue at I-5. Convenience shopping would be directly east of the railroad and low medium density residential use would develop along Palm to the east.

This concept would impact the community similarly to Concept 2 with the exception that the node generated along the proposed transportation corridor would be located near the existing railroad and I-5. Similarly to Concept 2, most of the proposed land use within the node is underutilized or vacant at the present time.

Vehicular traffic generated by the station and its park and ride facility would follow a somewhat different pattern than that which would result if there were no mass transit system within the community. Traffic volumes could be expected to increase in the vicinity of the station; however, nearby residents of higher density developments could be expected

to walk or bicycle to the station. One major exception which could be anticipated with this concept is the replacement of the industrial park proposed between the railroad and I-5 with multi-family residential uses. This change would decrease the acreage proposed for employment oriented facilities within the community and conflict with one of the community's objections "to increase the number of job opportunities."

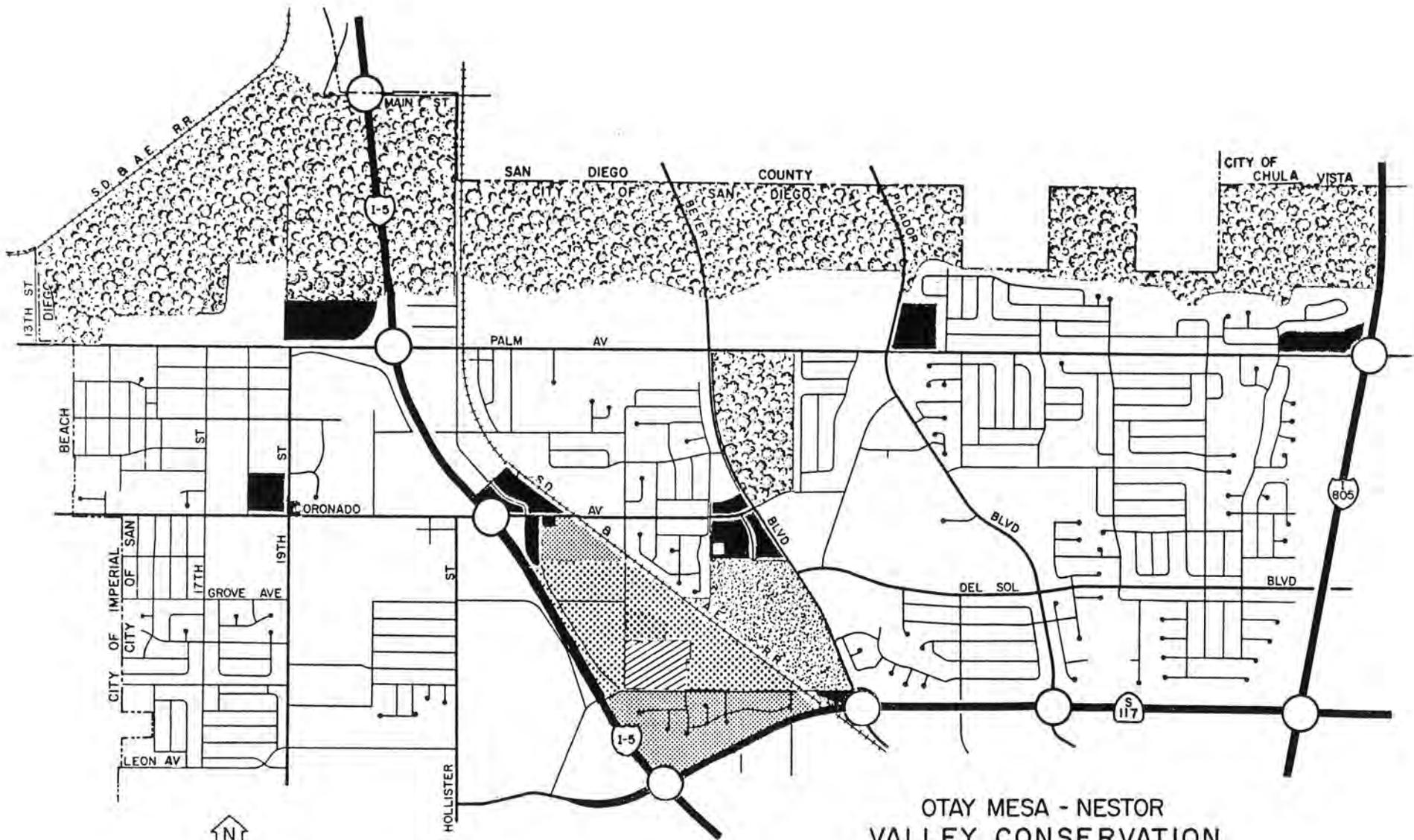
This concept provides for approximately 49,000 people and requires 14,700 dwelling units.

Concept 4 - VALLEY CONSERVATION AND
BALANCED COMMUNITY

(Selected concept)

This concept assumes the adoption of the Otay Mesa-Nestor Community Plan and promotes (1) development of a relatively self-contained community by increasing job opportunities, (2) a balanced community with a variety of housing types, (3) orderly development of conveniently located commercial facilities, (4) enhancement of the overall quality of the physical environment and retention of the Otay Valley in open space uses.

Concept 4 attempts to retain the residential character of the community while providing well located commercial facilities and industrial parks. This alternative promotes the retention of Otay River Valley as open space and preserves the valley walls through development controls. Only moderate population growth is anticipated and relatively few new community facilities are likely needed.



OTAY MESA - NESTOR
 VALLEY CONSERVATION
 &
 BALANCED COMMUNITY
 CONCEPT 4

SCALE
 0 800 1600 2400 3200 FEET

- | | | | |
|---|--------------------|---|--------------------|
|  | VERY LOW DENSITY |  | COMMERCIAL |
|  | LOW DENSITY |  | INDUSTRIAL |
|  | LOW MEDIUM DENSITY |  | SCHOOLS |
|  | MEDIUM DENSITY |  | PARKS & OPEN SPACE |

This concept proposes full utilization of existing facilities and services and encourages innovative social-economic programs aimed at specific needs of the areas's citizens.

This selected concept is sensitive to environmental concerns and attempts to guide growth in a way to protect areas of natural landforms and scenic quality. These things may be achieved by retaining the open space in the river valley, saving the steep slope of the hill at Coronado and Beyer and permitting only very low density development on steep slopes. The plan also seeks a socio-economic balance of development and need concerning transit and shopping facilities.

The concept recognizes existing development in the community and strives to provide a central focal point. Multiple family residential development would occur adjacent to the industrial/employment center and along I-5, and near the proposed industrial park and shopping center at Coronado Avenue and Beyer Boulevard. It would also occur around the "Otay Hill" and in the triangular portion of land bounded by Beyer Way, Picador and Del Sol Boulevard, where existing mobile homes, condominiums and a school have set the pattern for development. On the northern fringe of that triangle will be additional multiple-family residential uses and commercial services.

Concept No. 4 accommodates a population of approximately 45,000 in 13,300 dwelling units.

SUMMARY OF ALTERNATIVE CONCEPTS

		<u>Dwelling Units</u>	<u>Population</u>
1.	No Project	13,000	43,000
2.	Mass Transit Located Along Beyer Blvd.	14,450	48,000
3.	Mass Transit Located Along S.D. & Arizona Eastern RR	14,700	49,000
4.	Valley Conservation & Balanced Community (Selected Concept)	13,300	45,000

EIR COMPONENT: ENVIRONMENTAL ANALYSIS OF ALTERNATIVE CONCEPTS

The potential consequences that each of the four land use concepts would have upon the environment do not differ highly; however, some differences would result based on specific land use designations and the intensity of urbanization. The four are evaluated with regard to their potential effects utilizing the following environmental categories:

Effect on Landform:

There are two basic landform types in the plan area -- the valley formed the Otay River, and the marine terrace mesa south of the river valley.

Under Concept 1, development would generally proceed according to the current patterns and trends with one significant exception. This concept calls for development of the western portion of the Otay Valley floodplain with an industrial park. This land use would require channelization, substantially altering the natural floodplain and displacing the largest remaining area under agricultural use in the community. Concepts 2 and 3 both would result in an increase of residential density along Palm Avenue from the existing low density to low-medium and medium density. A large portion of this area has steep slopes. The amount of landform alteration resulting from development in areas of steep gradient normally increases in relation to the intensity

of land use. Therefore, Concepts 2 and 3 would present a potential for substantial landform alteration along Palm Avenue in the vicinity of Beyer Boulevard. Concept 4 proposes retention of the river valley in agriculture and open space. This concept also proposes only very low density development of steep slopes.

All of the concepts would continue the existing sand and gravel operations in the central portion of the Otay Valley. Concept 4 would additionally recommend restoration of extraction sites which have been exhausted.

Effect on Air Quality:

Each of the concepts would lead to greater contributions of air pollutants to the San Diego Air Basin. Because the various concepts propose population increases above the current level of 34,000 to between 43,000 and 49,000, increases in mobile and stationary emission sources would be anticipated. The degree of air pollution in San Diego is closely related to gross population increases within the air basin. Continued growth of the Otay Mesa community would constitute a cumulative addition to the regional air quality degradation, as would an equivalent growth in population elsewhere within the air basin. Quantified air pollutant emissions for the alternatives have been calculated based on a draft Air Quality Assessment Methodology developed by the County of San Diego.

Under Concept 1, as originally proposed by the former Border Area Plan, a "village" center was intended to provide commercial, social, cultural and educational services, and also serve as an employment center. This concept, if carried out as originally planned, would have resulted in a community with a high degree of self-containment, leading to reduced air pollutant generation. However, the village central core was not developed and has been largely preempted by residential uses. Based on a projected Concept 1 population increase of 9,000, the added emissions from Light Duty Vehicles and Population Induced Sources would be estimated daily in 1995 a 1306 pounds of Reactive Hydrocarbons (RHC), 5914 pounds of Carbon Monoxide (CO), and 1483 pounds of Oxide of Nitrogen (NOx).

Concepts 2 and 3 both propose mass transit corridors to serve the community. These alternative proposals anticipate population of 48,000 and 49,000 respectively, representing 3,000 to 6,000 more people than proposed under Concepts 1 and 4. Although concepts emphasizing mass transit propose higher populations, proportional increases in air pollution would be anticipated to be offset by greater reliance on public transportation. However, based strictly on population levels, increased daily 1995 emissions under Concept 2 would be 2031 pounds RHC, 9197 pounds CO and 2306 pounds NOx. Similarly Concept 3 would result in population generated 1995 daily increases of 2176 pounds RHC, 9856 pounds CO and 2471 pounds NOx.

Concept 4 proposes development of a relatively self-contained community while retaining the residential character of the area. It would also attempt to provide a central focal point including multi-family residential development, an industrial park and shopping facilities. While this concept does not provide as high a degree of emphasis on mass transportation as that proposed under concepts 2 and 3, the level of population would be lower, approximately 45,000 versus 48,000 -- 49,000 under a transit corridor concept. Based on the Concept 4 population increase of 11,000 residents, resulting 1995 emissions from Light Duty Vehicles and Population Induced Sources would yield a daily increase of 1597 pounds RHC, 7231 pounds CO, and 1813 pounds NOx. Under all project alternatives there would be a cumulative addition to regional air quality degradation. The Otay Mesa-Nestor Community lies within an urbanized portion of the metropolitan area. A wide range of urban services and good access to major transportation routes already exist in this community. Under each concept population related emissions increases would add incrementally to a significant regional air quality problem.

Effect on Water Quality:

The effect of urbanization on the amount and content of urban runoff is the principal water quality concern in the study area. Buildings, pavement and grading on steep slopes results in potential for long-term additions to urban pollutants and increased runoff.

Development under Concept 1 would lead to substantial addition of urban pollutants in the western portion of the Otay River Valley. Location of an industrial park within the floodplain could result in harmful levels of heavy metals, hydrocarbons, rubber and other urban or industrial pollutants being added to the Otay River delta and San Diego Bay. An additional impact on the Otay River would result from channelization of the area to be industrially developed, altering the water course and destroying the natural biota.

Concepts 2 and 3 would result in higher density residential development from very low density (up to 5 units per acre) to low medium or medium density (up to 29 units per acre) in steep slope areas along Palm Ave. west of Beyer Blvd. Depending on the design, such residential use at that location could be accompanied by substantial landform alternation resulting in short to mid-term erosion and siltation impacts. The increased level of population proposed would also add further to cumulative long-term urban runoff having adverse impacts on the Otay drainage basin.

Concept 4 proposes only low density development of steep slopes and further provides that excess grading should not be permitted. Therefore, potential for substantial increases in urban runoff and siltation would be reduced in comparison with Concepts 2 and 3. Concept 4 also proposes retention of the Otay Valley floodplain in its existing state without alteration from intensive development requiring channelization. Incremental cumulative increases in urban runoff would be expected to result from the moderate level

of development proposed to accommodate an additional 10,000 persons over the next 20 years.

Effect on Noise Quality:

While a complete quantitative analysis of the noise environment under each alternative is not available, relative comparison among the proposed concept is possible. The two major sources of noise affecting the community -- Freeways 5 and 805, and Imperial Beach Outlying Field -- are not highly dependent upon factors within the plan area. Land use patterns, densities, and designs within the area determine the number of people affected and the intensity of the impact. It can be expected that the predominant internal source of community noise under each concept would be from surface street-generated traffic. In Concept 1, the industrial park proposed for development along the western portion of the Otay River Valley would present a potential for increased noise. Resulting noise would range from slight to substantial depending on the specific type or types of industry to be located. Such noise could produce a long-term impact further compounding impacts on river valley and river delta wildlife caused by construction of the industrial park. The four concepts would not differ significantly in exposure of people to adverse noise levels. Each includes industrial, commercial and recreational activities having potential for noise which affects residential uses. Similarly, aircraft overflights and freeway noise present a potential for adverse effects under all proposed concepts. Avoidance of substantial effects on residential and

other noise sensitive land uses requires site specific analysis, followed by incorporation of effective sound attenuation. Where unacceptable noise levels can not be feasibly mitigated, alternative land uses should be considered in order to avoid adverse impacts.

Areas of particular concern at the present time include properties within 200 feet of Freeways I-5 and I-805 and properties directly east of Imperial Beach Outlying Field. These areas may be subject to noise levels which are "normally incompatible" for residential use in the absence of adequate noise attenuation measures, according to the Noise Element of the City General Plan.

Effect on Biological Resources:

Due to the urban character of the community and its previous widespread agricultural use, few areas aside from some steep slopes as well as major portions of the Otay River Valley are undisturbed. The valley's river vegetation constitutes a riparian environment and provides habitat for many birds, including some waterfowl.

Intensive development of the western portion of the Otay River flood-plain, proposed under Concept 1 for an industrial park, would directly eliminate a substantial amount of natural river bottom vegetation and accompanying wildlife habitat. More specifically, development within the westernmost extent of the river valley, or delta area, could harmfully disrupt a wetland area which may provide habitat for the light-footed clapper rail. This waterfowl species is

designated endangered by the California Fish and Game Department. Proposed urbanization of the mesa areas would additionally displace small amounts of natural vegetation (primarily grasses and limited amounts of coastal sage scrub) as well as islands of agricultural use. Conversion of several parcels ranging from seven to forty acres to non-agricultural use would represent an incremental loss to the region's agricultural productivity. This loss would not be highly significant due to the limited size of the parcels of the encroaching urban uses which now surround the properties.

Concepts 2, 3 and 4 would also lead to conversion of several limited sized agricultural parcels to urban uses. Concepts 2 and 3 propose the highest densities of development, encouraging the most intensive uses of presently vacant lands and the greatest potential for loss of native vegetation outside the river valley. Concept 4 would also lead to some losses of native vegetation south of the river basin. This concept however, proposes open space and continued agricultural uses along the Otay River, retaining the areas's remaining riparian habitat.

Effect on Visual Quality:

Since assessment of the visual environment involves subjective value judgments, no attempt is made to establish a prescribed set of aesthetic criteria in evaluating the plan concepts. Instead, analysis of visual quality for the various concepts is based on the modification and/or removal of generally accepted visual amenities, e.g., hillsides, valleys and significant stands of vegetation.

The Otay River Valley constitutes a major visual component within the community, providing both scenic qualities and areas of visual disruption from sand and gravel excavation and the equipment used for ongoing extraction operations. Another notable visual feature in the community is the hillside area west of Beyer Boulevard along Palm Avenue. This area rises rapidly in elevation from 100 to 175 feet constituting a landmark as seen from surrounding areas and providing one of the best view sites in the community. A similar slope area exists east of Beyer Boulevard in the vicinity of Coronado Avenue; part of this hilly area lies within the Montgomery-Waller Park.

Concept 1 would substantially alter the western portion of the river valley, replacing native stream bed vegetation and cultivated fields with industrial uses. This alteration could reduce substantially the visual open space amenity of the river valley. Concepts 2 and 3 could result in a large amount of hillside grading in accommodation of low-medium to medium density residential uses proposed along Palm Avenue hillsides. Concept 4 would also disrupt the Palm Avenue hillsides, but proposed low and very low density residential uses would be expected to result in a lesser degree of visual impact than under the higher densities of Concepts 3 and 4.

Effect of Historical, Architectural and Archaeological Resources:

There are a limited number of known historical and archaeological sites in the plan area. Aside from some portions of the Otay River Valley, the vast majority of the community's land has been disturbed by either agricultural or urban uses. Therefore the potential for future disruption of valuable archaeological resources on the mesa is considered limited. Undeveloped properties in the vicinity of the Otay River Valley may be more likely to contain archaeological resources.

Concept 1 proposes the most intensive development within the river valley yielding the greatest potential for harm or loss of archaeological resources. Concepts 2, 3 and 4 would not be expected to affect potential resources in the valley to any greater degree than under current conditions. The possibility of impacting presently unidentified resources would, however, continue to exist under any of the concepts. Previously undisturbed land would be the most likely location for discovery of such resources.

Effect on Conservation of Energy and Water:

Conservation of energy resources has become increasingly important as demands have risen and traditional supplies have become less plentiful. The consequences of the various plan alternatives on the unnecessary consumption of energy is best discussed in terms of transportation, which is the greatest single energy consumer in the community. Concepts 1 and 4 anticipated continued high reliance on the automobile for transportation. While these concepts do not in any way preclude future development of mass transit in the area, neither do they provide specific mass transit system proposals. Concepts 2 and 3 propose fixed rail transit corridors providing a potential for per capita energy reduction. These two concepts also propose 4,000 to 6,000 additional residents over the population projected for Concepts 1 and 4. This increase in population would partially offset energy conservation gains achieved through improved mass transportation. Concept 4, while anticipating continued high dependence on the automobile, acknowledges the role of Comprehensive Planning Organization (CPO) and the San Diego Metropolitan Transit Development Board (SDMTDB) in planning for future region wide transit needs. This concept also has as an objective the continued development of frequent express bus service on Interstate 5, to be accompanied by a park and ride facility near the freeway.

Water consumption would increase under all of the concepts based upon projected increases in population. Over

90 percent of the City's domestic water supply is presently imported from the Colorado River and northern California. The cost of this water is expected to increase because of increased energy costs of pumping the water into southern California. Reduction of future residential landscaped areas could significantly reduce additional water needs since approximately 40 percent of residential water consumption is used for landscaping. While water conservation measures are applicable to all of the Otay Mesa concepts, specific proposals to reduce average per capita water consumption have not been included. Generally, energy and water conserving designs and techniques involving site specific uses must be incorporated at the individual project level.

Effect on Growth Inducement

All of the concepts propose continued urbanization within the community area. The concepts differ to a moderate degree in projected amounts of population growth and their impacts on community facilities. Concept 1 is the only alternative to propose urbanization of a major unurbanized area, the western portion of the Otay River Valley. Concepts 2 and 3 propose the greatest population gains due to substantial increases in multi family residential development in proximity to the mass transportation stations planned under these concepts. Concept 4 would lead to development of existing undeveloped parcels in accordance with the present low density residential character of the community.

All of the concepts plan for a contained community. With the exception of river valley industrial uses advocated under concept 1, no extension of urban development or urban support systems into outlying or non-urban areas is proposed.

EIR COMPONENT: ENVIRONMENTAL IMPACTS OF SELECTED PLAN CONCEPT AND RELATED MITIGATION MEASURES

A. LANDFORM

Impact: The major geologic constraints in the plan area have been identified as liquefaction potential within the Otay River Valley and the presence of a potentially active fault east of Interstate Highway 5. The City of San Diego Seismic Safety Study indicates the lower Otay River Valley, generally west of Beyer Boulevard, may be subject to ground failure through liquefaction. The open space and continued agricultural uses proposed for most of the river valley are considered geologically compatible land uses. Certain properties west of I-5 and north of Palm Avenue proposed for low medium residential and commercial uses could subject many structures to a ground failure hazard. The seismic study specifies that residential and commercial uses may be provisionally suitable if appropriate mitigation measures are incorporated into building design and construction.

The San Diego Bay-Tijuana Fault, identified as "potentially active" according to the City Seismic Safety Study, traverses the community from northwest to southeast, lying east and approximately parallel to the I-5 freeway. As a result, a zone of seismic risk hazard is present on portions of several properties. Most affected areas have been previously developed with houses or mobilehome parks. The plan proposes low and low-medium density residential developments on remaining properties in the fault's seismic risk zone. Depending on the type of construction, geologic conditions within the identified seismic risk zone could pose significant long term hazards. Several fault traces have also been identified generally within the central portion of the community. These geologic features may also require certain development constraints, which unless adhered to could result in a condition of long term geologic hazard.

Mitigation: Continued City requirement for geologic/soils survey findings of land use compatibility would protect users from excessive geologic risks. In the absence of findings of unreconcilable hazard, mitigating measures may be specified in project engineering. City permit processing procedures require geologic review and survey studies for geologic risk potential in the review of individual projects.

B. AIR QUALITY

Impact: Concept 4 would result in a projected population of 45,000, approximately 11,000 more people than currently reside in the area. Residents of the community are presently subject to levels of air pollution which exceed Federal Clean Air Standards approximately one-third of all days during the year. In addition to exposing a greater number of people to existing adverse oxidant levels, the attendant increase in vehicles would result in an incremental degradation of the San Diego Air Basin. Adverse health effects of air pollution can include decreased pulmonary and respiratory functions, oxidative changes in red blood cells and eye irritation. The impacts would be expected to be mid-to long-term in duration dependent on the level and success of proposed regional emission control strategies.

Air pollutant emissions for the project have been quantified utilizing a draft Air Quality Assessment Methodology developed by the County of San Diego. Based on the project population increase of 11,000 residents, resulting 1995 emissions from Light Duty Vehicles and Population Induced Sources would yield a daily increase of 1597 pounds of Reactive Hydrocarbons (RHC), 7231 pounds of Carbon Monoxide (CO) and 1813 pounds of Oxides of Nitrogen (NOx). The above increases are based on

comparison with no change in the planning area population during the next two decades. Breakdown of the emissions is as follows:

SOURCE	EMISSIONS (1995)		
	(Pounds/Day)		
	RHC	CO	NOx
Light Duty Vehicle	365	1,566	460
Population Induced	1,232	5,665	1,353
Total	1,597	7,231	1,813

These emissions will add incrementally to a significant regional air quality problem. The proposed Community Plan is consistent with Regional Growth Forecasts. The Plan provides for orderly growth within an established community in which a wide range of urban services and good access to major transportation routes already exist.

Mitigation: Progress in meeting state and federal air standards in the San Diego Air Basin may be achieved through the successful implementation of regional emission control strategies. However, this assumption cannot anticipate influences from outside

the Air Basin or exactly when the impact would be reduced to an insignificant level. The long term reduction of air pollutants on a regional as well as local level may be achieved by a shift of travel dominance by private automobiles to a balanced transportation system involving the greater use of mass transit modes. The primary constraint to greater reliance on mass transit would be its acceptance of use by the public. The plan includes an active means of promoting the transit use by proposing a park and ride lot near Interstate 5. In addition, four bus routes serve the major segments of the plan area. There are also two bicycle routes in the community with plans for additional bikeways which will connect Otay Mesa-Nestor with other local bikeway systems. Further transportation details are provided in the Transportation Element of this Plan document.

C. WATER QUALITY

Impact: Continued development in the planning area would incrementally degrade the quality of surface waters both within the community and downstream. Changes in landform along with increased building and pavement coverage would increase runoff and result in short-term erosional-siltation impacts in connection with specific developments. It is not

expected that these effects would constitute a substantial adverse impact on the natural environment. This is based on the fact that the community population is presently three quarters of its projected level and future proposed development would be located adjacent to already developed areas. The level of runoff increase would not in itself be anticipated to substantially affect significant biological resources due to the relative limits of the project scope and the fact that remaining development will not all occur at the same time.

Mitigation: A lessening of short term impacts and further reduction of long term water quality effects could be achieved through inclusion of common protective construction practices including: (1) coordinating development activity with the dry season, (2) phasing the clearing and grading operations closely with construction to maintain a minimal amount of exposed land, (3) use of drainage control systems on cut and fill slopes to divert runoff from erodible areas, and (4) immediate revegetation of graded areas, especially slopes, with native or other appropriate drought resistant vegetation. The effectiveness of these measures may vary depending on specific development factors, but would be expected to mitigate short term runoff impacts to a level of insignificance in most cases.

D. NOISE QUALITY

Impact: The ambient noise level of the Plan area is influenced by Imperial Beach Naval Outlying Field and two interstate highways. The current level of helicopter training flights from the Imperial Beach facility is expected to continue to impact the community. Noise level contours resulting from these aircraft operations are indicated by the U. S. Navy Air Installation Compatible Use Zone (AICUZ) Study to be below 65 dB (CNEL) within the plan boundaries. Even so, areas west of Interstate 5 are indicated by the study to represent sources of potential noise complaints. Urbanization as proposed under the selected concept could expose greater numbers of people to noise impact from the helicopter overflights as well as freeway and major street vehicle traffic.

Mitigation: There is no effective mitigation of outdoor noise impacts from Imperial Beach Naval Outlying Field operations except alteration of flight patterns or reduction of source noise through technology. Neither of these methods is under the control of the community plan. Interior noise levels are subject to mitigation through incorporation of specified noise insulating materials and components in the design of structures. Attenuation of interior noise normally involves installation of wall and ceiling insulation and may require use of double-pane

windows combined with a complete building ventilation system.

Control of excessive road noise may be achieved through placement of properly designed noise barriers, normally an earthen berm or block wall. Proposed residential properties which are exposed to noise levels above 65 dB CNEL may be subject to mitigation below this level (which is "normally incompatible" according to the City General Plan) to a level which is "normally compatible" or even "clearly compatible" through barrier attenuation. New residential developments would continue to undergo noise assessment through the environmental review process on a site-specific individual project basis.

E. BIOLOGY

Impact: Conversion to urban uses of the limited amount of remaining natural habitat outside the Otay River Valley would have direct and long term unavoidable biological impacts of; (1) curtailing the range and distribution of wildlife habitats, (2) displacement of resident animal populations to undeveloped areas and (3) the eventual reduction in net faunal population resulting from competition in areas already at maximum holding capacity. Since no large tracts of relatively undisturbed land remain in areas south of the river valley, the impacts of their

conversion to urban uses would be anticipated to be generally low level. Potential exists for adverse effects on two rare and endangered plant species, the Coast Barrel Cactus (*Feocactus viridescens*) and *Acacia smallii*, a variety of acacia shrub. *Feocactus viidescens* was recorded by the California Native Plant Society prior to 1945, in the vicinity of the present location of the los Altos Elementary School. While development has undoubtedly destroyed a substantial number of the cacti, future proposals for development within this vicinity should be analyzed for possible presence of the rare cactus. If specimens are discovered losses may be minimized by the careful transplanting of younger specimens.

The California Department of Fish and Game considers salt ponds in the State Tidelands which are under lease to a commercial salt company through at least 1984 to have important wildlife value. The pond within the planning area adjacent to Palm Avenue is under private ownership. However, it is considered to be a valuable wildlife area providing habitat for water fowl including the following rare and endangered species: Light-footed Clapper Rail, California Lest Tern and Beldings Savannah Sparrow.

A representative of the California Department of Fish and Game has met with City staff to review the

effects of the plan upon area salt ponds. The result of this meeting was an indication that the plan's proposed open space designations are consistent with preservation of the salt pond resources.

Acacia smallii was recorded after 1945 in the vicinity of Coronado Avenue east of Beyer Boulevard. While this area has been somewhat disrupted by human activity much of its vegetation remains.

Mitigation: The selected plan concept designates open space and continuing agricultural uses within the Otay River Valley. This land use would maintain existing riparian habitat and wildlife values within the floodplain. In addition, the plan recommends a 50-foot buffer between urban development and the salt pond resource area. In recognition of the possible existence of two rare and endangered plan species in urbanizing areas outside the river valley, a biological survey of natural sites proposed for development would be necessary to assure avoidance of losses. Natural areas would continue to undergo site-specific biological analysis through the environmental review process as required by the California Environmental Quality Act.

F. CONSERVATION AND MANAGEMENT OF LAND RESOURCES

Impact: The selected plan would have a relatively small impact on the basic land use patterns established within the existing community. However, a major departure from the 1966 Border Area Plan is proposed by retention of most of the western portion of the Otay Valley under agricultural and open space uses. This use of river valley land would preclude additional losses of riparian habitat and probable conversion of approximately 180 acres of agricultural land to industrial use. The selected alternative would, however, lead to conversion of certain other properties now in agricultural use south of the river valley. These areas consist of seven parcels ranging in size from 7 to 40 acres. The agricultural activities including grazing, cultivation of truck crops, and a dairy operation. Soils on these properties are primarily Huerohuero loams classified as suitable for truck crops, tomatoes and flowers by the U. S. Department of Agriculture Soil Survey. Existing impediments to their continued use for agriculture involve community land use patterns and designations. Of the 146 acres now in agricultural use south of the river valley, 65 acres are zoned for residential use, 26 acres are zoned for industrial use and 55 acres are under one-acre lot minimum agricultural zoning. Residential and other urban uses have substantially encroached upon such properties, reducing their size and limiting their potential for

continued agricultural use through rising land values and proximity of sensitive residential uses. The low feasibility of continuing agricultural use of many of these properties makes the impact of a loss of such agricultural land insignificant.

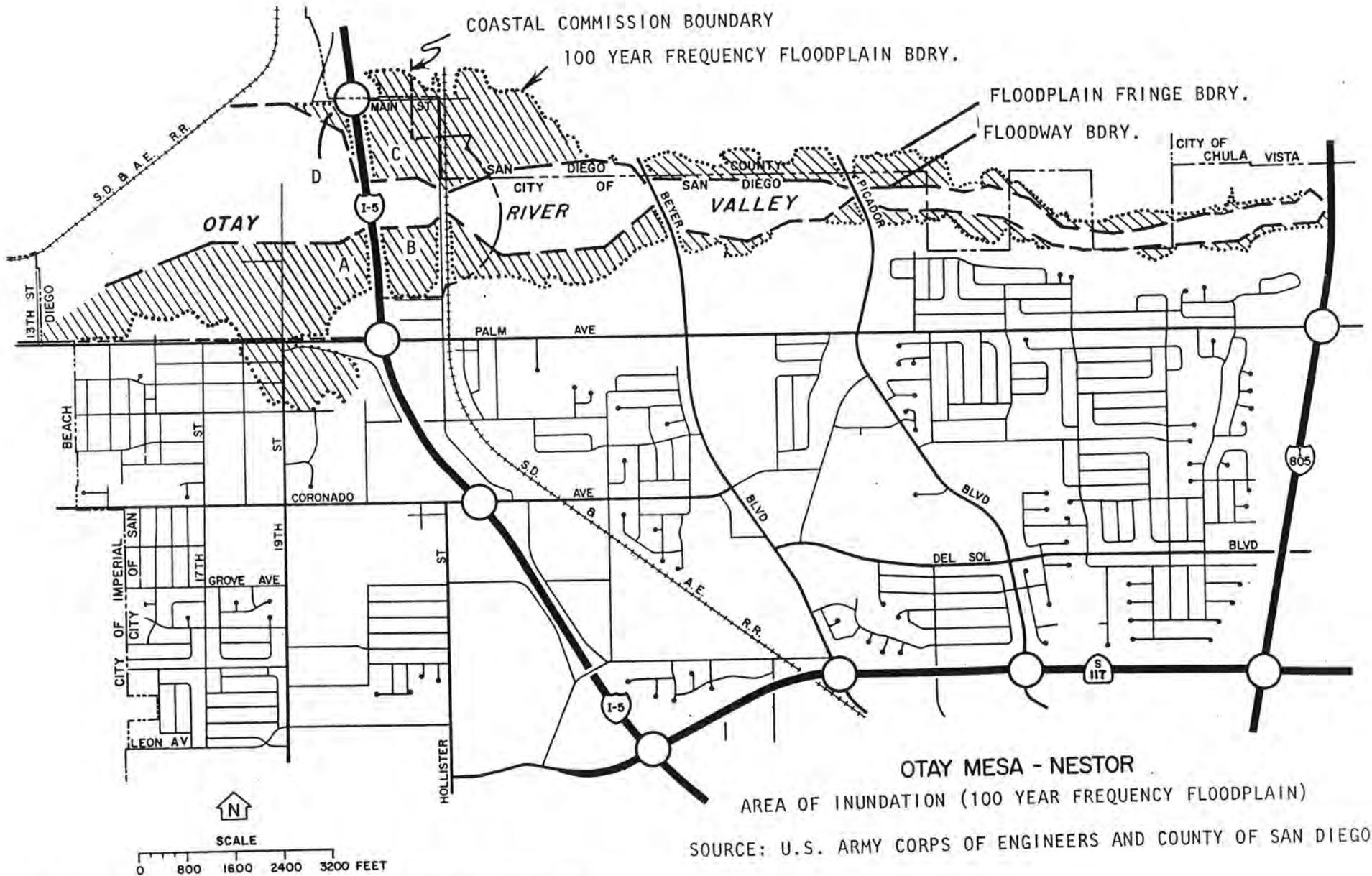
The existing agricultural uses within the coastal zone consist of approximately 145 acres north of Palm Avenue and west of I-5. Approximately 115 of these acres within the Otay River Valley are proposed to be retained in agricultural use. The southerly 30 acres of this property, located adjacent to the northwest of the intersection of Palm Avenue with Interstate 5, is proposed for a commercial shopping center. The area to be retained for agriculture consists almost entirely of U. S. Soil Conservation Service capability Class II soils considered "prime" for agricultural use. The northerly 1/2 of the 30 acres proposed for non agricultural land use contains Class II soils. However, the southerly half of this area consists of capability Class III soils rated as having severe limitations. Plan implementation would result in conversion of approximately 15 acres of "prime" rated agricultural land to urban uses within the coastal zone. Due to the limited size of the parcels planned for conversion to urban uses and in consideration of the relatively limited proportion of prime agricultural land it represents at this location (approximately 20 percent) no significant effect upon the future economic liability of the larger agricultural area is anticipated.

HYDRAULIC CONDITIONS
RELATIVE TO THE COASTAL ZONE AREA
OTAY RIVER VALLEY

	Existing	Developed Areas*** ABC & D (70 acres)	Floodplain Fringe Filled Upstream of Coastal Zone	Full Development In accordance With Land Use Plan
DISCHARGE (Cubic feet Per Second)				
1) 100 Year Frequency Flood	22,000	22,080 (maximum)	22,000	22,450 (maximum)
2) Increase in Run-Off	-	80	-	450
3) Percent Increase in Run-Off	-	0.4%		
AVERAGE FLOW VELOCITY (Feet Per Sec)				
4) Left Over Bank	2.66/1.78*	2.66/1.96	2.65/1.47	2.67/1.79
Increase in Left Bank	-	0/0.18	-0.01/-0.31**	0.01/0.01
5) Main Channel	4.49/5.66	4.49/5.88	4.48/5.32	4.50/5.69
Increase in Main Channel	-	0/0.22	-0.01/-0.34	0.01/0.03
6) Right Over Bank	2.41/2.01	2.41/2.01	2.40/1.47	2.41/2.03
Increase in Right Bank	-	0/0	-0.01/-0.54	0/0.02

NOTES:

- * 1. First velocity listed is the average velocity downstream of I-5, the second velocity listed is upstream of I-5.
- ** 2. The transition from a confined flow (filled on both sides of the floodplain) to unconfined natural conditions causes a slight decrease in average velocities.
- 3. All figures have been calculated using the HEC-II (Hydraulic Engineering Center) Computer Program and standard Hydraulic Calculations.
- *** 4. See Page 66 - Floodplain Fringe Map



NOTE: See Hydraulic Conditions Table - Page 67 for effect of development within the Floodplain Fringes.

- To foster orderly re-use program for depleted sand and gravel lands, encouraging uses of benefit to the community.

Proposals

- Retain the existing Agricultural zoning in Sector Six.
- Apply the FW (Floodway) and FPF (Floodplain Fringe) Zones.
- Rezone existing M-1 Zoning in the westerly part of Sector 6 to agriculture zoning. Support administration of the HR (Hillside Review) Zone.
- Assure compliance with applicable provisions of the State Surface Mining and Reclamation Act of 1975 and subsequent legislation relative to the reclamation of mined land.
- When land within a sand and gravel operation is contemplated for reuse, a precise development plan should be approved by the Planning Commission. Precise development plans should indicate specific land use allocations and complete street networks.
- Stress community support of these recommendations and the visual amenity which would result from retention of the floodplain.
- Coordinate extension of the Open Space System with provision for hiking and equestrian trails through the valley with the City of Chula Vista and County to assure maximum utilization and benefit.
- Permit natural swale type floodways and deny all channel type flood protection construction within the Otay River Valley.
- Apply the Conditional Use Permit requirement to benefit agricultural lands within the Coastal Zone.
- Permit the Western Salt Company to continue the salt extraction process utilizing the 50-acre pond which is a part of the Wildlife Habitat.
- Enhance wildlife values within the floodway at the Otay River by rehabilitating the debris filled reach which crosses the Fenton Material Company property west of Interstate 5. A detailed habitat rehabilitation plan for the floodway should be prepared in conjunction with the California Department of Fish and Game and approved by the City Environmental Quality Division prior to the commencement of grading.

AGRICULTURE

Currently agricultural uses include row and field crops which according to the California Department of Fish and Game are compatible with the wildlife habitat. To assure the continued protection of the entire habitat area and continuation of agricultural usages it is recommended that any change in use would require the benefit of a conditional use permit administered by the City Planning Commission following review of recommendations by the California Department of Fish and Game. In granting such conditional use permits, the City Planning Commission shall permit the following uses only:

1. Apiaries.
2. Commercial cut flowers (open field).
3. Field and seed crops.
4. Pasture and range land.
5. Raising of livestock.
6. Truck crops.
7. Flood control structures and facilities will not be permitted within the coastal zone.

8. Any other use which the Planning Commission may find to be similar in character to these uses, and supportive of the wildlife habitat.

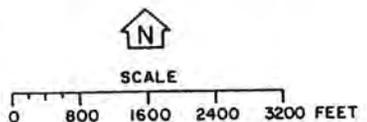
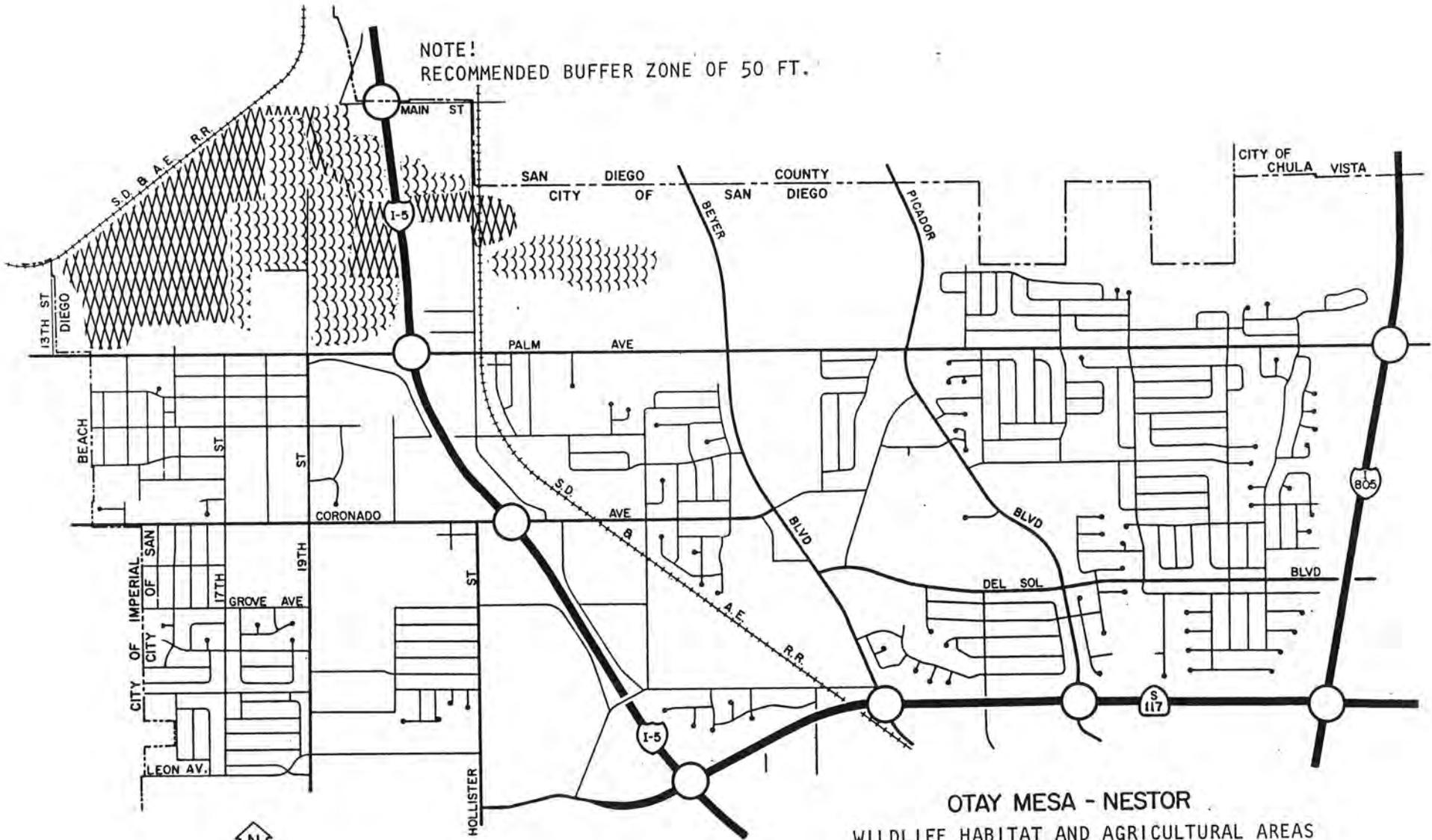
A minimum of 40-acre sites is recommended to retain the viability of the economic agriculture. In applying the Conditional Use Permit, uses other than those herein specified will not be permitted within the Coastal Zone.

The following objectives are consistent with the Plan Goals for conservation of the environmental protection.

Objectives

- To enhance the environment of the Otay Mesa-Nestor Community and to provide for the safety, health and general welfare of its people.
- To retain the floodplain as part of the open space system for the benefit of all. Plan goals are consistent with recommendations of the Open Space Element of the San Diego Progress Guide and General Plan and goals of the C.P.O. and County. They are also consistent with the policies of the Coastal Act.
- To protect the existing wildlife habitat.
- To encourage land reclamation during and following termination of mining activity.

NOTE!
RECOMMENDED BUFFER ZONE OF 50 FT.



- AGRICULTURE
- WILDLIFE HABITAT

OTAY MESA - NESTOR
WILDLIFE HABITAT AND AGRICULTURAL AREAS
SOURCE: CALIFORNIA DEPT. OF FISH AND GAME

Major areas of concern within the Coastal Zone are in the sector and include the wildlife habitat of the Otay River Delta and adjacent agricultural lands. The following section recommends ways to preserve the habitat and assure continuation of supportive agriculture within the Coastal Zone.

The Wildlife Habitat in the Otay River Delta

The California Department of Fish and Game has designated the wildlife habitat area as mapped. A 50-acre salt water pond is part of the habitat. While this habitat is included in the Plan's Open Space System, criteria for its conservation is required.

Since the State Department of Fish and Game recognizes that the processing of salt from seawater as currently carried out by the Western Salt Company and limited agricultural uses are compatible with the wildlife habitat, the retention of such uses is of primary importance. The existing agricultural zoning permits more intensive and unacceptable uses than those presently employed. It is recognized that conservation of the wildlife habitat will require the benefit of conditional use permits for agricultural areas within the Coastal Zone.

Suggested uses of the wildlife habitat in addition to the salt pond, include preservation and maintenance of riparian vegetation, passive observation and study of wildlife, preservation of sensitive undeveloped areas, and maintenance

of a natural and naturalized plant community (i.e., eel grass).

To protect the wildlife habitat, the following safeguards are recommended by the California Department of Fish and Game:

1. Eliminate illegal off-road vehicle activity.
2. Impose no leash ordinance for dogs.
3. Institute public posting of all existing Wildlife Habitat.
4. Control grading and filling in adjacent areas.

In light of such land use constraints to assure protection of the wildlife habitat, it is strongly recommended that the State of California purchase outright such wildlife habitat areas or as an alternative purchase their development rights.

Sector 6

This sector extends along the entire northerly part of the study area and is comprised of the southerly part of the Otay River Valley and its southerly bank. It is a part of the 4,000-acre Otay River Open Space subsystem in the Open Space element of the San Diego Progress Guide and General Plan.

Sector Six not only serves to physically define the northerly limits of the City's South Bay Area, but it also acts as an important interrupter of urban development. Currently the floodplain is used for truck farming and sand and gravel extraction, of which process there remains unfortunate evidence of past usage. Active processing of aggregate products is also carried on within the County's part of the floodplain to the north.

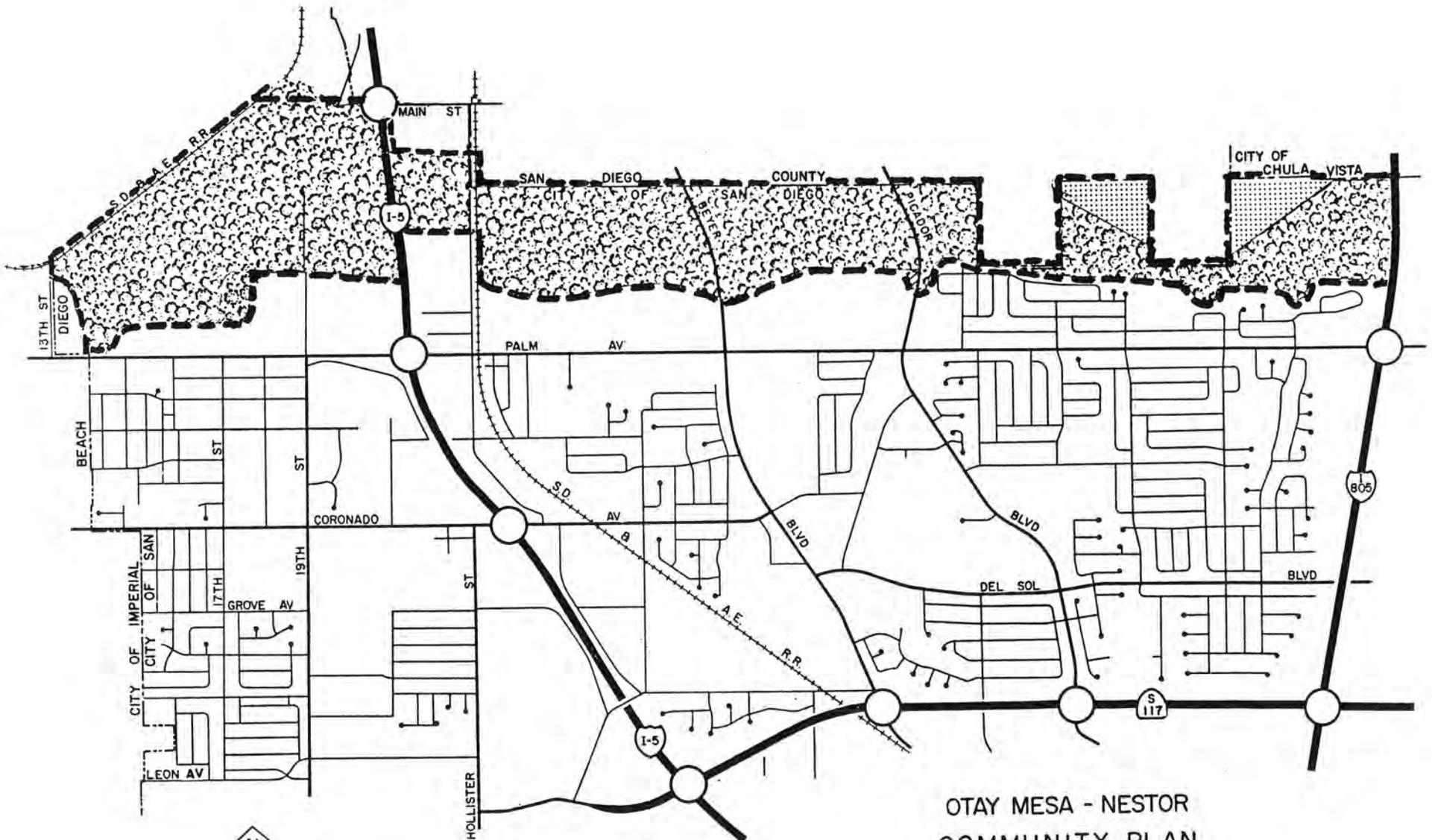
The entire valley is currently zoned for agriculture with the exception of approximately 150 acres in the westerly part of this sector, most of which is underwater. The HR (Hillside Review) Zone has been applied as an overlying zone to approximately 50 acres along the valley's southerly bank where the natural grade exceeds 25 percent.

Of the 853 acres in Sector Six, approximately 643 acres or 75 percent of the sector lie within the area subject to inundation by a 100-year flood.

Part of this area is subject to application of the FW (Floodway) zone. This zone permits open type uses only, which do not impede flow of floodwaters and cause flood damage. Appropriate uses permitted include agriculture, both active and passive recreation, parking and other temporary uses.

The FPF (Floodplain Fringe) overlay zone accommodates development along the periphery of the floodplain where terraces or filled areas may be used consistent with the underlying zone. In the case of Sector Six, application of the FPF zone is appropriate in areas lying between the floodway and the boundaries of the floodplain.

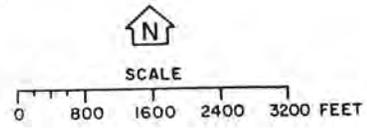
There are two major sand and gravel operations in the area, one by H. G. Fenton, the other by the Nelson and Sloan Company. The Fenton Company's operation is located in the northern portion of the planning area east of Beyer Way. There are approximately 750,000 cubic yards of aggregate remaining at this site. If the demand warranted, all of the minerals at this site could be exhausted in approximately two years. The Nelson Sloan deposit site is 20 acres on the west side of Beyer Way. This deposit ranges from 750,000 to 1,000,000 cubic yards. If the demand warranted, this supply could be depleted in seven years. However, based on current demand, processing this deposit will probably continue for 10-12 years.



OTAY MESA - NESTOR
COMMUNITY PLAN

SECTOR 6

-  PARKS & OPEN SPACE
-  LOW DENSITY RESIDENTIAL



serve the surrounding residences and bring the sector into closer compliance with General Plan Standards.

- Develop a neighborhood park south of Los Altos Elementary School.
- Reserve a fire station site of approximately 1/2 acre near the Palm Avenue and I-805 interchange. The more easterly portion of the study area is marginally located to be served adequately by the Nestor Fire Station. Additionally, the eventual development of the areas to the east of I-805 will require fire protection and Palm Avenue will be a major access route into the area. Location at this site will serve both purposes.
- Promote the development of the commercially zoned area at Palm Avenue and I-805 to include facilities that both serve the community and consider the traveler to and from Mexico. This commercially zoned site is presently vacant. Its future development is believed to be dependent upon the growth of purchasing power within the community. The development of the proposed 200 single-family residences to the south of Palm Avenue will provide added consumer demand. Development of this site should strongly consider those uses than can capitalize upon the significant tourist traffic on Interstate 805 and provide facilities accordingly.

- Discourage the expansion of the existing neighborhood centers and promote the upgrading of existing structures. The two neighborhood centers that serve the area are badly in need of upgrading. Both outlets should be improved with regard to maintenance, landscaping and screening. Sufficient parking does exist. While room for expansion exists, market studies indicate that sufficient demand is lacking.

In summary, Sector 5 is almost completely developed at the present time with single-family detached housing. Only one presently vacant area suitable for housing remains to be developed and is proposed for similar type dwelling units. The Sector is deficient in parks and one site owned by the Chula Vista School District can be developed when funding is available. An additional site is to be reserved at the time of the aforementioned residential development as is the reservation of a fire station site. The Sector contains a vacant commercial site that has excellent access to I-805 and should be developed with the visitor to and from Mexico in mind.

Sector 5 is presently 95 percent developed. Approximately 3,500 dwelling units exist and the population is about 15,000 persons. The development of the vacant lands will bring the total number of dwelling units to nearly 3,750. The population for this sector is expected to decrease as the overall average household size declines in the future. The population should stabilize near 13,200 persons.

Sector 5

Existing Conditions

This is the most easterly sector within the plan area and occupies approximately 868 acres with approximately 100 acres vacant. The present use of mainly single-family residences occupied 82 percent of the sector. A short linear strip of apartments located on Arey Drive in the R-2 Zone comprises the only low medium density housing in this sector. The major vacant area is a long narrow strip of approximately 80 acres which borders I-805 and extends from Palm Avenue southward to Del Sol Boulevard.

Two neighborhood convenience outlets located on Del Sol boulevard are proposed for retention. One is the existing market located near Kostner Drive and the second is a 1.5 acres site at the northeast corner of Del Sol and Picador Boulevards.

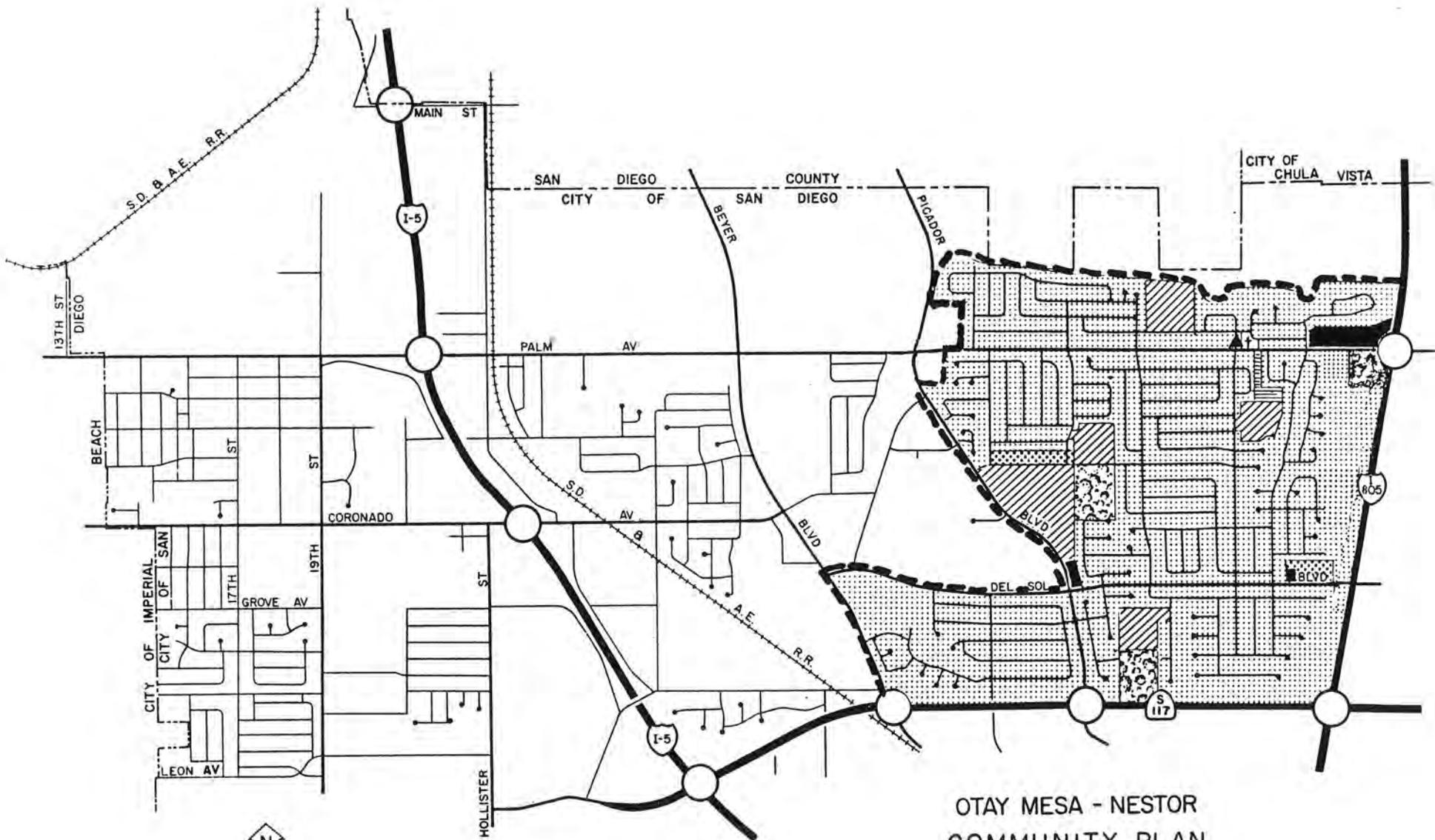
Montgomery Junior High School with an enrollment of 1,700, in the Sweetwater Union High School District, and Finney, Los Altos, Silverwing and Juarez-Lincoln Elementary Schools within the Chula Vista City School District are well located to their service areas. The total enrollment of these elementary schools is approximately 3,100 pupils. Silverwing Park, approximately 13 acres, is located between Montgomery Junior High and Silverwing Elementary Schools. A 10-acre presently undeveloped site south of Los Altos School will serve additional park needs as will the eight-acre site at I-805 and Palm Avenue.

Objectives

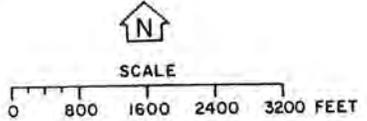
- Preserve the low density character of the area through development of the vacant land with similar low density housing.
- Develop the designated commercial areas utilizing high standards of site and building design.
- Promote the redevelopment of the existing neighborhood centers through landscaping, sign control and general site redevelopment.
- Develop the necessary public facilities to serve the area and alleviate the present deficiencies.

Proposals

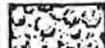
- Develop the vacant land bordering I-805 from Palm Avenue to Del Sol boulevard with low density housing with consideration for minimizing noise nuisance of I-805 by buffering. This area is proposed for single-family development with a landscaped berm "green belt" buffer along the freeway to reduce noise to a normally acceptable level for residential activities.
- Develop a neighborhood park within the vacant area adjacent to I-805 between Palm Avenue and Del Sol boulevard. Development of a park in this area will



**OTAY MESA - NESTOR
COMMUNITY PLAN**



SECTOR 5

- | | | | |
|---|--------------------|---|--------------------|
|  | LOW DENSITY |  | PARKS & OPEN SPACE |
|  | LOW MEDIUM DENSITY |  | UTILITY |
|  | COMMERCIAL |  | FIRE STATION |
|  | SCHOOLS |  | CHURCH |

Considerable multi-family housing is presently built and those properties that are vacant offer the topography where well-designed and sited housing could achieve prominence in the community. Improvements to the major streets will serve to further define the area and provide emphasis to the sector's central location and viability.

Sector 4 will contain the community's major commercial facilities, a community park, a wide variety of housing types and one of the study area's two senior high schools. Upon full development, the number of dwelling units should increase from the present 750 to approximately 2,000 and the population should increase from 2,400 to 6,700 persons.

development. Possibilities for development include housing designed with a multi-faceted objective to integrate housing types for many different life styles, age groups and income levels. Recreational uses could also be considered or combined into a housing development. The advantages of nearby employment, shopping, park and recreation facilities and public transportation would enhance this type of development.

- Develop housing on the remaining designated areas which will provide the community with a broader range of housing type, style cost and selection. The preponderance of similarly designed single-family homes in the study area and the minimal variability in the available housing stock, imposes a responsibility to develop a broader spectrum of housing. The variety in topography, location, size, etc., of the remaining vacant sites provides the opportunity to meet these needs and every possible encouragement should be given to properly designed, sited and priced developments.
- Expand the Palisades Plaza and Story Book Plaza shopping centers to include a complete range of community goods and services. These shopping centers are well located within the study area. Both are at major road intersections and on bus lines. Room to expand outlets and services exist at both locations and the development of the South San Diego Industrial Park will provide Story book Plaza with

increased consumer purchasing power. These centers should strive to maintain and improve, where possible, the shopping environment through good maintenance, uniformity of design features, landscaping and sign controls.

- Develop the southeast corner of Palm Avenue and Picador Boulevard with community commercial facilities as an alternative to the presently commercially zoned property north of Via Tonga. Development of the proposed property would be far superior to the alternate site. The proximity to Palisades Plaza and the location at a major street intersection are advantages to the more northerly site. Development of the triangular site north of Via Tonga would scatter community commercial services and diminish the convenience to the consumer.
- Discourage the development of neighborhood outlets within this sector. To promote the development of the present community centers, the market should not be diluted through the duplicity and scattering of facilities.

In summary, Sector 4 is the "heart" of the community containing the major shopping ares, largest community park, one of the community's high schools and public owned property where socially desired objectives may be achieved.

Sector 4

Existing Conditions

This Sector is the "core" of the community and contains approximately 395 acres, one-half of which are vacant. The major existing land use is low density, single-family development. Two medium density multiple family projects totaling 27 acres and a 126 unit mobile home park are also in the Sector.

Montgomery-Waller Park which occupies 60 acres, is the largest park in the entire Otay Mesa-Nestor study area. It is designated a community park and when fully developed will include a full range of outdoor activities and an indoor gymnasium. Howard Pence Elementary School with an enrollment of 500 pupils is centrally located to its service area. Montgomery Senior High School has an enrollment of 1,750 students. Some students from Sector 4 attend the new Southwest High School to the west of Interstate 5.

The two major commercial developments of the plan area are located in Sector 4. One community shopping center, Palisades Plaza, is located at Picador Boulevard and Palm Avenue and the other, Story Book Plaza, is located at Coronado Avenue and Beyer Boulevard. Space in Story Book Plaza is under lease for a branch library.

South of Coronado Avenue between Beyer Way and Beyer Boulevard is a City-owned parcel of 22 acres. This site is

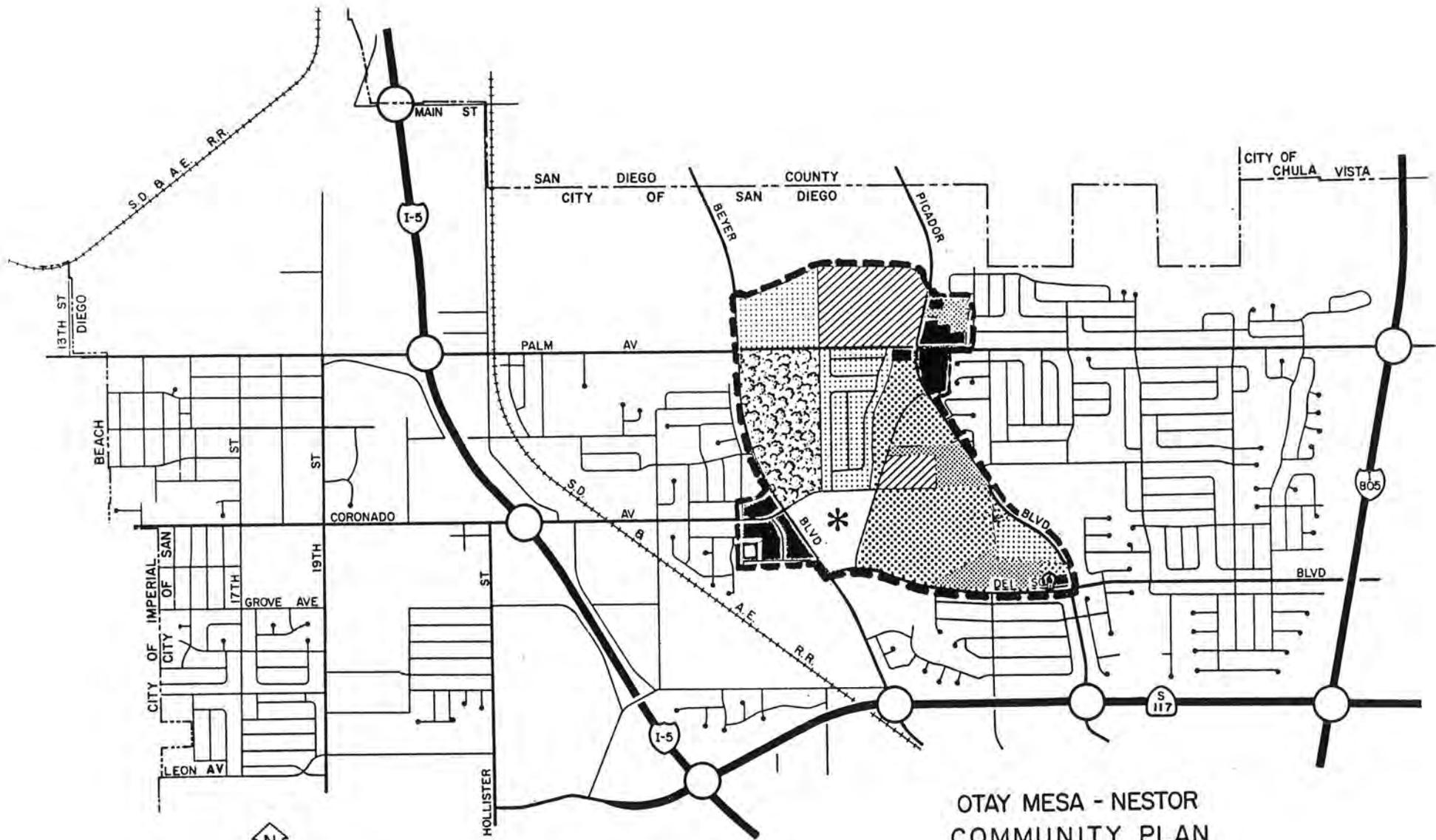
hilly and has some slopes exceeding 25 percent to which the Hillside Review Zone has been applied.

Objectives

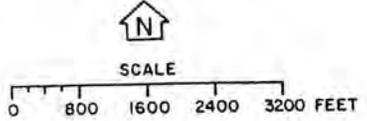
- Develop a wide variety of housing types within this central or "core" area to broaden the range of available living accommodations for all age groups and income levels.
- Develop the commercial facilities in this sector to serve the shopping needs of the community.
- Develop facilities within this "core" area which promote the socio-cultural goals of the community.

Proposals

- Develop the slopes southwest of the Palm Avenue-Picador Boulevard intersection with low medium density "terraced designed" housing. This site offers the opportunity for a well-designed residential project. The planned residential development procedure should be encouraged.
- Develop the City-owned site in a manner which serves the community and fulfills socially desired objectives. This property occupies a high knoll with excellent view potential and is designated for future study in keeping with the Council's granting of an option for site



**OTAY MESA - NESTOR
COMMUNITY PLAN**



SECTOR 4

- | | | | | | |
|--|--------------------|--|--------------------|--|-------------------|
| | LOW DENSITY | | COMMERCIAL | | GOVERNMENT |
| | LOW MEDIUM DENSITY | | SCHOOLS | | FUTURE STUDY AREA |
| | MEDIUM DENSITY | | PARKS & OPEN SPACE | | LIBRARY |

Development of low medium density housing will provide design opportunities to buffer railroad noises. Additionally, the commercial establishments at the nearby intersection of Hollister Street and Palm Avenue will be aided through greater neighborhood purchasing power. The light industrial area to the south should provide impetus for close in housing to serve the expected increased employment in the area.

- Preserve the slopes of the Otay River Valley from grading or excavation. These natural features of the study area should be preserved in their natural state as they provide relief from the urban development and offer habitat for local vegetation and wildlife.
- Where prior extractive activities has disturbed the natural terrain, development should occur in such a manner as to preserve the public value of the land by controlling the urban form and maintaining scenic and aesthetic elements. Disturbed slopes should be recreated and revegetated to blend into the natural ground.
- Provide for revetment walls or similar treatment to protect adjacent properties along Palm Avenue from the expected pollution increases due to greater traffic volumes.

Widening of Palm Avenue to full standards will remove the present "bottleneck" to traffic flow and increased traffic volume is expected. Most present development is located sufficiently back from the right-of-way to avoid adverse environmental effects. New developments that are designed to be closer to the right-of-way should provide noise protection measures such as block walls and landscaped earthen berms.

In summary, this sector is proposed mainly for residential uses. The siting potential of the area is unique due to the elevations and the excellent vistas of San Diego Bay and the Otay River Valley. These features should be capitalized upon in all new developments. Sewer elevation and capacity is a limiting factor on density of development and lower densities will not overburden the public facilities within the area. Environmental protection measures to attenuate noise from Palm Avenue traffic should be required for any new developments determined to be impacted by noise.

The existing population of Sector 3 is about 3,300 persons and the total number of dwelling units (including mobile homes) is 950. Total development will bring the number of dwelling units within this sector to approximately 1,440. If average household size declines as anticipated, the population should stabilize near 4,900.

Sector 3

Existing Conditions

This sector is centrally located within the planning area and contains 322 acres. The area is bounded on the north by the slopes of the Otay River Valley; on the east and south by Beyer Boulevard, the Plaza Shopping Center and the proposed industrial park; and on the west by the San Diego and Arizona Eastern Railroad.

Single-family subdivisions total approximately 280 acres (88 percent) of the sector. Two mobilehome parks, the Helena with 153 spaces and the La Palma with 75 spaces; one elementary school, Sunnyslope Elementary; an existing adjacent park site; and three churches are the remaining major land uses.

The elevation at the center of the sector provides excellent and nearly unlimited views in all directions. The Hillside Review Overlay Zone has been applied to approximately 10 acres of land zoned R-1-120, located north of Palm Avenue.

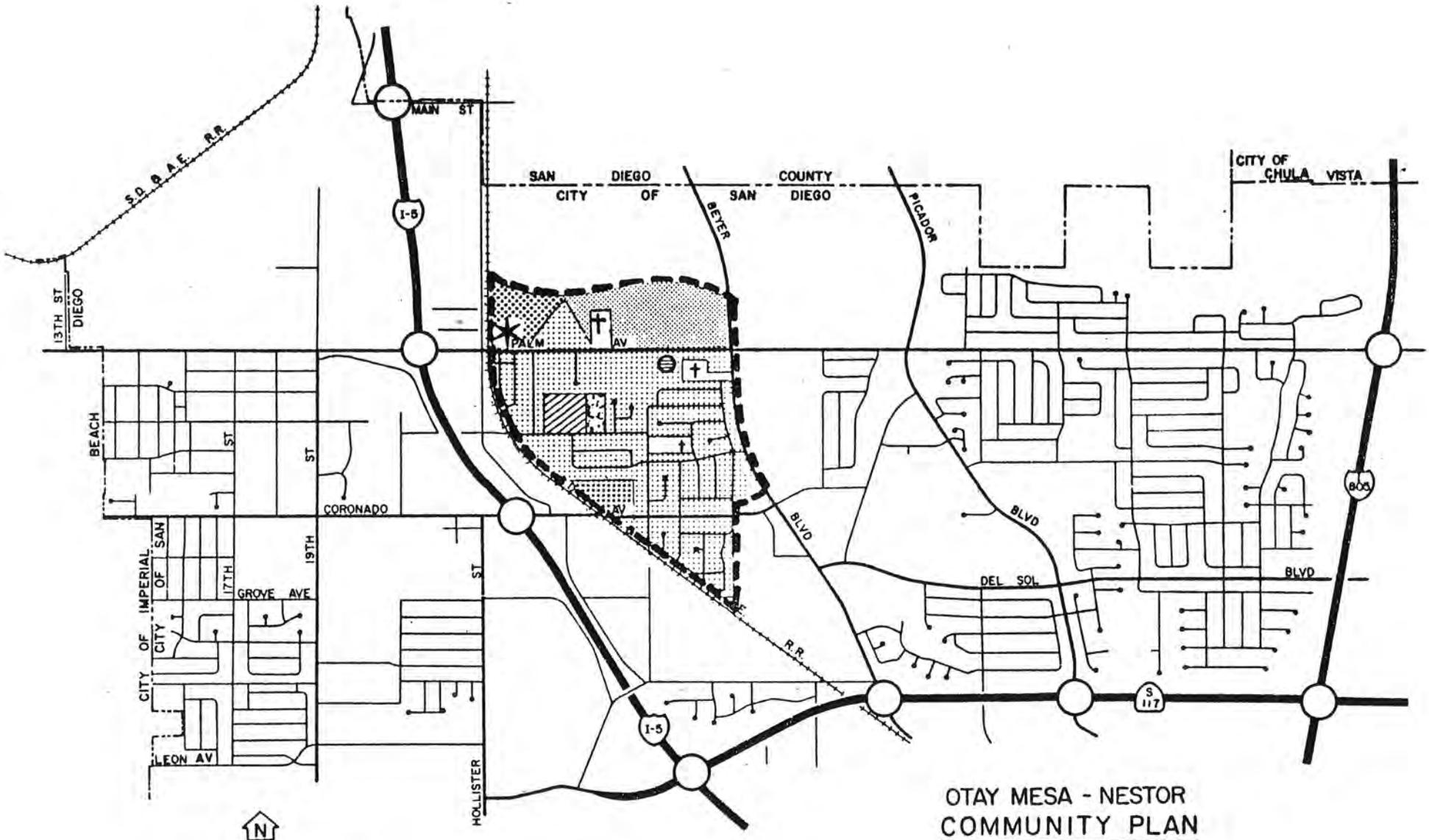
Objectives

- Develop housing designed to preserve the natural topography and landform of this unique portion of the study area.

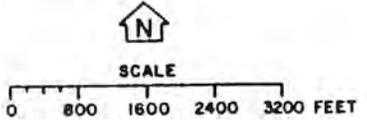
- Provide adequate and timely public facilities.

Proposals

- Develop housing within the vacant areas of this sector at densities that are consistent with the availability of limited sewerage capacity.
- Develop housing designed to preserve the natural topography and landform of this unique portion of the study area.
- Provide adequate and timely public facilities.
- Develop the area on the north side of Palm Avenue with very and low-density housing commensurate with the present R-1-5 zoning. This area offers fine view sites of the ocean and Otay Valley. The topography is rolling and excess grading should not be permitted. This area offers the best possibility for very low-density use and this helps to provide a wide range of housing types in keeping with the balanced community policy.
- Develop the area west of the La Palma Mobile Home Park with low medium density housing adequately buffered from the railroad.



OTAY MESA - NESTOR
COMMUNITY PLAN

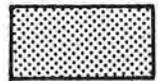
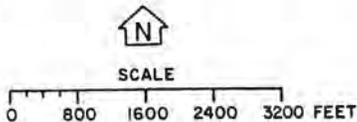
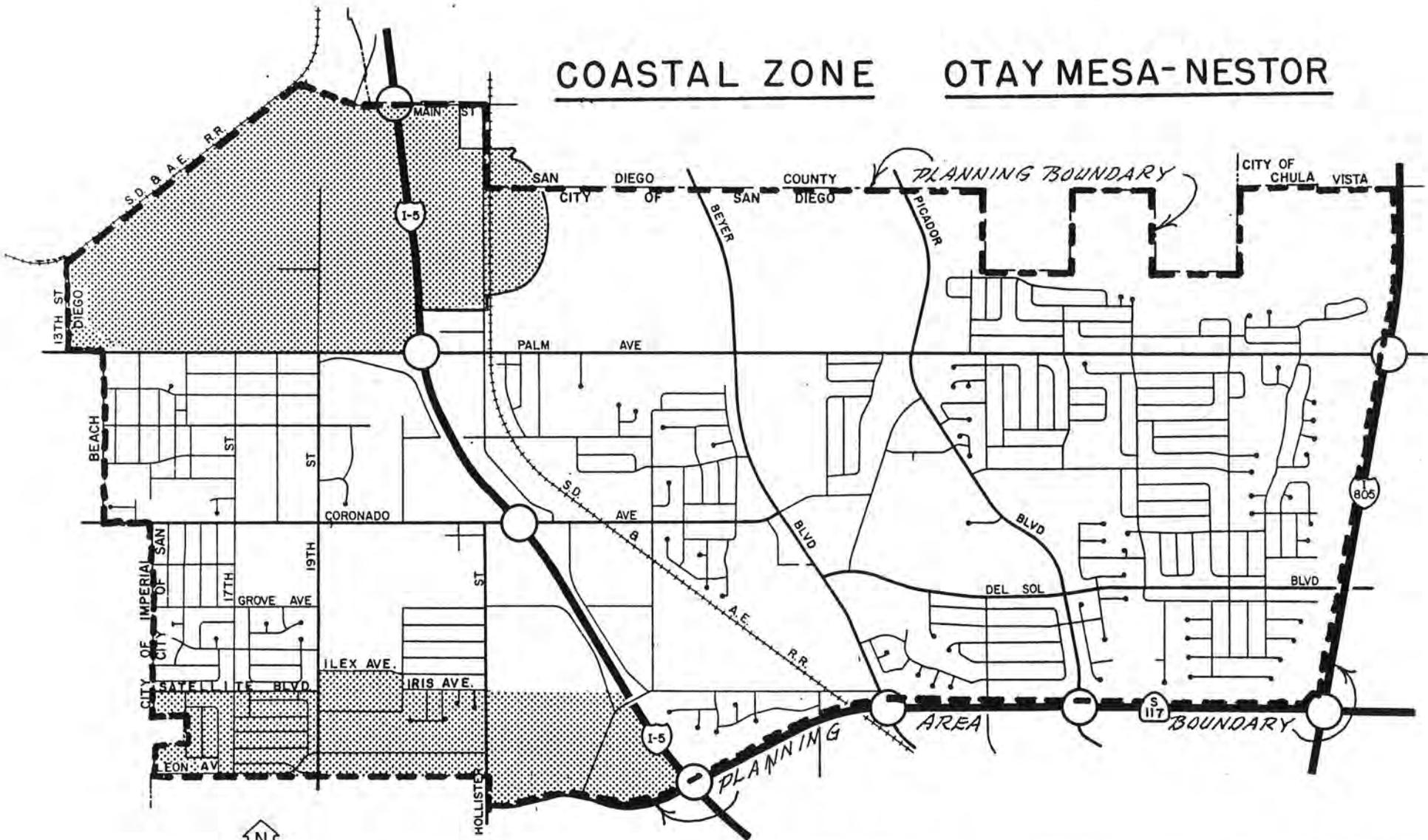


SECTOR 3

- | | | | |
|---|--------------------|---|--------------------|
|  | VERY LOW DENSITY |  | SCHOOLS |
|  | LOW DENSITY |  | PARKS & OPEN SPACE |
|  | LOW MEDIUM DENSITY |  | UTILITY |
|  | PARK & RIDE SITE |  | CHURCH |

COASTAL ZONE

OTAY MESA-NESTOR



PORTION OF OTAY MESA-NESTOR COMMUNITY PLAN SITUATED WITHIN COASTAL ZONE AS DEFINED IN THE CALIFORNIA COASTAL ACT OF 1976

also in the area proposed for light industrial along the railroad. Commercial activities are located at the major street intersections with Interstate 5, as are commercial recreation facilities to serve the tourist trade. Development of low-medium density housing should utilize the majority of presently vacant land. Environmental noise attenuation measures should be utilized to protect worker and resident from effects of adverse freeway and high traffic volume streets.

Sector 2 can be expected to have a continuing lower than average household size compared to the overall community. When the area develops according to the proposed land uses, the total dwelling units will increase from the present 1,000 to 2,777 and the number of people from 3,200 to 8,500.

Develop a 7-acre industrial subdivision on the south one-third of the Fenton Material property west of Interstate 5. This location has good potential for industrial use due to good freeway access, closeness to affordable housing and proximity to the International Border.

Guidelines recommended for this industrial subdivision should include construction of a 50-foot buffer between the project and adjacent habitat area, provision of a gravel filtration system to remove suspended solids and oils from storm water entering the Otay River and development to the standards of the MI-B Zone.

Otay Valley. This area could be developed with uses that are interim in nature due to the possibility of flooding. Augmenting recreational uses for the traveler to and from Mexico could be stables, hiking tours, travel trailer parks and other open type specialties which might capitalize upon the proximity to the accessible bay area and Otay Lakes. Utilization of this site will not adversely effect the downstream wildlife habitat areas by increasing runoff or velocity during a 100-year project flood. (See hydraulic conditions chart relative to the coastal area).

- Develop the 18-acre site at Main Street between I-5 and Hollister Street exclusively with manufacturing facilities to provide optimum employment opportunities. No commercial, office or low employment producing industrial uses will be permitted.

Additionally, all safeguards should be established and maintained to assure that use of this site will in no way be detrimental to the wildlife habitat located generally to the west in the Otay River Delta. Development of this site will increase the flow during a 100-year project flood by less than 0.4 percent and sedimentation during such a flood would be minimal. (See hydraulic conditions chart relative to the coastal area).

- Require new developments that border upon the freeway or railroad to provide retaining walls, landscaping, and wherever possible, earth moundings. The environment in Sector 2 is especially susceptible to pollution from both freeway and railroad. Since existing residential properties border much of the sector, they must also be protected from undue nuisances resulting from development of Sector 2 which can be expected to generate higher than normal noises, traffic and other adverse conditions. Protection of worker and resident will require stringent controls of polluting activities.
- Development of the Southern Area Police Station on the 3.3-acre triangular shaped site located on the southwest corner of Coronado Avenue and 27th Street. The design at the police station, including site planning and landscaping shall exemplify civic architecture and emphasize the character of the site. The station should be designed to serve as both a physical and social focal point in the community. A bus shelter and pedestrian plaza should be developed adjacent to the transit stop on Coronado Avenue and be limited to the main entrance of the station.

In summary, Sector 2 is proposed as the employment/business center of the study area. Considerable industrial employment is expected in the proposed industrial park and

Proposals

- Utilize the accessibility of the railroad. This area offers an excellent opportunity to capitalize on the availability of the railroad. Also, the exposure to freeway traffic and good access by bus should aid the development of a well-designed light industrial area. This area could integrate trade schools and other training facilities to capitalize upon the readily available labor market. Land assemblage should be encouraged as should a general upgrading of the environment.
- Develop a 30-acre community shopping facility on the northwest quadrant of the Palm Avenue I-5 intersection. This location is the best available site for expanded community commercial use due to site size, freeway and major street access, and will fulfill a need for a commercial center to support coastal oriented users, tourism and local convenience demands. The conversion of this site from agricultural to urban uses will not adversely effect the wildlife habitat with regard to increased runoff or velocity during a 100-year project flood, nor is it good soil according to the U. S. Department of Agriculture. Furthermore the remaining 150 acres in agricultural use form an economically feasible agricultural unit.
- Guidelines recommended for the development of this commercial center include landscaping 25 percent of the site and screening it from adjacent residential areas by a six-foot-high solid wall; limiting access to three vehicular connections with 19th Street; enhancing parking areas with planters and planting strips equivalent to 10 percent of the paved area; and promoting a consistent architectural design theme throughout the project to include controlled signs and lighting standards. It is further recommended that these guidelines may best be realized by use of a planned commercial development.
- Develop the northwest intersection of I-5 and State 117 with multi family residential uses commercial-recreation uses which will benefit travelers to and from Mexico. This site has excellent exposure to the high tourist traffic of I-5 as well as the accessibility to I-805 via State Route 117. The availability of large parcels of land necessary for motel and specialized commercial uses should be capitalized upon. Attractiveness of design with good parking facilities and landscaping should be provided.
- Utilize the area between the railroad and I-5 northerly of the existing housing on Conifer Avenue for commercial-recreational type services that complement the floodplain and open space of

If the average household size declines as expected, by 1995 the population of Sector 1 should approach 15,200 persons, an increase of 4,400 over the present 10,800. The existing number of dwelling units is about 3,550 and is expected to increase to nearly 4,750. Almost new housing is expected to be of a single-family or townhouse nature.

Sector 2

Existing Conditions

Sector 2 is the proposed "employment/business" center of the Otay Mesa-Nestor Community. It encompasses approximately 380 acres and extends from the Otay River Valley on the north to State Highway 117 on the south. Approximately 192 acres of the sector are vacant. It includes the land between the San Diego and Arizona Eastern Railroad and Interstate 5, with limited areas to the west of I-5 at the major intersections and south of Tocayo Road between International Road and Dairy Mart Road. Approximately 192 acres of the sector are vacant.

Major land uses within the Sector are four mobile home parks totalling approximately 36 acres with 346 spaces, Southwest Junior High School located at Iris Avenue and 27th Street, and Iris Gardens and Coronado Terraces multi-family developments. A small area of generally older single-family homes is located north of Palm Avenue and westerly of Hollister Street. The Carpenter's Local Union Hall is also located in this area. Commercial uses exist at the major street intersections with I-5. A drive-in theater

located south of Main Street at I-5 lies within this sector. Additionally a 454-unit single-family development and a 367-unit, multi family development are located in the southern portion of this sector, south of Tocayo Road and west of I-5.

The South San Diego Industrial Park being developed by the Economic Development Corporation is within Sector 1. The land is owned by the San Diego and Arizona Eastern Railroad and the City of San Diego. Upon full development, the job potential of the park is expected to be approximately 1,400. An industrially zoned area north of Coronado Avenue between Interstate 5 and the railroad contains some warehousing, shipping facilities and light manufacturing uses.

Some circulation deficiencies exist in this Sector and should be corrected. Accessibility to the industrial park and the effect of its traffic on the community is an important consideration. Improvements in the alignment of Outer Road, especially north of Coronado Avenue, are needed.

Objectives

- Develop Sector 2 as the employment/business center of the community utilizing the excellent freeway access and railroad availability to the highest degree possible.
- Provide close-in housing to the employment base compatible with locational considerations.

preservation also provide visual relief from the surrounding development and a vista point to lower San Diego Bay.

- Develop the Nestor Creek drainage channel in as open a manner as possible and provide for multi-purpose trails to form an open space linkage through the area. This natural feature provides a good opportunity for development of a spineway encompassing both recreational trails and at the same time providing a break in the urban development for aesthetic relief.
- Provide noise pollution mitigation measures for all types of developments that border along the I-5 corridor and near the air station. Screening walls, greenery, insulating techniques and similar design features should be required of all new development, to maintain the amenities of present developments add to protect future developments from the pollutants of freeway and traffic.
- Develop a neighborhood park north of Southwest High and east of Nestor Elementary School.
- Existing structures that provide housing for persons of low and moderate income should not be torn down unless they pose a health or safety hazard. To the extent that private or public funds are available, existing low-income housing should be rehabilitated

rather than demolished. If such housing is to be demolished, comparable replacement housing should be provided; this requirement should not apply to owner-occupied single-family homes when replaced by another single-family home.

- The property included in Tentative Parcel Map 87-0548, as Assessor's Parcel No. 627-302-40 shall be restricted to these single-family units.

In summary, the Land Use Plan for Sector 1 proposes that vacant and agricultural lands be developed to low-density residential uses which are consistent with adjacent residential development and community preferences. The retention of some agricultural land was given full consideration. However, residential and other urban uses have already substantially encroached upon such properties, reducing their size, isolating them and limiting their potential for continued agricultural use. The extent of these properties is small when compared to the amount of agricultural land recommended for retention by the plan and their continuance in agricultural use is highly unfeasible. Of the total 928 acres within the sector, 567 are proposed for low density 0-5 DU/NRA. The vacant areas along I-5 should be developed at a low medium density (10-15 DU/NRA) with the exception of the area eastward of Nestor Elementary School which is proposed for low density. Developments along the freeway should be protected from noise through incorporation of properly engineered noise barriers.

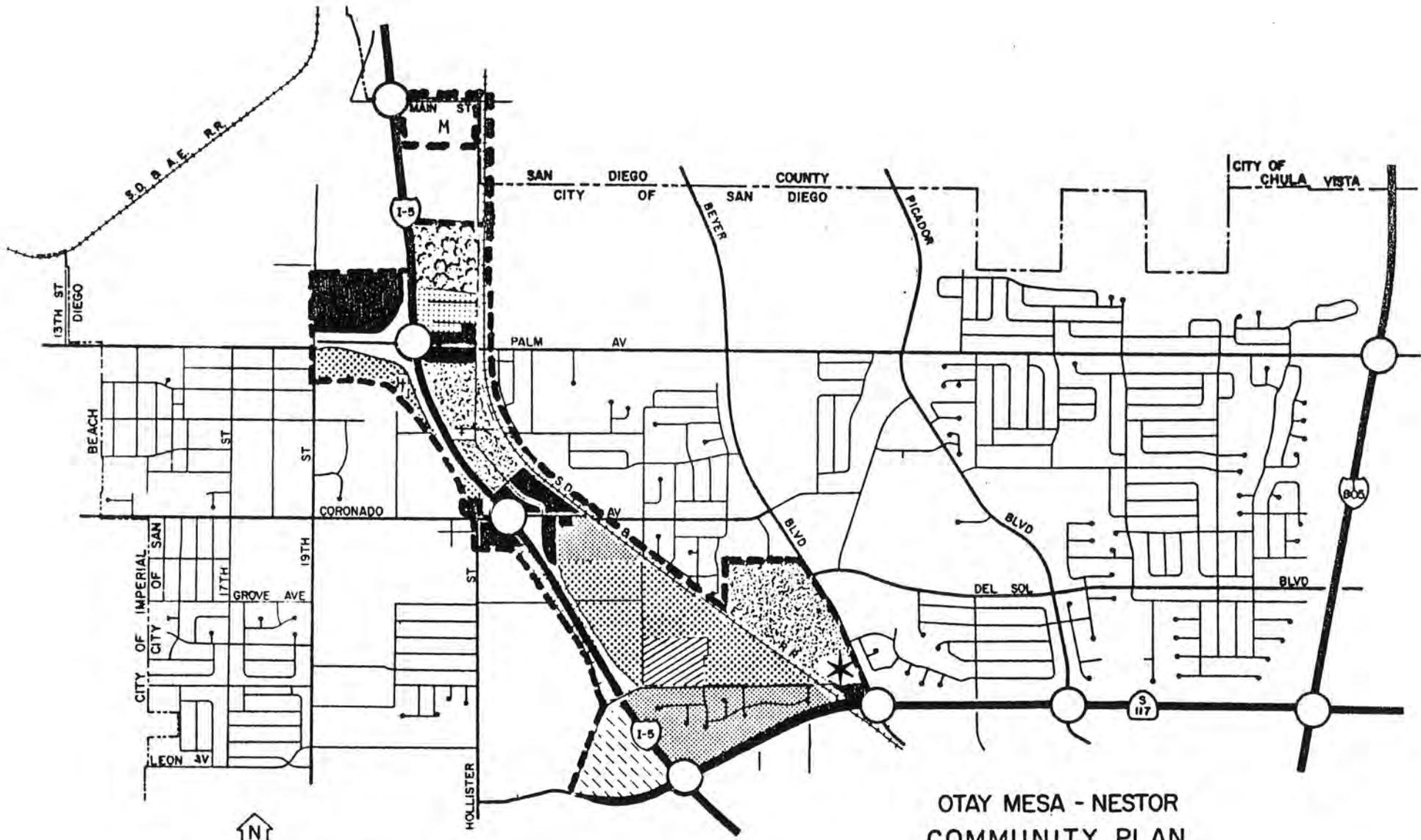
Objectives

- Retain the overall low-density residential character of the Nestor area.
- Retain the existing housing that provide for persons of low and moderate income.
- Preserve the remaining natural features of the area such as Nestor Creek and the pond area north of Palm Avenue. (See Sector 6).
- Do not expand commercial development beyond present locations and strive to upgrade the shopping environment.

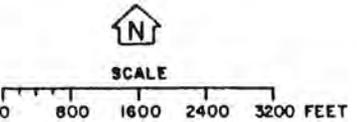
Proposals (see Sector 1 Map)

- Retain the existing residential densities along Palm Avenue to enable the continuation of the four mobile home parks with a total of 536 spaces.
- Future residential development within the area should be similar in nature to the present low-density developments. This type development will not overburden existing public facilities. In addition, the community's preference and the economic demand for low-income housing in the area will be served. Demolition should be avoided if renovation and preservation methods are viable.

- Future housing developments along the I-5 corridor should be of low medium density designed as garden apartments or townhouses. Designation of low medium density housing near the major access routes to and from the community and near the shopping areas should facilitate housing opportunities by providing a wider variety of housing types.
- Implement a rezoning program for the Palm Avenue commercial strip from Hollister Street to the Imperial Beach City limits. Elimination of sign clutter, improved building appearance, landscaping and providing adequate customer parking will greatly aid the commercial environment. Commercial uses located along Palm Avenue west of I-5 should be designated 'visitor commercial' to serve coastal needs.
- Encourage the assemblage of larger parcels to facilitate harmoniously designed shopping areas. Fragmentation of the land into small areas has hindered the ability of businesses to compete with more uniformly designed centers. Assemblage of land is an essential prerequisite to attractive shopping area design and competitiveness.
- Preserve the pond area on the north side of Palm Avenue as natural open space so it can continue to serve as a sanctuary for local waterfowl and marine life. This open space area is one of the few remaining natural features of the community. Its



**OTAY MESA - NESTOR
COMMUNITY PLAN**



SECTOR 2

- | | | | | | |
|--|--------------------|--|------------|---|-----------------------|
| | VERY LOW DENSITY | | COMMERCIAL | | COMMERCIAL RECREATION |
| | LOW DENSITY | | INDUSTRIAL | † | CHURCH |
| | LOW MEDIUM DENSITY | | SCHOOLS | ★ | PARK & RIDE SITE |
| | MEDIUM DENSITY | | OPEN SPACE | M | MANUFACTURING |

One of the two existing fire stations in the Otay Mesa-Nestor community is located within Sector 1 at Coronado Avenue and Hollister Street.

The presence of nearby Imperial Beach Naval Air Station creates an environmental problem due to the noise generated by the helicopter operations (see map page 15).

Commercial development in Sector 1 exists in two principal areas. One area is the Palm Avenue strip development which lack sign control, adequate off-street parking and landscaping. The second area is the new market and variety shops at Coronado Avenue and 19th Street. Some small stores are also located where Hollister Street intersects Coronado and Grove Avenues.

Sector 1

Existing Conditions

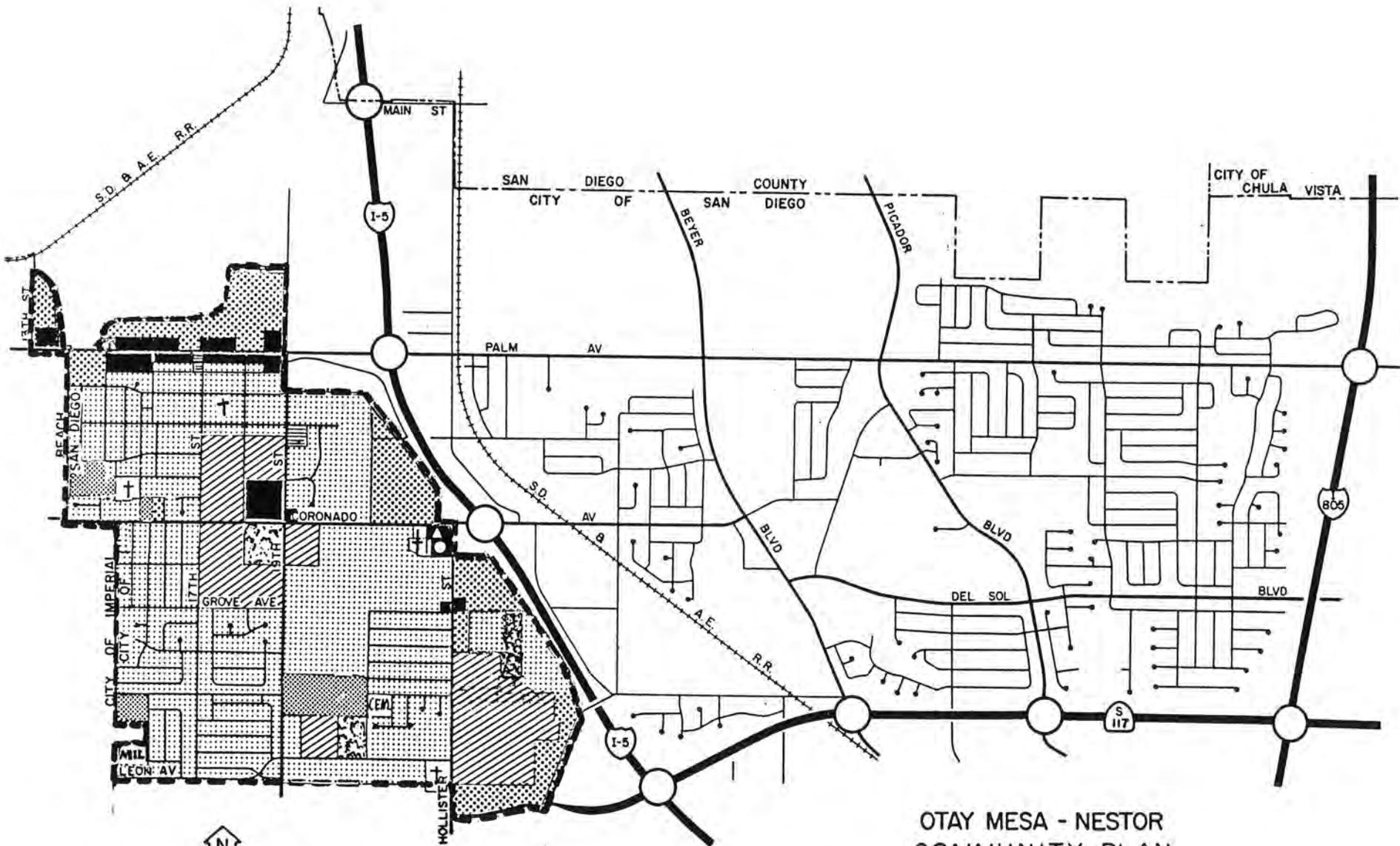
Sector 1, the Nestor Community is the largest of the planning areas, containing 928 acres. It lies between I-5 and Imperial Beach from Leon Street on the south to the slough area and agricultural lands on the north side of Palm Avenue. It was one of the first communities established in the South Bay area and has some sites of historical interest, including the 100-year old Methodist Church on Flower Avenue and the post office established in 1890.

The largest parcels of vacant land within the entire study area are in Sector 1. At present, single-family land use is predominant with multiple family development confined to five major developments, by far the largest of which is the 490 unit Imperial Manor utilizing approximately an 18-acre site.

Eight mobile home parks totaling about 70 acres and 736 spaces are located in Sector 1. They range in character from the older type trailer park to a modern mobile home village. The majority of mobile homes are maintained in sound condition.

While the plan goal is to provide lower cost housing opportunities for persons of low and moderate income, it should be noted that the adjacent City of Imperial Beach has the lowest cost housing in the entire County according to the County Assessor. In 1977 the average market value for residential property in Imperial Beach was \$36,457 while that within the City of San Diego averaged \$48,555. According to the 1975 census, the median family income for the Nestor community was \$9,741 that for the City of San Diego was \$10,626 and for San Diego County \$10,982. This suggests that there is a preponderance of lower income families currently living in Nestor.

Nestor is very well served by five existing schools which have playgrounds and all meet Field Act requirements. Most elementary schools are designed for 600 pupils and as of 1977, Nestor has 547, Emory 595 and Berry 633. Mar Vista Junior High School has an enrollment of 1,264 and the new Southwest Senior High School has 1,050 students. Also, Sector 1 is served by St. Charles Parochial School and Marion Catholic High School. A 10-acre community park is located at Coronado Avenue and 19th Street and a neighborhood park of five acres is adjacent to Berry Elementary School.



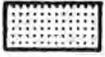
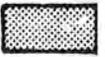
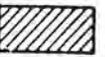
**OTAY MESA - NESTOR
COMMUNITY PLAN**

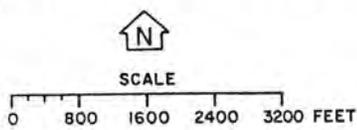
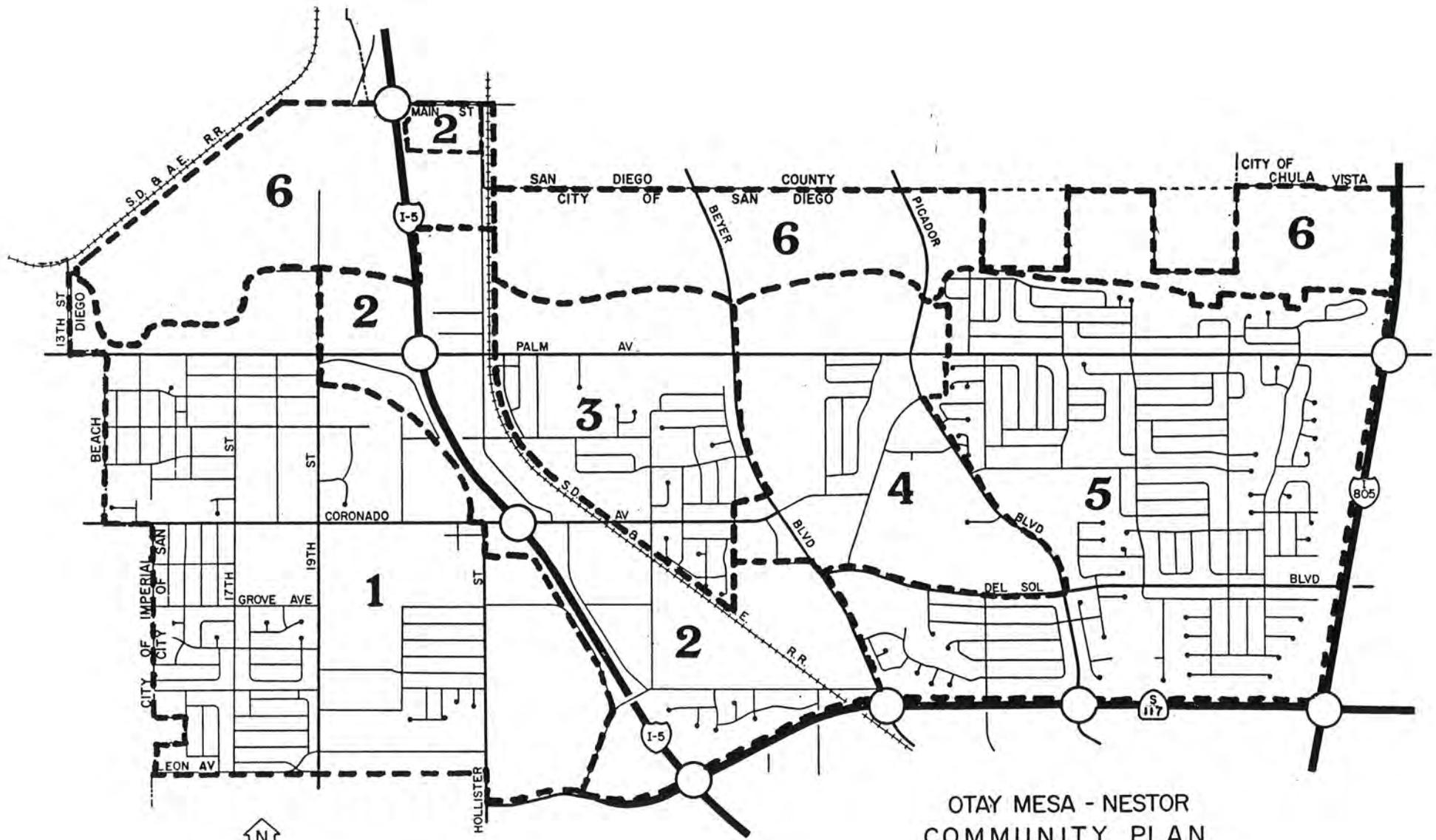


SCALE

0 800 1600 2400 3200 FEET

SECTOR I

- | | | | | | |
|---|--------------------|---|--------------------|---|-----------------------|
|  | LOW DENSITY |  | COMMERCIAL |  | COMMERCIAL RECREATION |
|  | LOW MEDIUM DENSITY |  | INDUSTRIAL |  | UTILITY |
|  | MEDIUM DENSITY |  | SCHOOLS |  | FIRE STATION EXISTING |
|  | POST OFFICE |  | PARKS & OPEN SPACE |  | CHURCH |



OTAY MESA - NESTOR
 COMMUNITY PLAN
 SECTOR MAP

LAND USE ELEMENT

The Otay Mesa-Nestor study area contains six district sub-areas or sectors, which because of their physical characteristics, individual problems and goals, are considered independently within this Element of the Plan. Each sector is analyzed for land use deficiencies, objectives are established and proposals made for attaining goals. Specific recommendations such as rezoning actions to implement plan proposals are contained within the Implementation Element of this Plan.

Elements which pertain to the entire study area are treated separately. These include the public facilities, transportation and social environmental elements. The format for these elements also includes sections on existing conditions, objectives and proposals based on area wide considerations.

The use of sectors is intended to facilitate review of each sub-area with regard to its environmental deficiencies and to better promote mitigating measures as well as to accommodate land use analysis and proposals.

The existing very low density and low density residential areas shown on the figure entitled "Single Family Protected Neighborhoods" are characterized by traditional single-family development such as detached housing units on individual lots. These areas should have single-family

zoning (R-1-4000, R-1-20000, R-1-8000, R-1-6000, R-1-5000) and should be protected as single-family neighborhoods in the future. Therefore, requests for rezonings or other discretionary actions in these areas that could result in any type of residential structures other than traditional single-family residents with one dwelling unit per lot, should be denied.

VII. PARTICIPATION

ENCOURAGE THE OTAY MESA-NESTOR RESIDENTS TO TAKE AN ACTIVE PART IN THE DEVELOPMENT OF THE ENTIRE SOUTH BAY AREA AND THE ENTIRE CITY.

1. Encourage the Committee, Otay Mesa Homeowners Association and other civic groups to promote the Plan in the community and to encourage maximum area participation in its implementation.
2. Establish both area identify and pride by use of various news media, civic organizations and promotion of the Community Plan.

VIII. IMPLEMENTATION

1. Utilize the Capital Improvement Program in the attainment of community goals and plan proposals.
2. Maintain the integrity of the adopted Otay Mesa-Nestor Community Plan through constant community awareness and liaison with City staff.

3. Promote the implementation of the proposed rezonings and eventual land use readjustments necessary to achieve the ultimate Plan goals.
4. Seek to achieve implementation of the 1976 California Coastal Act.
5. Within the Coastal Zone portion of the community, accord priority to coastal-dependent development, whenever possible.

5. Initiate studies to provide a more convenient linkage to the Chula Vista Community Hospital.
6. Maintain and enhance public access to the coast.
7. Provide non-automobile circulation within new development, where warranted.
8. Provide adequate parking facilities in new development or substitute means of serving new development with public transportation.
9. Encourage the adequate provision of public transit near high intensity uses.

VI. ENVIRONMENT

ENHANCE THE PHYSICAL ENVIRONMENT OF THE OTAY MESA-NESTOR AREA.

1. Conserve existing open space, especially the Otay River Valley and floodplain.
2. Improve the appearance of the community through the undergrounding of utilities.
3. Establish periodic clean up, fix up, paint up campaigns utilizing the cooperation of civic, businesses and City program.

4. Initiate a street tree planting program on a community and individual basis. Planting should be required in areas where barren cut slopes exist.
5. Promote a unified design of both private and public facilities with special consideration for attractive landscaping, sign control and street furniture.
6. Protect existing views as may be feasible and reasonable when development takes place.
7. Minimize the alteration of natural landforms.
8. Maintain visual compatibility with the character of the existing area. Where feasible, restore and enhance visual quality in visually degraded areas.
9. Protect environmentally sensitive habitat areas from significant disruption. Site and design development in these areas to prevent adverse impacts and to maintain compatibility with such habitat areas.
10. Require mitigation measures where development would adversely impact archaeological or paleontological resources.

4. Provide adequate and attractive library facilities to serve area cultural and educational needs.
5. Maintain adequate standards of police, fire and utility services and provide for future needs.
6. Expand school programs to accommodate the needs of all age groups.
7. Facilitate maximum utilization of all school playgrounds in concert with park and recreation programs where practical.
8. Encourage lower cost visitor and recreation facilities and developments providing public recreational opportunities. If visitor-serving facilities cannot be feasible located in developed areas, locate them within exiting isolated development or at selected points of attraction for visitors.
9. Where appropriate and feasible, distribute public facilities to lessen the impacts of overuse by the public of any single area.

V. TRANSPORTATION

DEVELOP A TRANSPORTATION SYSTEM DESIGNED TO MOVE PEOPLE AND GOODS SAFELY AND EFFICIENTLY WITHIN THE COMMUNITY, INCLUDING LINKAGES WITH OTHER COMMUNITIES, AND WITH DUE CONSIDERATION FOR ENERGY CONSERVATION.

1. Provide for a balanced transportation system utilizing existing streets and plans for bicycle and equestrian trails and accommodating a future rapid transit system.
2. Review and coordinate City wide transit plans to benefit the community.
3. Promote signalization at on-grade railroad crossings and encourage landscaping of railroad rights-of-way.
4. Provide equestrian trails and bikeways to accommodate the community and complement the City wide systems.

2. Coordinate and promote the development of the industrial park being formed by the Economic Development Corporation and the City of San Diego.
3. Locate new hazardous industrial development away from existing developed areas, where feasible.

III. COMMERCIAL

ENCOURAGE THE ORDERLY DEVELOPMENT OF COMMERCIAL FACILITIES WHICH ARE CONVENIENTLY ACCESSIBLE TO THE RESIDENTS OF THE COMMUNITY.

1. Provide properly located and adequate sized commercial areas with adequate off street parking, loading facilities and landscaping.
2. Promote compact commercial areas and discourage strip and spot development.
3. Develop neighborhood activity nodes utilizing to the maximum degree possible shopping facilities, libraries, post offices, churches, parks, etc.

4. Create community focal points in the vicinity of Coronado Avenue and Beyer Boulevard and of Palm Avenue and Picador Boulevard.
5. Provide commercial facilities in locations that will minimize the use of coastal access roads; however, commercial uses along Palm Avenue, west of I-5 should be designated 'visitor commercial' to serve coastal needs.

IV. PUBLIC FACILITIES

PROMOTE MAXIMUM EDUCATIONAL, SOCIAL AND CULTURAL OPPORTUNITIES.

1. Provide adequate park and recreation facilities sufficient to meet expected population increases and also, consider the impact of new development on existing recreation facilities.
2. Develop recreational facilities fitted to the needs and desires of area residents.
3. Encourage the development of private as well as public recreational facilities.

GOALS

The Otay Mesa-Nestor Community Planning Group, the citizens planning organization officially recognized by City Council, has established the following goals for future development of the community.

OVERRIDING COMMUNITY GOAL

PLAN AND DEVELOP THE OTAY MESA-NESTOR AREA AS A VIABLE COMMUNITY OFFERING A WIDE RANGE OF HOUSING, EMPLOYMENT, BUSINESS, CULTURAL AND RECREATIONAL OPPORTUNITIES ADEQUATELY SERVED BY PUBLIC FACILITIES.

I. HOUSING

PROMOTE A BALANCED COMMUNITY IN TERMS OF HOUSING TYPES AND COST, INCLUDING HOUSING FOR VARIOUS AGE GROUPS, FAMILY SIZES, RACIAL AND ETHNIC COMPOSITIONS.

1. Develop sufficient housing to accommodate expected increases in population at an appropriate density to void overtaxing public facilities.

2. Locate and designate residential densities where they can be adequately served with community facilities.
3. Protect residential areas from incompatible land uses.
4. Preserve privacy and views.
5. Encourage the clustering of housing to preserve the maximum amount of open space in the community.
6. Provide lower cost housing opportunities for persons of low and moderate income, where feasible.

II. EMPLOYMENT

PROMOTE JOB OPPORTUNITIES IN OTAY MESA-NESTOR BY PROVIDING WELL LOCATED INDUSTRIAL PARK SITES.

1. Designate sites for industrial uses and employment centers. These areas should have convenient and safe access to the community and should be effectively buffered from adjacent uses.

GOALS

LAND USE SECTORS

PUBLIC FACILITIES

SOCIAL ENVIRONMENT

TRANSPORTATION

SECTION 11

PLAN ELEMENTS

Feasible methods of reducing household water demand include utilization of water conserving appliances in residences, such as low-flow shower heads, low volume toilets, more efficient use of clothes and dish washing machines, and use of native or other drought resistant landscaping in lieu of heavily water dependent vegetation. The last measure may be made a condition of many project approvals.

J. GROWTH INDUCEMENT

Impact: Urban development has taken place in all sections of the community with the exception of the Otay River Valley. Implementation of the Plan would only encourage growth through fill in development within an already urbanized area. It is not expected that implementation of the Plan would remove any restraints to regional growth.

Mitigation: There is no mitigation needed as development under the Plan would not have a significant influence on area growth.

H. HISTORICAL, ARCHITECTURAL,
ARCHAEOLOGICAL RESOURCES

Impact: A limited number of 19th century structures exist in the community and would not be expected to be impacted by plan implementation. While such structures are of historical interest, none of these buildings have been designated officially as historical sites. Several archaeological sites have been recorded within the boundaries of the community primarily within the Otay River Valley. Disruption of presently undiscovered resources could result from future development.

Mitigation: Previously undisturbed areas not surveyed and proposed in the plan for future development or land alteration to prevent destruction of potential resources. Archaeological surveys are currently required as part of environmental documents, and would normally be included in review of previously undisturbed lands.

I. ENERGY AND WATER CONSERVATION

Impact: Anticipated residential, commercial and industrial development would result in long term incremental increases in energy and water consumption in the use of these structures. Continued automobile dependence in the foreseeable

future would also cause incremental increased fuel consumption based on present levels of vehicle fuel efficiency and the present amount of per capita vehicle miles traveled.

Mitigation: Long term incremental increases in energy use resulting from commercial, industrial and residential expansion would be subject to partial mitigation through incorporation of several measures in building and transportation. Implementation of modern energy efficient techniques in the construction of new buildings could reduce unnecessary energy consumption. Possible energy saving methods include adequate use of insulation and increased reliance on alternative sources of energy (e.g. solar) for water and space heating. The likelihood of this mitigation being used is dependent upon several factors including energy cost, building code standards and individual construction and usage decisions.

Transportation energy savings, achievable through increased use of lighter more efficient automobiles, would be beyond the scope of this plan. However, increased reliance on public transit is encouraged by a plan proposal of a park and ride facility at Interstate 5 and Palm Avenue. The plan also proposes implementation of a bikeway system to serve the area.

Mitigation: The proposed plan would preserve the most significant existing agricultural land in the community, approximately 180 acres within the Otay River Valley. The plan does not, however, provide for retention of agricultural uses on several limited sized parcels outside the river valley. A low level cumulative loss of regional agricultural productivity would be expected to occur. No mitigation to this impact is considered necessary.

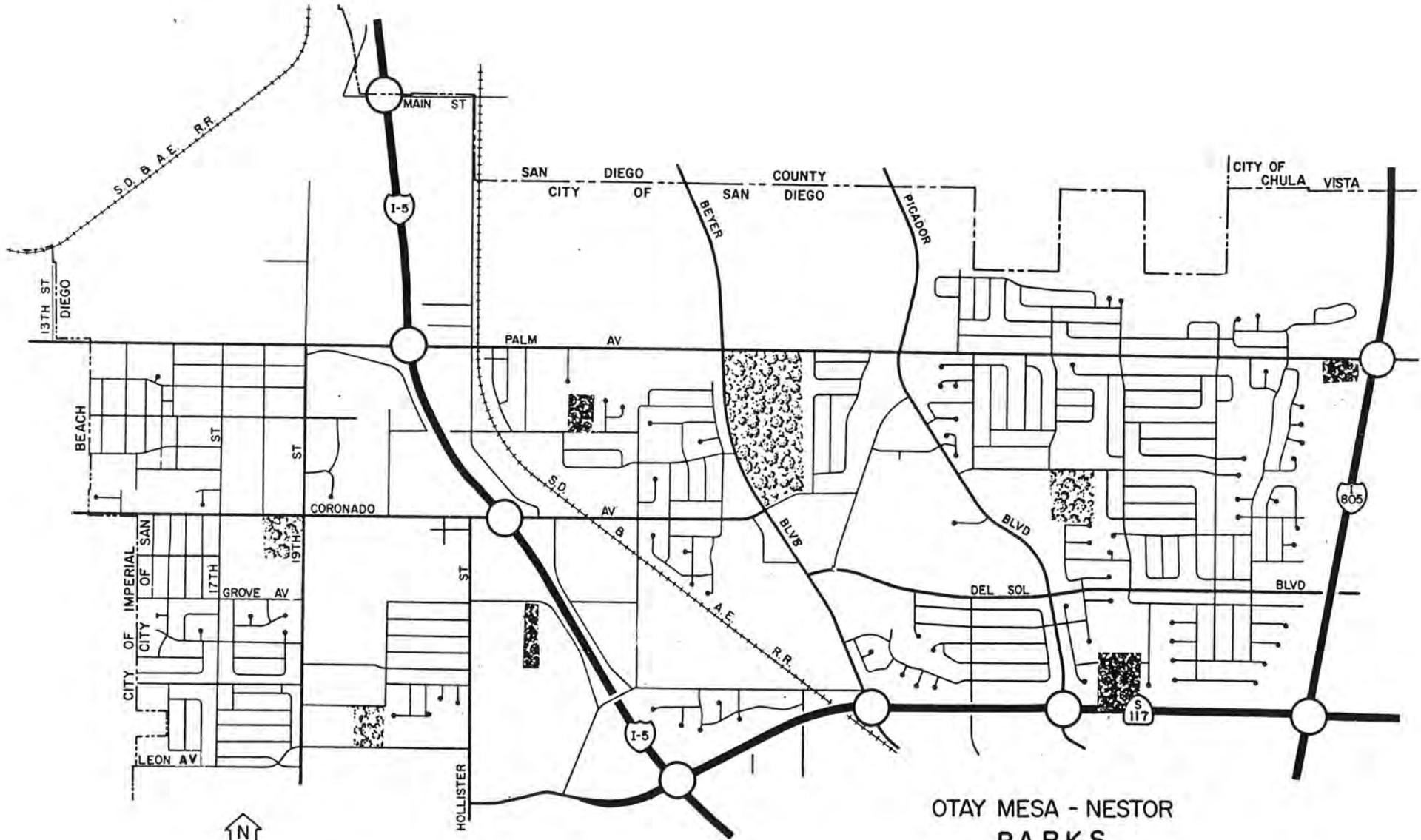
G. VISUAL QUALITY

Impact: 36

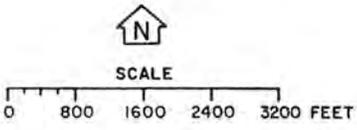
Development under the proposed plan would have relatively little effect on natural terrain or native landscape. The selected plan could lead to conversion of limited size parcels under agricultural use to urban uses, primarily low density residential development. This change would further alter the visual character of the community from semi-rural to suburban, but would not constitute an adverse visual impact on the natural landscape. Potential for slight to moderate visual impacts to natural hillside topography could occur through urbanization of slope areas along Palm Avenue west of Beyer Boulevard.

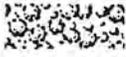
Portions of the Otay River Valley would continue to be visually impacted by on-going sand and gravel extraction operations.

Mitigation: The visual consequences of transforming properties from agricultural use to urban use are not subject to mitigation, nor would such mitigation be considered necessary since the significance of this alteration would be based on individually subjective considerations. Alteration of locally significant natural topography could, however, result in a substantial visual impact. To lessen the potential adverse visual effects resulting from hillside landform alteration, the plan proposes very low density residential use of hillside property west of Beyer Boulevard on the north side of Palm Avenue. This area is anticipated for approximate one-half acre lots which would not require the degree of landform alteration normally accompanying higher density development. Other measures that could be taken to reduce the effects on visual quality include: restabilization of disturbed landform, including restoration of expended sand and gravel excavation sites, horizontal and vertical contouring of manufactured slopes to resist erosion and both immediate and long term revegetation of all exposed slopes.



OTAY MESA - NESTOR
PARKS



-  EXISTING
-  PROPOSED

PUBLIC FACILITIES

Adequate public facilities are necessary to meet the needs of the people in a properly functioning community. This element of the plan considers the following public facilities: the library, fire and police service, population based parks, educational facilities, medical facilities and utilities.

Library

Library services to Otay Mesa-Nestor residents are provided by the Imperial Beach Library, the San Ysidro Branch Library of the City of San Diego, and the temporary branch library located in leased space in the community shopping center at Beyer Boulevard and Coronado Avenue.

Objective

TO PROVIDE ADEQUATE AND ATTRACTIVE LIBRARY FACILITIES TO SERVE AREA CULTURAL AND EDUCATIONAL NEEDS.

Proposals

- Locate and construct a permanent branch library on Beyer Boulevard near the Story Book Plaza Shopping Center that meets standards in materials, staff and area.

Fire Service

Two fire stations serve the Otay Mesa-Nestor communities. One station located on Coronado Boulevard near Hollister Street has two engines and a four-man company. The second station located at Palm Avenue and Twining Avenues one engine and a four-man company. One truck, one engine and a eight-man company are also available from San Ysidro in an emergency.

Objective

TO MAINTAIN AN ADEQUATE STANDARD OF FIRE PROTECTION AND PROVIDE FOR FUTURE NEEDS.

Proposal

- The present fire stations should be retained and improved as necessary.

Police Service

The Southern Division of the San Diego Police Department provides police services to the plan area. The station is located on San Ysidro Boulevard, two blocks from the International Boundary. Personnel assigned to this station provide normal services, and in addition, perform duties arising from the border crossing. The San Diego Police

Department retains a Community Relations officer in the San Ysidro Community Facility who also serves the Otay Mesa-Nestor area.

The Police Department has outgrown this facility and proposes to relocate operations to a new facility which would be developed in the South Bay area.

Objectives

- TO MAINTAIN THE LEVEL OF POLICE SERVICES AND PROVIDE FOR FUTURE NEEDS.
- TO SUPPORT UTILIZATION OF CRIME PREVENTION TECHNIQUES SUCH AS NEIGHBORHOOD ALERT UNITS AND CRIME-FREE DESIGN TECHNIQUES.

Proposal

- Operations at the present police station in San Ysidro will be relocated to a new facility to be developed in the southwest corner of Coronado and 27th Street the Otay Mesa-Nestor community.

The existing police station provides a high level of service to the community as well as the Tia Juana River Valley, San Ysidro and the South Bay. These

areas, including Otay Mesa will be served in the future by the Southern Area police station to be located on Coronado Avenue.

POPULATION-BASED PARKS

Future projections indicate increases in leisure time, participation in sports, and awareness of physical fitness. All these emphasize the growing need for parks.

The area is served by four developed parks. The South Bay Park and Recreation Center located on Coronado Boulevard at 19th Street contains 8.6 acres and is developed with a recreation center building, a multi-sports field, two tot-lots, picnic facilities and landscaping and parking.

Berry Neighborhood Park is located adjacent to Berry Elementary School on Leon Avenue. This park is improved with turf and walks and is integrated with the adjacent schoolgrounds.

Silverwing Neighborhood Park on Arey Drive is developed with a field house, multi-purpose courts, multi-sports fields, landscaping and parking.

The largest park in the plan area is Montgomery-Waller Memorial Park. This 60-acre site, approximately one-fourth developed, is located southeast of Beyer Boulevard and Palm Avenue. It contains athletic fields, turf and picnic areas, a tot-lot, landscaping and parking. The park also contains the

Montgomery Memorial and Silverwing monument. The high elevation of the southern portion of the park offers excellent views from Tijuana to downtown San Diego.

Objectives

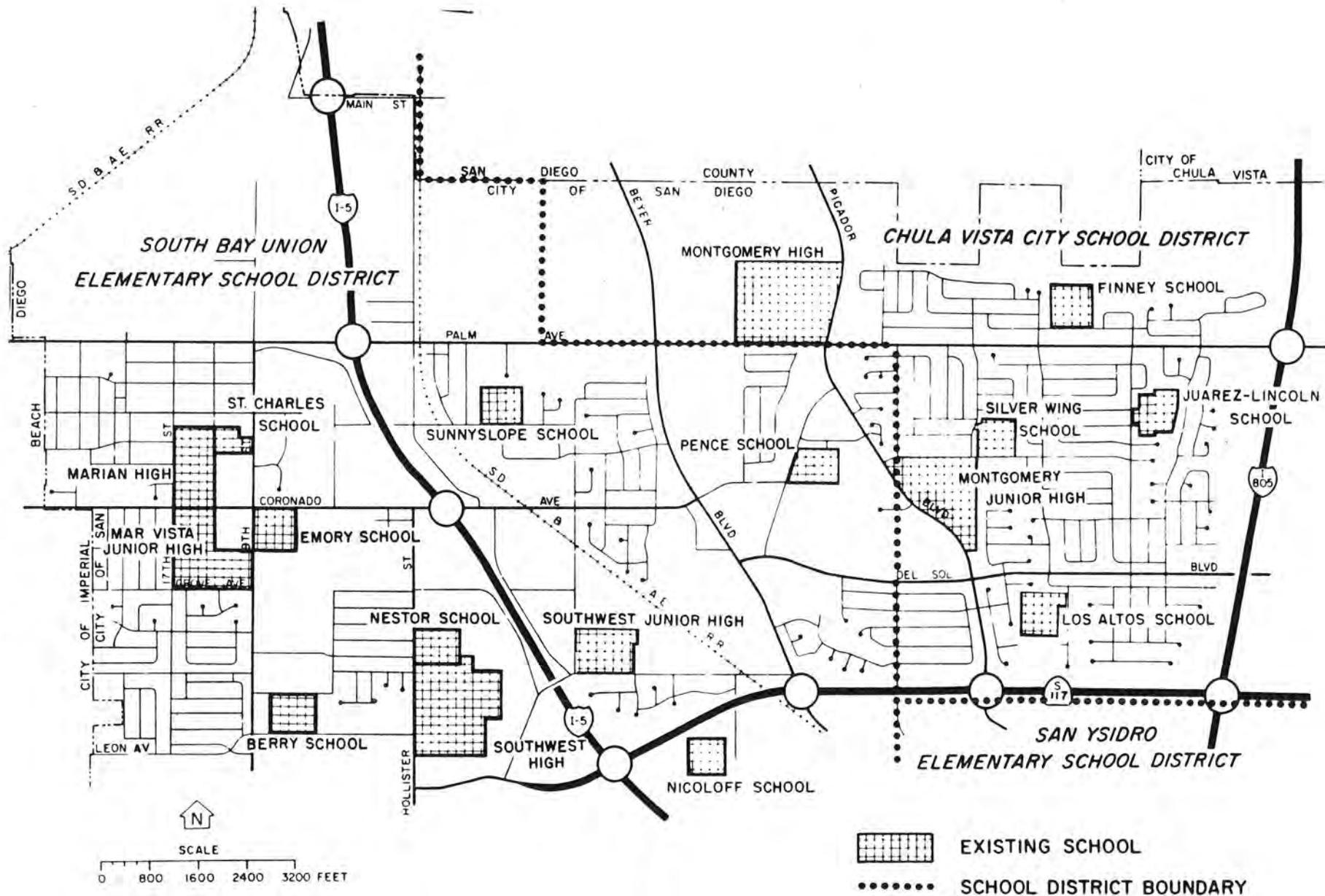
- Provide adequate park and recreation facilities to meet anticipated population increases.
- Develop recreation facilities that recognize the preferences of the local residents.
- Encourage the development of private as well as public recreational facilities.

Proposals

- Develop all park sites with their full complement of recreational facilities.
- Designate, dedicate and develop the following park sites:
 - a. The area east of Sunnyslope Elementary School (Park Service District 724)
 - b. The area south of Los Altos Elementary School (Park Service District 723).
 - c. The area between I-805 and Darwin Way proposed in the Park Ridge development as the

Park Ridge Neighborhood Park. (Park Service District 721).

- d. The area easterly of Nestor Elementary School and north of Southwest Senior High School. This site is proposed to integrate the existing school playground with additional land. (Park Service District 732).
- The area between 25th and 27th Streets, south of Grove Avenue. (Park Service District 725).
 - Integrate all school playgrounds with park sites and facilities where possible.



OTAY MESA-NESTOR SCHOOLS AND SCHOOL DISTRICTS

(All within Sweetwater Union High School District)

Consider the impact of new development on existing recreation facilities.

The Progress Guide and General Plan Standards indicate neighborhood parks should contain a minimum usable area of five acres when adjacent to an elementary school and ten acres when not. However, review of these standards mandated by the City Council is currently in progress. They should serve 3,500 to 5,000 people and have a service area radius of not over one-half mile.

Community Park and Recreation Centers should be about 13 acres minimum near a junior high school (20 acres when not) and should serve between 18,000 and 25,000 residents. The service area should not exceed one and one-half miles.

SCHOOLS

The study area contains nine elementary, three junior high, two senior high public schools and a Catholic high school and Parochial elementary school. Two elementary districts and one secondary district operate the public schools.

The Chula Vista City School District serves the easterly area of Otay Mesa with four elementary schools: Finney, Juarez-Lincoln, Silver Wing and Los Altos. The district operates at over capacity and has instituted a year round

45/15 program. The newest school, Howard Pence, has alleviated most of the overcrowding and a vacant area southerly of Los Altos could be used for further expansion of facilities if necessary.

South Bay Union District has five schools serving the remainder of the area. They are Pence, Sunnyslope, Berry, Nestor and Emory Elementary Schools. A busing program is in operation and generally brings pupils from east of Interstate 5 to the westerly schools. Emory and Nestor Schools are the principal recipients of bussed students. Nestor School is considered a model by the district because of its 50-50 bilingual program.

Sweetwater Union High School District serves the entire planning area with five schools: namely Mar Vista, Southwest and Montgomery Junior High Schools and Montgomery and Southwest Senior High Schools. Southwest Senior High was opened in the fall of 1975 and alleviated the overcrowded conditions at some secondary schools.

The high school district also offers adult education throughout the community, including classes in basic education, English and general interest subjects.

Southwestern College is a junior College located in Chula Vista and operated by the Sweetwater Junior College district. In 1975, about a third of its student enrollment resided in the South Bay area including Imperial Beach. The

College offers a regular two-year curriculum for those intending to advance to a four-year program and also occupational classes.

Objectives

- Encourage the development of school facilities and programs that will meet the local needs at all levels of education.

Proposals

- Expand school programs to accommodate the needs of the community.

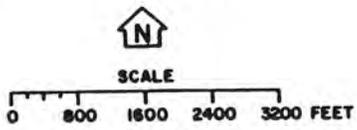
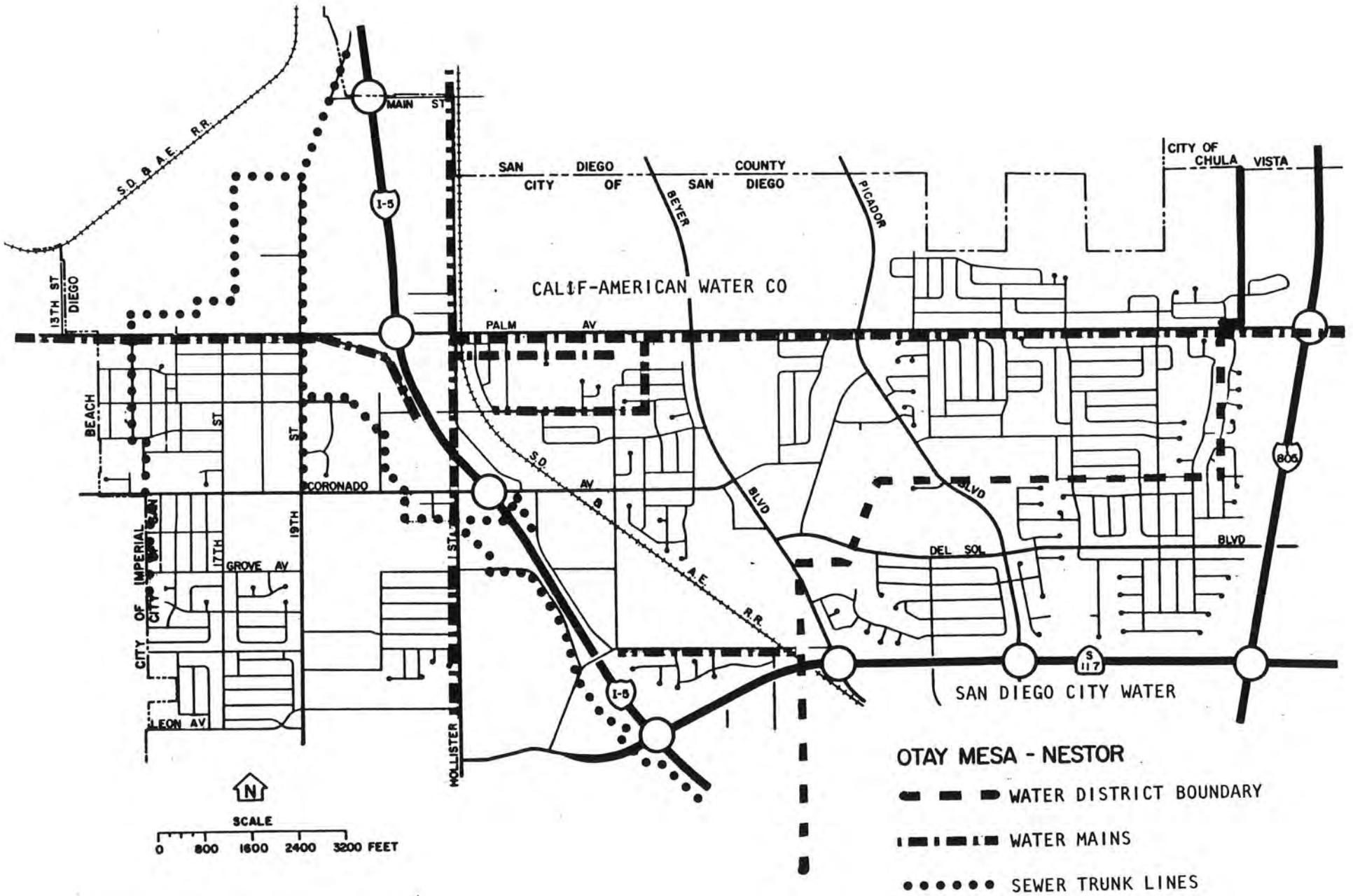
A considerable segment of the population of Otay Mesa-Nestor will remain bilingual and bicultural for the foreseeable future. School policies and programs designed to explore the many responsibilities and opportunities this situation presents should be fully utilized.

- Facilitate maximum utilization of all school playgrounds in concert with park and recreation programs.

The integrated utilization of school ground area and adjacent park lands and equipment promotes economy of operation and achieves greater benefits than separate programs provide.

- Maintain and expand adult education programs.

The need for increase jobs skills and the alleviation of language and cultural barriers can be partially met through adult education classes offered throughout the community.



- OTAY MESA - NESTOR**
- — — — — WATER DISTRICT BOUNDARY
 - - - - - WATER MAINS
 - SEWER TRUNK LINES

Medical Facilities

Residents of Otay Mesa-Nestor utilize the facilities of University, Chula Vista, Paradise Valley and Bay General Hospitals. The Chula Vista Community Hospital is about five miles via Interstate 805 from the nearest part of the community.

The outpatient health center located at Foothill Road and Beyer Boulevard operated by the University of California is available to local residents. This clinic is funded by the Office of Equal Opportunity. The San Ysidro community facility on Seward Avenue offering child care programs and dental care is also available. A well-Baby Clinic is offered in the Nestor Church. Also, a beach area free clinic is available in Imperial Beach.

Objective

Provide adequate and convenient medical facilities that serve the needs of local residents.

Proposals

- Maintain and expand the available medical facilities at their present locations to meet the increased demands as population throughout the area grows.
- Provide an out-patient clinic similar to the one in San Ysidro to be centrally located in the community.

- Expand County services to the area utilizing to the highest degree possible existing public buildings, including the possibility of cooperative use of the new welfare office.

Water and Sewer Facilities

The City of San Diego provides direct water service only to the southeast portion of the study area. The remainder of the area is served by the California American Water Company. The service area boundary (shown on the following map) is approximate and does not reflect the many minor adjustments to which the two agencies have agreed for reasons of economy.

Normally, all water consumed in the City's service area is produced by the Otay Filtration Plant some seven miles east of I-805. When necessary, this supply can be augmented through existing pipelines by water produced at the Alvarado Filtration Plant about 14 miles to the north. Both plants discharge into the 15 million gallon South San Diego Reservoir, located some four miles east of I-805 at elevation 490 feet above mean sea level. From this reservoir, water is conveyed to the study area through the 33-inch South San Diego Pipeline and the 15-inch Coronado Pipeline. These parallel pipes enter the study area at I-805 just north of Palm Avenue.

The California American Water Company purchases water in large volume from the City's 20-inch pipeline in Palm Avenue. The City's service area is supplied by the 24-inch

and 20-inch San Ysidro Pipeline which continues on south along the west boundary of I-805 into San Ysidro. The 12-inch pipe in Del Sol Blvd. is the largest municipal distribution main in the study area. This 12-inch pipe is connected to San Ysidro water distribution system by other mains which cross Route 117 at Picador Blvd. and at Dairy Mart Road.

Sewer service is provided by the City of San Diego and the Montgomery Sanitation District. The major project facilities of the Metropolitan Sewerage System start at the intersection of Coronado Avenue and 19th Street, with 42-inch and larger sewers flowing north generally along I-5 through two major pump stations and ultimately to the Point Loma Wastewater Treatment Plant. Municipal trunk sewers and local sewers all discharge to this metropolitan system.

Most of the study area is served by the Montgomery Palisades Trunk Sewer.

The Montgomery Palisades Trunk Sewer discharges to the 36-inch San Ysidro Trunk west of Interstate 5 is sewered west across Interstate 5 at Elm Avenue to the San Ysidro Trunk. The pipe for the southeast corner of the study area goes south across Route 117, then southwest along Pistol Range and Dairy Mart Roads to the San Ysidro Trunk.

In addition, the Montgomery District has a line in the Otay River Valley.

The Montgomery Palisades Trunk Sewer discharges to the 36-inch San Ysidro Trunk west of I-5 at Grove Avenue, which in turn discharges to Metro in 19th Street at Elm Avenue. A small portion of the "Otay Mesa" area adjoining I-5 is sewered west across I-5 at Elm Avenue to the San Ysidro Trunk. The pipe for the southeast corner of the study area goes south across Route 117, then southwest along Pistol Range and Dairy Mart Roads to the San Ysidro Trunk.

There are no City sewers east of I-5. In addition, the Montgomery District has a line in the Otay River Valley. However, this conforms to the land use proposals of open space for this floodplain.

Objective

- To provide adequate water and sewer services by upgrading and incrementally expanding existing facilities as necessary.

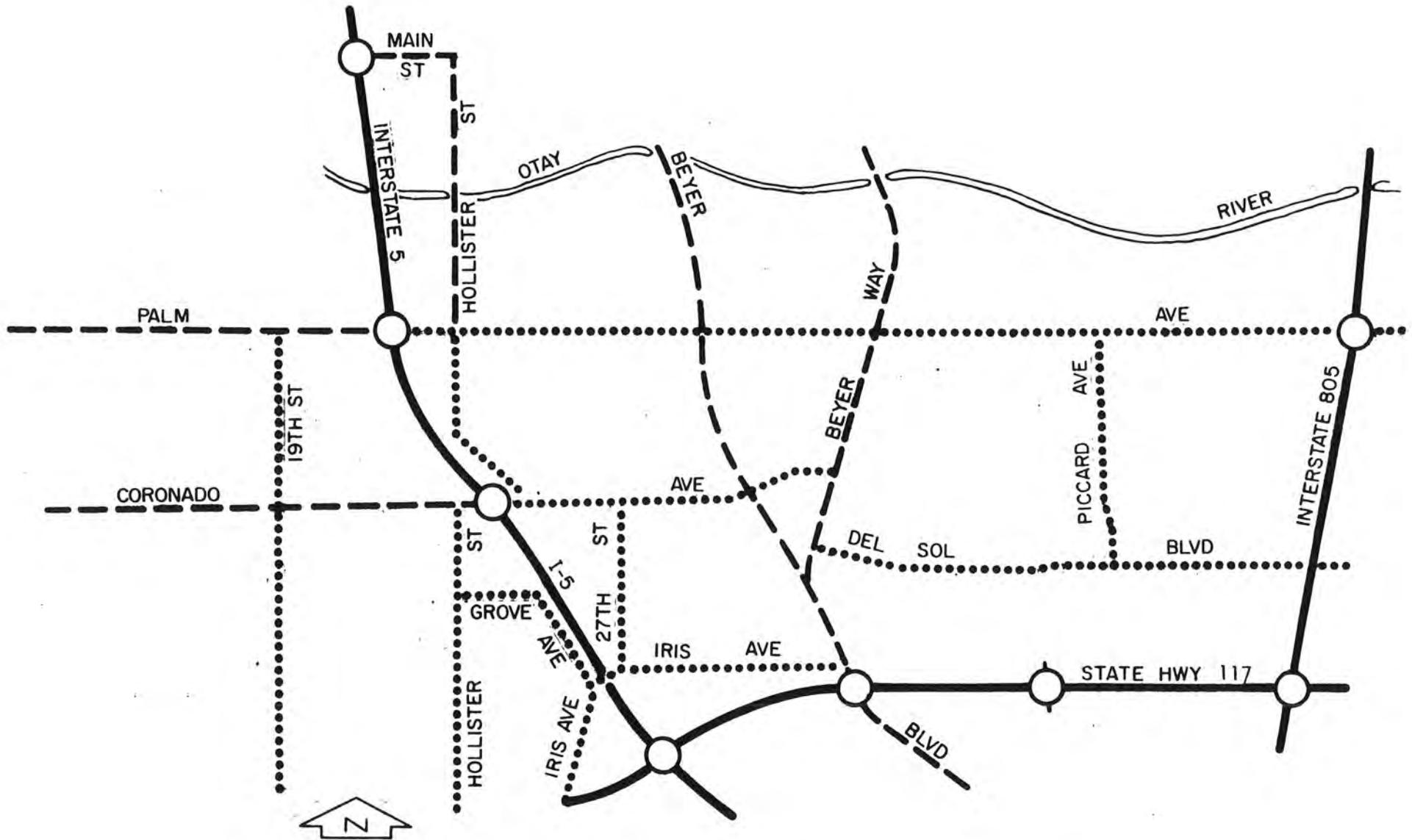
Proposals

- In the 1979 Capital Improvements Program, the only project affecting water supply to the study area is "72-005, Otay Filtration Plant". This project should improve the quality of the water produced. In the more distant future, the 20-year needs list shows CIP 73-163 "Border Terminal Reservoir" projected for construction in about 1987; this will provide major

filtered water storage east of I-805 and south of Otay Mesa Road, improving the system's reliability and ability to meet peak hour demand. Sometime later, CIP 73-186 "South San Diego Pipe" will increase the pipeline capacity between the filtration plant and San Ysidro.

Later still, CIP 72-038 "South San Diego Reservoir No. 2" will increase the storage capacity at elevation 490.

- With the replacement of the Montgomery Palisades Trunk, the existing sewerage system is largely adequate to serve the study area for the indefinite future. For this reason, no sewerage projects affecting the area are listed in the Capital Improvements Program. One possible exception is the Palm City Trunk Sewer from Palm Avenue to the pump station, where flows at times approach the pipe's design capacity. Replacement of this trunk appears in the 20-year needs list as CIP 43-088.
- Deteriorated or overloaded water and sewer mains in developed areas will be rebuilt whenever they have sufficiently high priority under CIP 44-001 and CIP 73-083.



1976 FUNCTIONAL STREET CLASSIFICATION MAP

-  FREEWAY
-  MAJOR STREET
-  COLLECTOR STREET
-  INTERCHANGE

FIGURE 1

SOCIAL ENVIRONMENT

The social desires of a community are typically expressed through the proposals for physical features within a community plan. However, this element of the Otay Mesa-Nestor Community Plan attempts to go a step further and make generalized proposals for services based upon the social profile of the community and upon discussion and comments received during the planning program.

Existing Conditions

The Otay Mesa-Nestor community experienced very rapid growth in the late 1960's and early 1970's. The area east of Interstate 5 developed from nearly vacant and/or agricultural land to a community of about 12,000 people. This surge in new growth outpaced the development of public facilities and services. Some insight into the character of the community and potential need for services can be interpreted from the 1975 special census. While only a summary of highlights of this information follows, detailed information can be obtained from the Research Section of the City Planning Department.

Social services to the community are largely located in San Ysidro. The San Ysidro community center presently offers youth services, recreational and related social services. Within the Otay community is a "Teen Center" located on Coronado Avenue.

Several churches offer day care and other social services including voting information, bilingual classes, Boy and Girl Scout activities, child development and counseling.

The planning area is predominately a white, middle-income, young community with a Latino population which exceeds twice the City wide percentage. Also, a significant percentage of the population is Filipino. The black population is the only minority group that is proportionately less than that for the entire city.

Over a third of all the households in Otay Mesa-Nestor have a gross income of less than \$10,000 with the median income being \$10,900 while the median income for the City is \$10,625. The large percentage of middle-income wage earners may be accounted for by the high percentage (41 percent) of population employed by the government. The lack of very low-income households may be due mainly to the low number of retired persons.

The median age is only 19 years old and pre-school age children account for 10 percent of the population. It is interesting to note the very low percentage of 20-24 year olds within the area. This may be explained by this age group leaving home for either employment or educational reasons and that the influx of new homeowners have children in the younger age groups.

General educational attainment of the area's residents is higher than the City wide level with nearly 40 percent of the population completing high school, compared to 30 percent

for the City. However, the community lags behind the City wide percentages after high school, with only 40 percent of the number of college graduates compared to the entire city.

Only 5 percent of the population of Otay Mesa-Nestor are senior citizens 60 years of age or older.

The above information highlights only a few selected social indicators from which can be drawn certain presumptions about community social service and its needs.

Social Goal

THE OVERRIDING SOCIAL GOAL OF THE OTAY MESA-NESTOR COMMUNITY IS TO PLAN FOR CHANGING PHYSICAL, ECONOMIC AND HUMAN NEEDS SO THAT PUBLIC AND PRIVATE SERVICES AND FUNCTIONS ARE OPPORTUNE AND PRODUCTIVE.

Objectives

- To achieve an overall quality of life which meets the social (community) and psychological (individual) needs and desires of citizens in the Otay Mesa-Nestor community.

- To insure the publicly funded programs include special provisions to improve the quality of life for the aged.
- To assist the ethnic minority population through policies and programs designed to meet socio-economic needs and desires.

Social Programs Proposals

The need for family services is generally greatest among the poor; however, a wide variety of services should be available to all families. The following proposals deviate from the traditional practice of designing services solely for low-income families and recognizes that all citizens require social services at some time.

- Consumer protection services, family planning services, delinquency prevention programs, and children's services should be encouraged to develop within the community. Funding for such services should be encouraged from all appropriate private and public sources. Such sources could include Community Block Grant Development funds and United Way support.
- Maintain the present social services to the community and expand the number of programs and facilities.

The location of the County of San Diego Welfare Department within the community will greatly aid the transportation, child care, etc., problems of welfare recipients. Studies should be undertaken to determine if joint use can be made of this County facility offering other services and information.

- A community education program within Otay Mesa-Nestor should be developed. This program would offer community improvement, socio-cultural, recreation, employment and academic programs.
- Community education program schools are in operation on a year-round schedule and are open 18 hours a day or longer, if necessary. They become centers for all age groups to be involved in community problem solving efforts. Although activities and programs are usually provided through the school system, other community facilities may be utilized. In 1976, Federal funds were made available to assist school systems in implementing community education.
- Fifty percent of the community's population is 19 years of age or younger. This suggests that policies and programs should be directed toward youth development and job opportunities. Manpower programs, skill development, employment training programs and agencies should be encouraged toward youth orientation.

- When possible, church facilities within the community should be encouraged to develop child care and guidance services. Utilization of these "landmarks" within the study area for meetings of various organizations should also be encouraged.
- The library should be encouraged to expand its program to include all phases of literary, cultural and educational attainment for the community's citizens.
- Within the Otay Mesa-Nestor community, ethnic groups account for approximately 30 percent of the total population. While some ethnic-oriented cultural groups do exist within the community, no specific organization has been forthcoming to express specific social, cultural, educational or other needs of the minority population.

To have an effective voice in community affairs and activities, the ethnic population is encouraged to participate in the Otay Mesa Home Owners Association and the Otay Mesa-Nestor Community Planning Group.
- To continue to insure a high level of public safety services for the community, the San Diego Police Department is encouraged to continue to monitor the recommendations and suggestions from the community through the community relations program and maintain the needed personnel and facilities.

- Medical and dental facilities are provided to only a minor degree within the community. The nearest emergency services are at Chula Vista General Hospital to the east of I-805, approximately four miles distant. Consideration should be given to providing health care facilities within the community through County or private resources.
- A lack of adequate facilities for community organizations to conduct meetings is an ongoing problem. A permanent meeting hall should be developed in the Community Recreation Center and other centrally located facilities.
- The community has approximately five percent of the total population with an age of 60 years or older. This percentage is a significant number of people especially considering the problems of the elderly, including inadequate income, housing, health care, transportation sense of isolation and effective representation. Programs designed to alleviate these problems of the elderly should include:

Preventative health care programs: transportation policies and modes that consider the special needs of the elderly; and a wide range of activities and programs offered within the City's Community Recreation facilities.

TRANSPORTATION

An essential element of any community is a balanced transportation system. It must not only serve a community's internal needs, but should also provide access to other communities outside the immediate area.

In Otay Mesa-Nestor, adequate access must be provided to Chula Vista to the north, San Ysidro to the south, Imperial Beach to the west, as well as future development east of Interstate Freeway 805.

In reviewing the current and future transportation patterns in Otay Mesa-Nestor, the following components of the transportation system were analyzed; street classification, traffic capacity, traffic safety, traffic volume trends, transit, bikeways and equestrian trails.

EXISTING CONDITIONS

The existing circulation system in the Otay Mesa-Nestor planning area includes streets classified according to their functions under five categories: freeway, prime arterial, major street, collector street, and local street. Except for local streets, these are shown on the street classification maps and described in the following paragraphs as per Council Policies 200-1 and 600-4.

A freeway, usually under the jurisdiction of the State of California, Department of Transportation (CALTRANS), is designed to carry large volumes of through traffic and is usually a four lane or more divided highway. It has no at-grade intersections and traffic may only cross, enter or leave it via the ramps of an interchange.

A prime arterial is intended to facilitate the movement of large volumes of traffic and is usually, but not always, a divided highway. Most street crossings will be at-grade, but there may be a few interchanges. Most streets will have no driveways from abutting property and traffic may only cross, enter or leave the road at an interchange or intersection.

A major street is designed primarily to carry traffic through an area and to inter-connect major areas in the city. It may be divided, but normally all street crossings will be at-grade and there will be little or no restriction on driveway access.

A collector street serves to move traffic in local areas and carry it to major streets. Collector streets are also designated to provide direct access to abutting properties.

A local street is designed primarily to provide access to adjoining property, with the movement of traffic given secondary importance.

**CITY OF SAN DIEGO
STREET DESIGN STANDARDS***

Appendix I
(To Council Policy 600-4)

FUNCTIONAL STREET CLASSIFICATION	NUMBER OF LANES	APPROX. MAX. ADT	R.O.W. WIDTH	CURB (OR OTHER) WIDTH	MEDIAN WIDTH	SHOULDER WIDTH	MINIMUM RADIUS OF CURVE	MAXIMUM GRADE
Primary Arterial	6	47,000	122' (1)	102'	14'	8'	1000'	6%
	4	28,000	98' (1)	78'	14'	8'-10' (4)	1000'	6%
Major	6(2)	32,000	122' (3)	102'	14'	8'-10' (4)	1000'	7%
	4	25,000	98' (3)	78'	14'	8'-10' (4)	1000'	7%
	4	18,000	88'-98' (5)	68'-78'	4'	8'-10' (4)	1000'	7%
Collector Street	4	10,000	84-98' (5)	64'-78'	0-14'	8'-13' (4)	500'	12% (6)
	2	5,000	60-70' (7)	40'-50' (7)	0'	8'-13'	300'	12% (6)
Local Street (8)								
Industrial	2	5,000	70'	50'	0'	13'	200'	8%
Commercial	4	10,000	84'	64'	0'	8'	200'	8%
Residential	2	5,000	60'	40'	0'	8'	200'	8%
	2	5,000	60'	40'	0'	8'	100'	15%
	2	1,500	56'	36'	0'	8'	100'	15%
	2	700	52' (9)	32' (9)	0'	8'	100'	15%
	2	200	50' (9)	30' (9)	0'	8'	100'	15%
Bikeways								
Separated facility	2	--	12'	8'-10' (10)	0'	-	15'	7%
Within Street R/W (11)	2	--	10'-16' (12)	10' (13)	0'	-	15'	Grade of St.
Within Roadway (14)	2	--	--	5'-8'	0'	-	15'	Grade of St.
Alley	2	--	20'	20'	0'	-	100'	15%
Sidewalk (15)	2	--	--	4'-5' (16)	0'	-	-	Grade of St.

1. Full control of access from abutting property.
2. Used only where property owners elect and are authorized to construct additional lanes to convert a four lane primary arterial to a major street in order to gain access.
3. Access and parking control at critical locations. Additional width required for double left turn lanes.
4. 10' where State or Federal design standards apply.
5. 98' required where left turn lanes are needed.
6. 8% in commercial areas.
7. 70' R.O.W. and 50' curb width in industrial areas.
8. Frontage roads or other single located streets: R.O.W. and curb widths may be reduced in residential areas to provide streets of 47/32' (5000 ADT), 43/28' (1500 ADT) and 41/26' (700 and 200 ADT). R.O.W. may be reduced 5' in commercial or industrial areas with no decrease in curb width.
9. Where no parking will be allowed, curb to curb width may be reduced to 24' with right of way width of 44' (R.O.W. 34' where sidewalks are provided separately from streets).
10. 10' facility where substantial amount of traffic volume is anticipated (e.g. near schools).
11. Located in curb to property line area.
12. 16' provides for 6' landscaped separation between bikeway and roadway along major/primary arterials.
13. Street lights, hydrants, etc., accommodated within paved 10' area.
14. One-way traffic on each shoulder, no parking. Separation from traffic lane varies from 6" white line to 2' island.
15. Sidewalk on each side except on single loaded streets.
16. Minimum clear unobstructed width - 4' residential areas, 5' in commercial and industrial areas (excludes curb top width, fire hydrants, light poles, transformers, etc.)

*NOTE: These are standards applicable primarily to newly developing areas without unusual terrain problems. In difficult terrain and in older developed areas where flexibility is lost, they may represent only desirable goals which the designer attempts to achieve.

Street Capacity

The City of San Diego has established guidelines for street sizes in relationship to anticipated travel volumes. These standards (Council Policy 600-4) are used as a criterion for deciding street widths in newly-developing areas. These standards list maximum desirable ADTs (Average Daily Traffic) in relationship to street curb width and right-of-way width. These volumes do not indicate the maximum amount of vehicles-per-hour that could possibly utilize the street, but rather the maximum traffic that could occur without causing significant delay and irritation to the driver or creating a potential for accident rates much higher than those normally occurring on an average street of that classification (i.e., major, collector, etc.).

In comparing the City street standards with the existing 1976 traffic volumes (see map), it is apparent that there are several streets whose traffic volumes significantly exceed the City standards.

Beyer Boulevard is currently experiencing traffic volumes at 92 percent over desirable capacity. Congestion occurs at two intersections; Palm Avenue to the north and Coronado Avenue to the south. Beyer Boulevard has an accident rate which is 64 percent above the City wide average for the respective street classification.

Main Street from I-5 to Hollister Street, Beyer Way from the North City limit to Beyer Boulevard and Coronado Avenue from Hollister Street to Beyer Boulevard, are

experiencing traffic volumes in excess of 100 percent above their designed capacity.

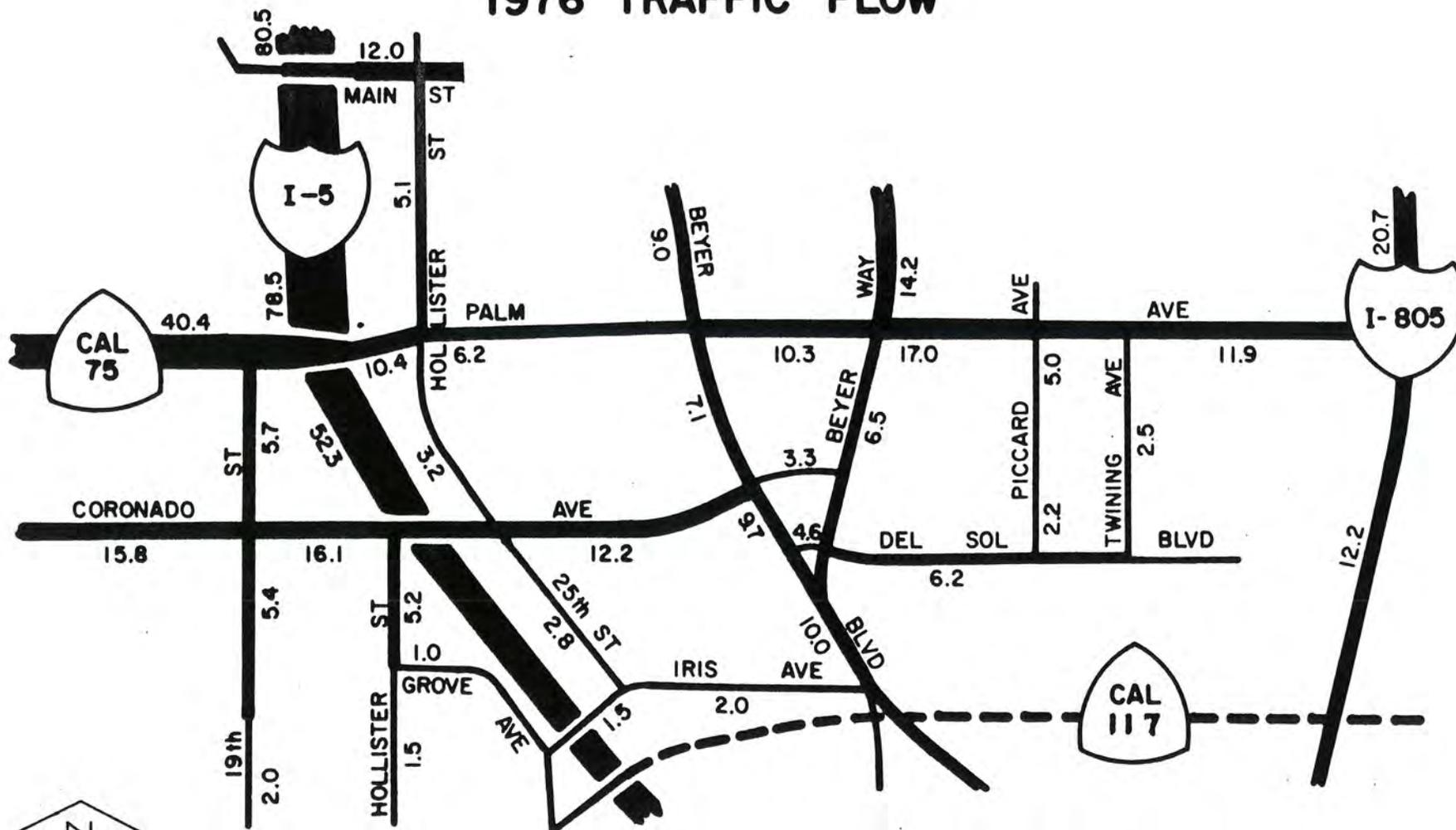
Both Hollister Street and Piccard Avenue have accident rates in excess of the City wide average. On Hollister Street, from Palm Avenue to Coronado Avenue, the accident rate is 63 percent above the average. Piccard Avenue has an accident rate of 37 percent above the average. Since these streets have volumes below their desirable capacity, the high accident rates suggest street design and/or traffic control improvements are needed.

Transit

The four bus routes serving the Otay Mesa-Nestor area are shown on the following map. Route 32 proceeds south on Hollister Street, from Chula Vista to Coronado Avenue, then east to Beyer Boulevard and south through San Ysidro to the terminal point at the border. It then heads back north via the same route, passing through Chula Vista, National City and terminates in downtown San Diego. This bus line is one of the most traveled lines in the San Diego Transit System. Route 33 consists of a loop through the City of Imperial Beach and a second loop through Otay Mesa, connected by Coronado Avenue. This line is a shutter service for Route 32 with a transfer point at Coronado Avenue and 25th Street. Route 51 serves as a commuter line between Otay Mesa and San Ysidro and Route 100 is an express bus connecting Nestor with Chula Vista, National City and Downtown San Diego.

As pressure mounts for energy conservation and improved air quality, the public transit system is destined to become more important. The San Diego Transit corporation realizing this has accorded the community and the rest of the San Diego Metropolitan area the highest priority for improving existing bus service.

1976 TRAFFIC FLOW



WEEKDAY VEHICLE VOLUMES IN THOUSANDS

FIGURE 2

Bikeways

Non-motorized forms of transportation have achieved great popularity in recent years in response to increased concerns over personal and environmental health. The result has been a boom in bicycling, walking, jogging and horseback riding. Although bicycling activities are oriented to both transportation and recreation, bikeways are included in the circulation system.

Bikeways fall into three general categories based on the degree or extent of their improvements. These include bicycle paths, bicycle lanes and bicycle routes. Currently there are two routes in Otay Mesa-Nestor, Coronado Avenue and Beyer Boulevard. The signed route on Coronado Avenue needs reevaluation. The Pacific Coast Bicentennial Route transverse the community via Beyer Boulevard. The California Department of Transportation (CALTRANS) posted this bikeway to provide a route from the Mexican Border, through the Pacific Coast States, to the Canadian Border.

TRANSPORTATION OBJECTIVES

Providing for the safe, effective and convenient movement of people and goods is the goal of the Otay-Mesa Nestor community transportation planning process. This means anticipating needs, developing economical and acceptable methods of meeting them, recommending programs of investment to provide necessary facilities, and lastly,

monitoring developments either to confirm the adequacy of past planning or to modify plans as conditions change.

Traditionally, developing transportation systems have been biased toward the almost total reliance upon the automobile. there have been dramatic changes in urban transportation; however, a transportation system designed primarily for the automobile cannot meet the total transportation needs of the Otay Mesa-Nestor community or the San Diego region.

However, while other transportation modes are needed, autos and buses are expected to remain the most dominant urban modes for some time. The auto circulation system is determined primarily by travel demands generated by the intensities and allocations of the land uses within the community and the surrounding fringe areas. While the basic goal for transportation emphasizes efficiency, the following objectives are added for further definition:

Objectives

- Transportation facilities should be regarded as an integral part of the landscape in which they are sited.
- Minimize areas of conflict between pedestrians, bicycles and vehicular traffic.
- Design major streets so as to include landscaped medians.

- Encourage completion of curbs, sidewalks and standard street improvements throughout the area using all resources available.
- Avoid single-family housing fronting and deriving their access from major streets.
- Minimize the environmental impact of street construction.
- Encourage the development and use of transit facilities and service.
- To assure the continued development of frequent express bus service on the Interstate 5 transportation corridor.
- To provide the Otay Mesa-Nestor community with safe and efficient equestrian facilities to serve the significant local equine population.
- Maintain and enhance public access to the coast through the Otay Mesa-Nestor community.

TRAVEL FORECAST

The proposed land use plan for the Otay Mesa-Nestor community is the basis for the forecast of future travel. This travel forecast relies upon the accuracy of projections for the land use elements. Inherent in the forecast is the

assumption that future travel characteristics will be basically similar to the prevailing travel behavioral patterns and their changes.

To provide a forecast of future traffic conditions, the community was subdivided into 47 traffic analysis zones and daily vehicle trip generations were calculated for each. Total trip generations resulting from the proposed land use plan were used as inputs into the U. S. Department of Transportation (DOT) developed package of travel forecasting models.

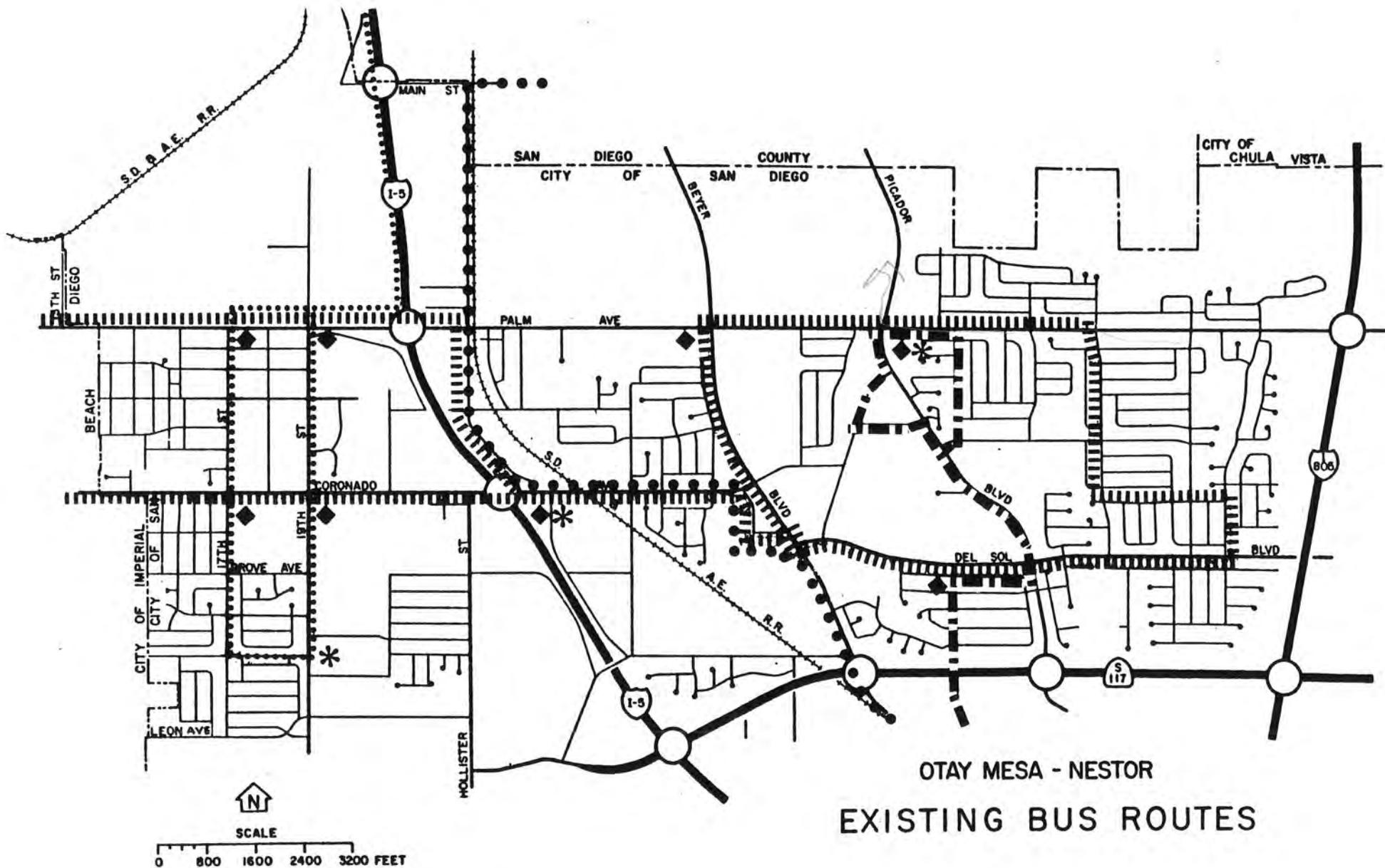
The 1955 daily traffic volume projections resulting from this study reflect that traffic, in general, will be about 50 percent greater than it is today. Specific routes, however, do not necessarily adhere to this value. The recently completed Interstate 805 Freeway for example, will increase from 12,000 ADT in 1976 to 100,000 vehicles per day (ADT) by 1995. Palm Avenue along its entire length will increase only slightly in traffic.

TRANSPORTATION PROPOSALS

The Otay Mesa-Nestor community cannot be considered as an entity in itself and therefore, future travel demands made by the San Diego Comprehensive Planning Organization (CPO) and the State of California Department of Transportation (CALTRANS) for the entire region were also used in evaluating the 1995 transportation needs.

If the total travel generated by the communities and surrounding land uses is too voluminous, the transportation system must be expanded and/or improved. This can be accomplished by increasing the number of travel lanes, proposing new streets or extensions, transit and bikeway improvements, or by reducing and/or re-allocating the proposed land uses. The following proposals reflect the latest regional data available as well as the land use allocations of the Otay Mesa-Nestor Community Plan.

The 1995 street network to serve the anticipated travel demands is shown on the following map. Any substantial changes in proposed land uses in the Otay Mesa-Nestor community depicted on the planning map will require a modification of the transportation analysis. Street classifications and recommendations, as illustrated on the 1995 street system, follow. All of these street improvements have been incorporated into the City's Capital Improvements Program for fiscal years 1976-78.



OTAY MESA - NESTOR
EXISTING BUS ROUTES

- ROUTE 32
DOWNTOWN TO INTERNATIONAL BORDER
- ▬▬▬▬▬▬▬▬ ROUTES 33 & 33A
IMPERIAL BEACH TO OTAY MESA
- ▬▬▬▬▬▬▬▬ ROUTE 51
OTAY MESA TO SAN YSIDRO
- ROUTE 100
SOUTH BAY LIMITED (EXPRESS ONLY)
- ◆ TRANSFER POINTS
- * TERMINALS

MAJOR STREET PROPOSALS

- Widen Coronado Avenue to four lanes and install grade crossing signals at railroad if warranted.

Coronado Avenue between Imperial Beach City Limits and 25th Street is designated as a four-lane major street. Present improvements are generally adequate to facilitate 1995 traffic volumes. Coronado Avenue between 25th Street and Beyer Boulevard is currently functioning as a two-lane collector street. Improvements will be to widen to a four-lane major street, install a traffic signal at Beyer Boulevard and to install a crossing gate at the railroad crossing if future use of the railroad warrants.

- Widen Beyer Boulevard to four lanes.

Beyer Boulevard functions as a two-lane major street. Improvements will be to widen to four lanes to facilitate 1995 traffic volumes.

- Realign Beyer Way at a new intersection with Picador Boulevard and signalize.

Beyer Way is designated as a two-lane major street. Improvements will be to realign the intersection with Picador Boulevard and install a traffic signal. Beyer Way north of Palm Avenue will be renamed Picador Boulevard, which will be in alignment with the existing Picador Boulevard.

- Improve Picador Boulevard to major street standards.

Picador Boulevard, upon completion, will be designated as a four-lane major street. Improvements will be the completion of it as a through street and alignment with Beyer Way (renamed to Picador Boulevard), north of Palm Avenue.

COLLECTOR STREET PROPOSALS

- Improve Twining Avenue to collector street standards.
- Extend Grove Avenue from Nineteenth Street to Hollister Street.

Grove Avenue is designated as a two-lane collector street. Improvements will be to extend Grove Avenue from 19th Street to Hollister Street through the presently used dairy grazing land.

PUBLIC TRANSPORTATION PROPOSALS

The Comprehensive Planning Organization (CCPO), which is the designated regional planning agency for San Diego County, is presently engaged in the planning of a regional public transit system for the San Diego Region. The CPO Board of Directors has adopted a Transportation Plan for the San Diego Region which has become part of the California State Transportation Master Plan. The CPO adopted plan includes an intermediate capacity fixed

guide way system linking the Region's major metropolitan centers. The San Diego Metropolitan Transit Development Board (SDMTB), will be refining and conducting additional studies related to the development of a fixed-rail transit system.

- The CPO proposal includes 165 two-way route-miles of fixed guide way on exclusive "rights-of-way," and 1190 two-way route miles of express bus routes. Over 1620 two-way route miles of additional feeder bus routes would serve the local transit needs, as well as provide good access to the region-wide system.
- Improve the 19th Street and Palm Avenue intersections by constructing dual westbound Palm Avenue left-turn lanes.
- Implement a park-and-ride site at Palm Avenue and the railroad. The facility would be an exclusive park-and-ride facility designed to accommodate approximately 500 vehicles. It is envisioned that this facility could be developed by 1981. The park-and-ride or change-of-mode parking concept allows the commuter to drive, be driven, walk or ride a bicycle to a low cost or free suburban parking site, and board express transit service to the major urban activity centers.

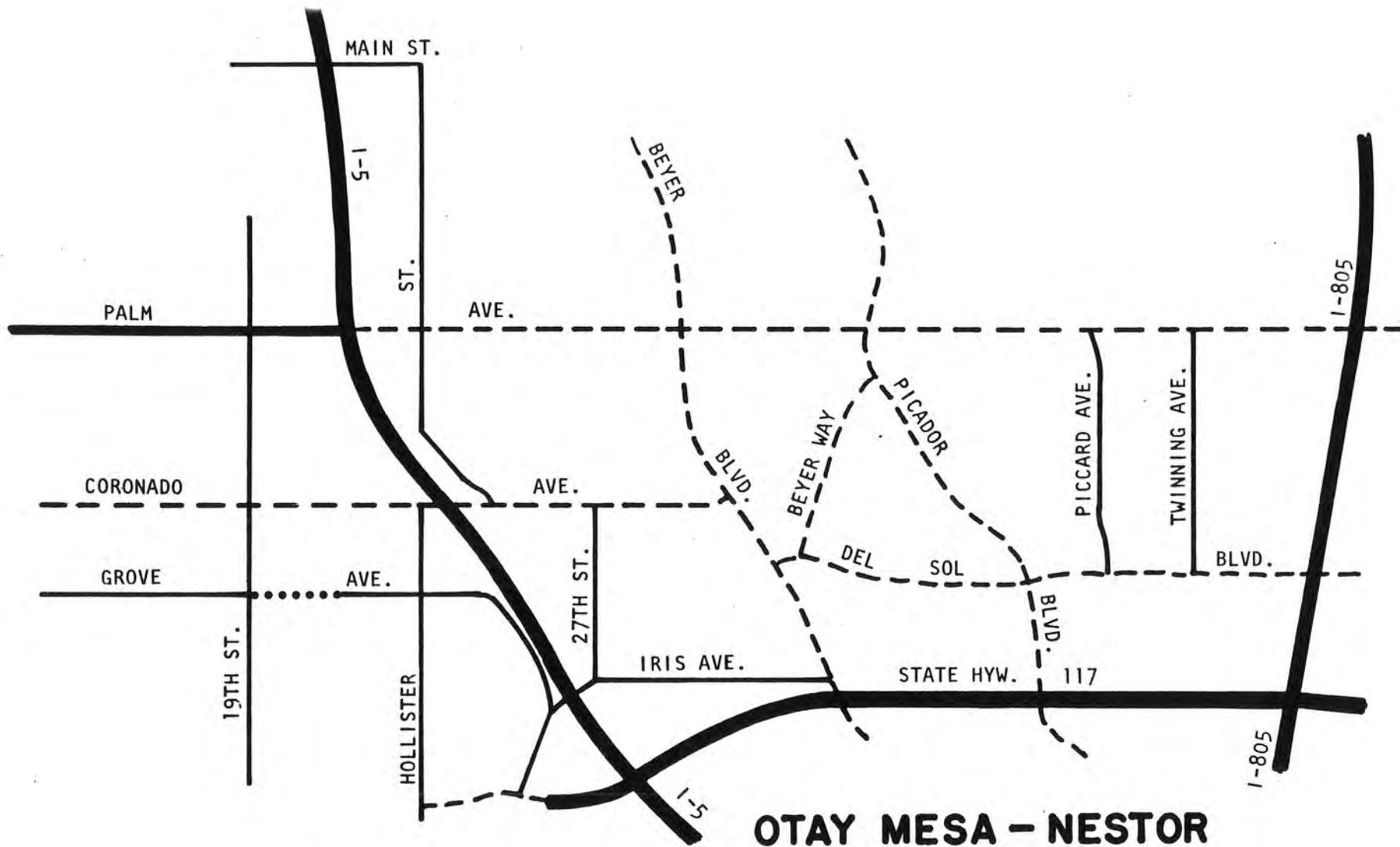
- The San Diego Transit Corporation should continue to re-examine and modify existing bus routes on an annual basis.

- A community bikeway system should be designated and developed as shown on the following map.

CALTRANS has proposed a Bay route Bikeway around San Diego Bay, with adoption based on local jurisdiction approval. The two CALTRANS routes, along with the City wide bikeway system, will connect Otay Mesa-Nestor with other local bikeway systems.

Equestrian Trails

- Equestrian trails for the Otay Mesa-Nestor area follow those outlined in the Equestrian Trails and Facilities report approved by the Planning Commission in 1974. One major trail (No. 4), two connector trails (Nos. 15 and 16), and one staging site will serve the area. These facilities should be implemented as shown on the following map.



OTAY MESA - NESTOR

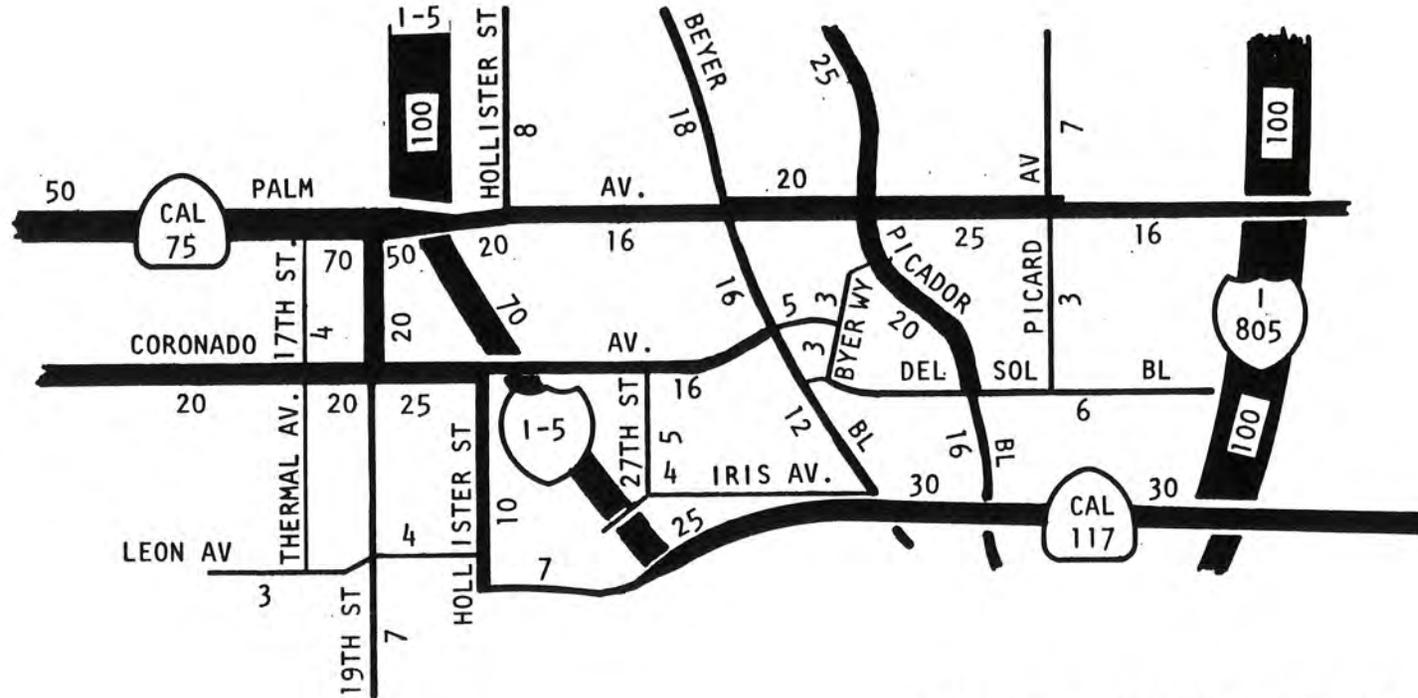
1995 STREET SYSTEM TO SERVE PROJECTED DEMAND



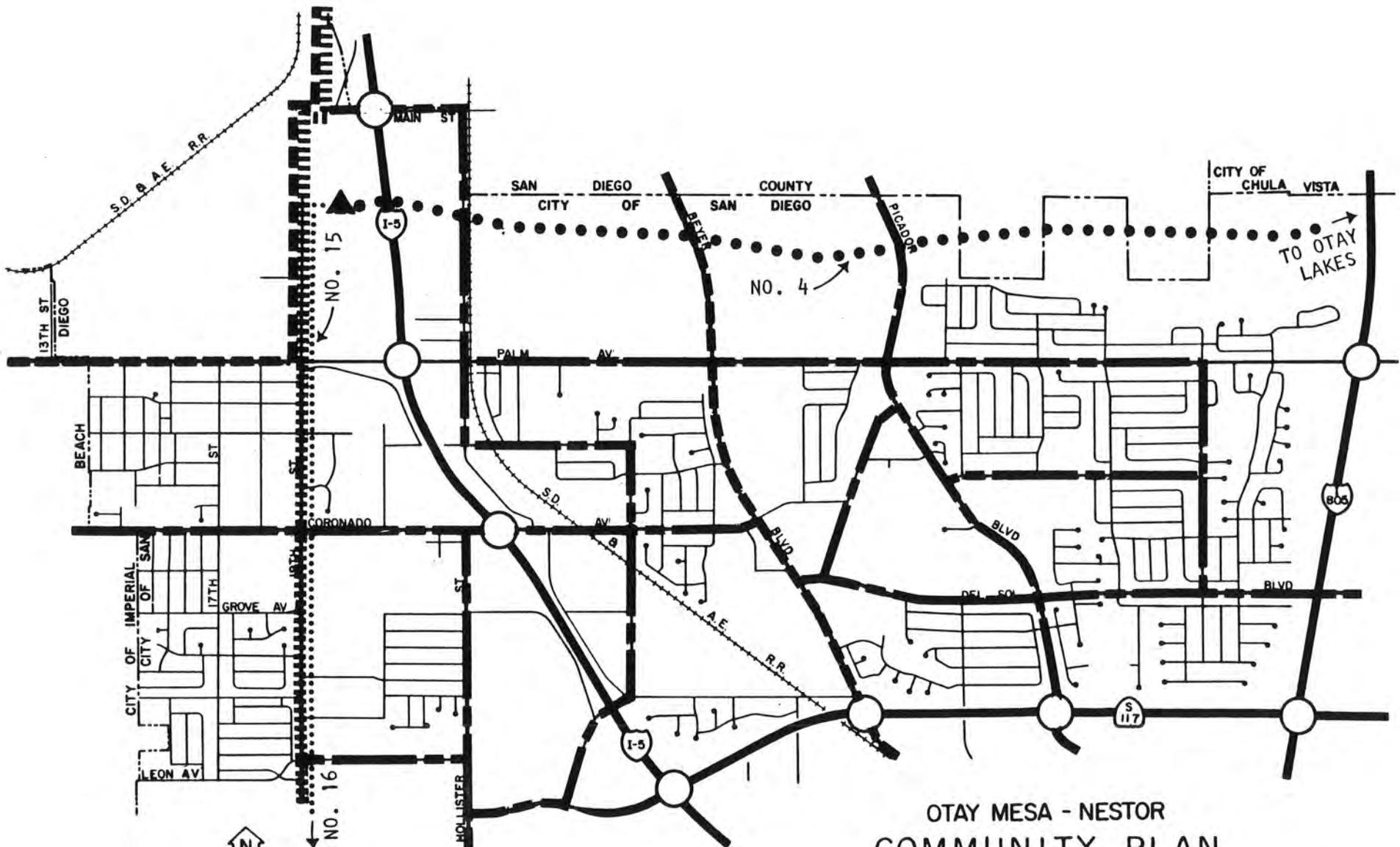
-  FREEWAY
-  6 LANES
-  4 LANES
-  2 LANES
-  POTENTIAL STREET EXTENSION

OTAY MESA - NESTOR

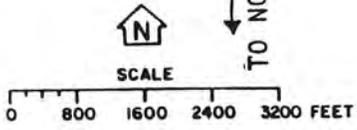
COMMUNITY PLAN



1995 WEEKDAY VEHICLE
TRAFFIC VOLUMES
IN THOUSANDS



OTAY MESA - NESTOR
COMMUNITY PLAN



- BIKEWAYS**
- COMMUNITY
 - ||||| CITY WIDE
 - CALTRANS

- EQUESTRIAN FACILITIES**
- ▲ STAGING SITE
 - MAJOR TRAIL
 - CONNECTOR TRAIL

OTAY MESA - NESTOR

LAND USE SUMMARY

LAND USE	ACRES	PERCENT
Single-family	1,945	42
Multi-family	598	13
Commercial	140	3
Commercial Recreation	0	0
Industrial	101	2
Schools	295	6
Parks	139	3
Open Space	814	18
Miscellaneous	31	.6
	4,063	87.6
Street Right of Way	555	12
Railroad Right of Way	35	.7
	590	12.7
TOTAL	4,653	100

IMPLEMENTATION

The Otay Mesa-Nestor Community Plan proposes both short and long term guidelines for future development of the community. The Plan, however, is only the guideline and the achievement of the desired environment rests ultimately with the residents' desires and initiative. The implementation of the proposals will require careful and diligent coordination between community leaders, developers, interest and government agencies.

This section of the Plan summarizes the proposals that have been made to achieve the goals established by the community. Other categories included are capital improvements review, plan maintenance and review, development activity and conformance to State, Federal and local planning legislation.

Capital Improvements Review

Each year the City prepares a Capital Improvements Program which lists the projects anticipated to be financed within the next six-year period. The beginning year of the program is adopted by the City Council each year as the current program of expenditures. The community group should review the total Capital Improvements Program as it applies to their area and make recommendations as to the appropriateness of the expenditures in terms of implementing community goals and plan proposals.

Plan Maintenance and Review

The adoption of the Otay Mesa-Nestor Community Plan provides the guidance for orderly growth of the community. Growth implies change in social, environmental and economic conditions. The citizen committee must therefore continue to monitor the Plan's appropriateness to changing community desires and respond accordingly. The need for general public meetings periodically within the community cannot be overstressed. The task of liaison between the community and the City and the general maintenance of the Plan is the primary responsibility of the citizens' committee.

Development Activity

The Community Planning Committee should review all future public facility improvements, rezonings, subdivisions, conditional use permits, planned residential or commercial developments and make recommendations on their conformity with the adopted Community Plan. The implementation of the design criteria contained in the Plan especially suggests close surveillance of issues that may not be written in ordinance form but rather require close cooperation between developers, the committee and the City in achieving the desired environment. Hopefully, such cooperation will be beneficial to developers as well as to the community.

Conformance to State, Federal and Local Planning Legislation

In recent years, an understanding of planning principles has evolved within the public consciousness which recognizes not only the importance of land use relationships, but also the improvement and preservation of the community's environment. This new attitude has come about as people recognize the problems of rapid growth coupled with decline in public services and facilities and resultant lessening in the quality of life.

These national concerns have been reflected at the Federal level with the formation in 1970 of the Environmental Protection Agency (EPA) and the enactment of the Clean Air Act of 1970/

The Environmental Protection Agency has been delegated the task of reducing air pollution under the clean Air Act. Some of the initial recommendations considered for the San Diego air basin were mass transit, parking surcharges and fuel rationing. The de-emphasis of the private automobile has been partially offset or balanced by increased usage of public transportation and, in some instances, the bicycle as alternative means of transportation.

Several important environmental laws have also been legislated in California as well. The California Environmental Quality Act of 1970 was designed to determine the extent of environment damage, if any, due to

projects that require Environmental Impact Reports. Also, Assembly Bill 1301 (Section 65860 of the Government Code) was passed in 1971 (amended in 1972) and is intended to create consistency between land use proposals, zoning regulations, and adopted plans. A. B. 1301 attempts to insure that local planning agencies provide consistency between local ordinances and the Progress Guide and General Plan. That portion of the community that lies within the coastal zone as defined by the California Coastal Act of 1976 must conform to the planning and management policies as set forth in Senate Bill 1277, effective January 1, 1977.

In addition, there are several City Council Policies that apply to implementation of the Plan. Police 600-6 (1967) states that zoning should be used to implement land use proposals in adopted community plans. This policy is indicative of the City's intent to implement planning proposals and is supported by A.B. 1301. Policy 600-19 (1972), the City's "balanced community" policy, is aimed at providing adequate housing for a wide range of income levels.

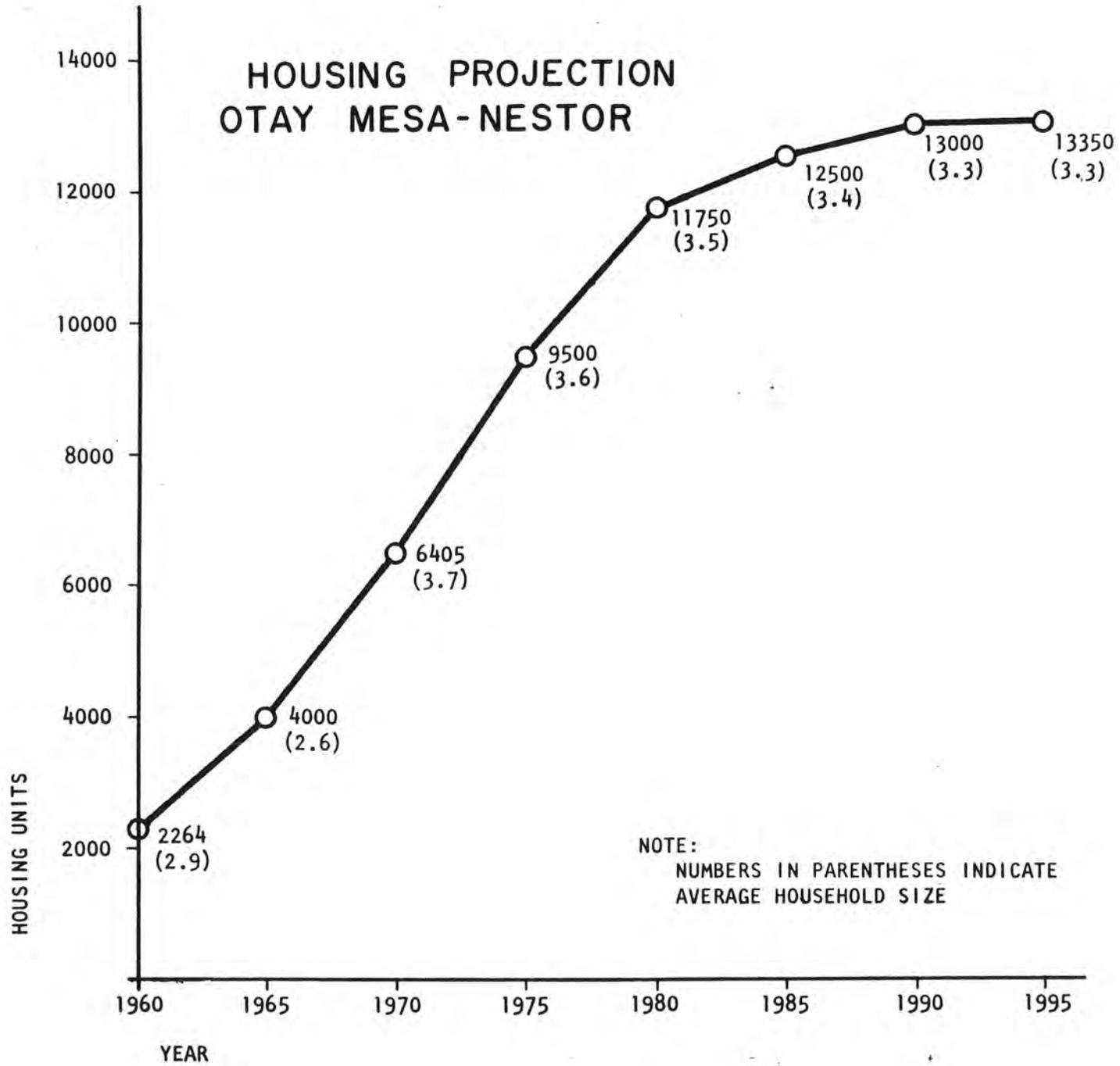
Section 91.01, paragraph two, of the Uniform Building Code provides that if a determination is made at a public hearing that the issuance of a building permit or permits would be detrimental to the public health, safety or general welfare of the citizens of the City of San Diego, the Council may limit or prevent the issuance of permits for construction of any facility.

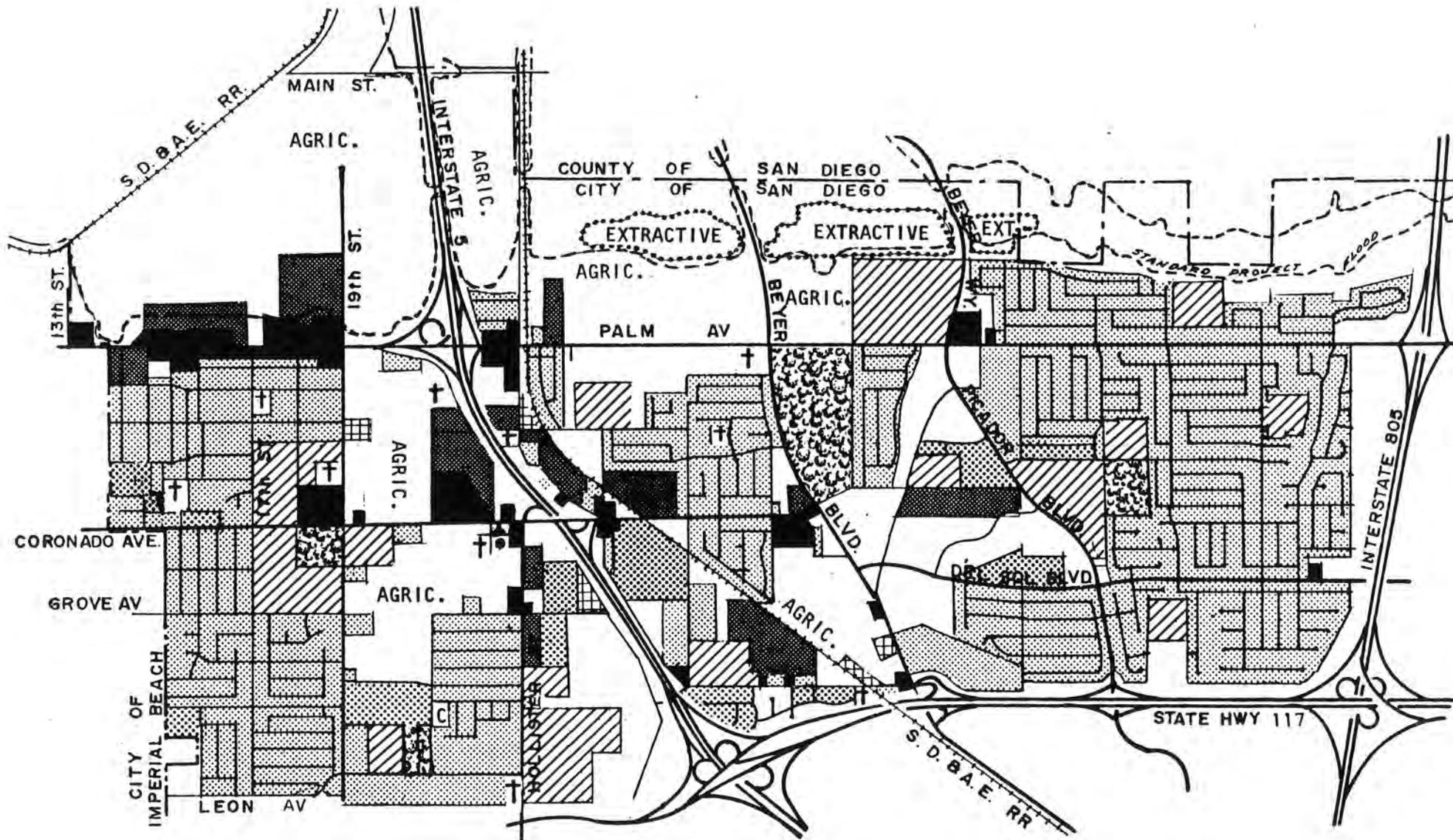
Council Policy 600-10 (1971) embodied the intent of Section 91.01 by stating development could proceed only if adequate public facilities were assured. Policy 600-10 serves as a regulator for growth. Coupled with these policies is the closely related issue of school availability. Council Policy 600-22 (1977 Revised) is concerned with school overcrowding and requests information from the School District to facilitate development decisions.

The existence of these Federal, State and City measures greatly affects the Otay Mesa-Nestor community. These measures will not be replaced by the community plan when adopted. The criteria within the Plan and the legislation coupled together can implement the Plan's proposals.

On a priority basis, probably the most critical issue brought to bear upon implementation of the Plan is the consistency between zoning and the land use proposals. Within the boundaries of nearly all adopted community plans, the City has initiated rezonings to implement land use proposals.

HOUSING PROJECTION OTAY MESA-NESTOR

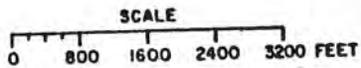
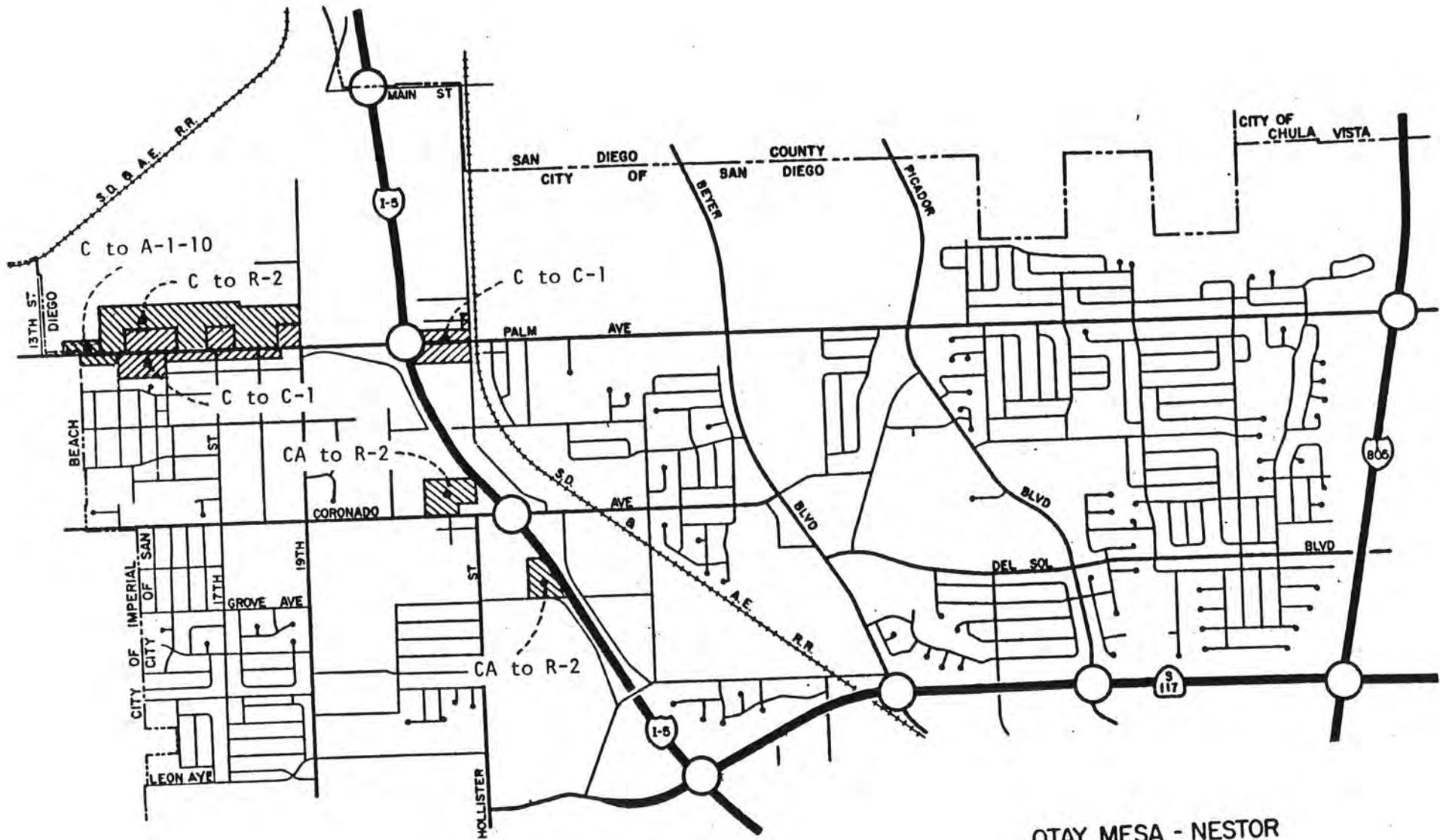




EXISTING LAND USE
OTAY MESA-NESTOR

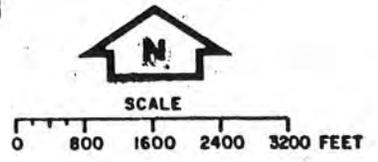
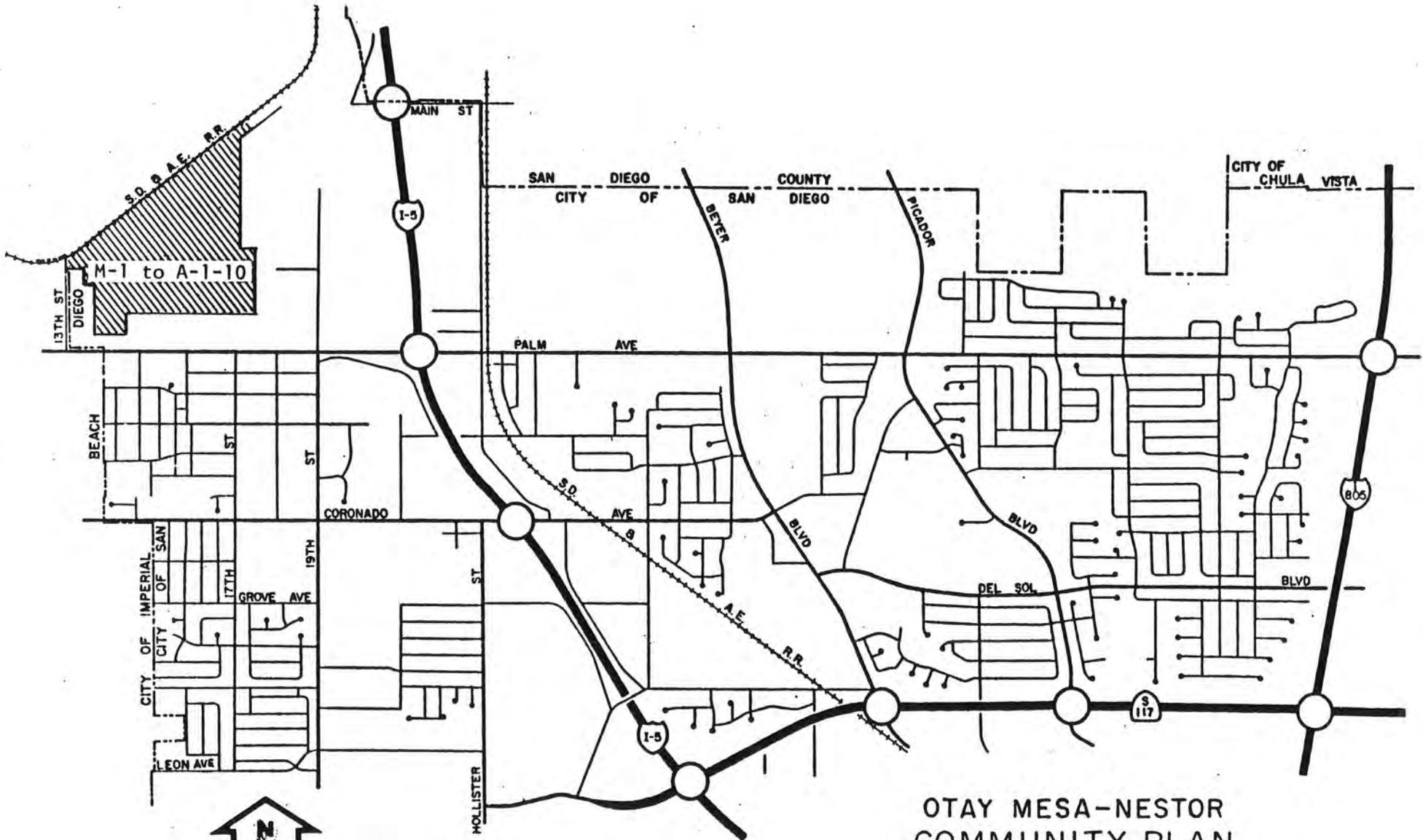
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- | | | | | | |
|--|---------------|--|------------|--|----------|
| | SINGLE-FAMILY | | COMMERCIAL | | PARKS |
| | MULTI-FAMILY | | INDUSTRIAL | | CEMETARY |
| | TRAILER PARK | | SCHOOLS | | CHURCHES |



OTAY MESA - NESTOR
COMMUNITY PLAN
COMMERCIAL REZONINGS

To implement the zoning recommendations of the adopted Otay Mesa-Nestor Community Plan, the preceding maps illustrate where inconsistencies exist. The first map shows the present zoning and the second indicates where the land use proposal would be inconsistent with the present zoning and the zoning necessary to implement the plans.



OTAY MESA-NESTOR
 COMMUNITY PLAN
 INDUSTRIAL REZONING

SUMMARY TABLE OF PLAN PROPOSALS

The following is a summary table of implementation projects, including priorities, type of action, responsibility, and, if pertinent, means of financing.

LAND USE ELEMENT

RESIDENTIAL PROPOSAL	PRIORITY	ACTION	RESPONSIBILITY
1. Encourage a range of densities (below 5, 5-14+, 15-29 du/acre) for future developments and maintain the presently developed areas.	Continuing	Permit no rezonings that conflict with the plan	Private Developer, Planning Commission and City Council
2. Investigate the use of housing funds within the community.	Continuing	Investigate and coordinate efforts with the City Housing Authority to provide funds	City Council, City Manager, Developers
3. Study alternative financing styles such as accelerated mortgages and cooperatives as methods of reducing housing costs.	Continuing	Present Guidelines to Planning Commission for approval	Planning Department
4. Develop guidelines for use in residential site designs under PRD process.	Immediate	Present Guidelines to Planning Commission for approval	Planning Department
5. Provide increased design flexibility in dwelling placement, setback, coverage and promote new construction methods and materials that have potential for low and moderate income housing use.	Immediate	Revise zoning ordinances and Building Codes	Planning Department, Planning Commission and City Council

RESIDENTIAL PROPOSAL CONT'D	PRIORITY	ACTION	RESPONSIBILITY
6. Undertake a feasibility study for regulatory changes that might accompany new housing forms with emphasis upon mobile homes, modular and prefabricated homes as lower cost alternatives.	Immediate	Revise zoning ordinances and Building Codes	Planning Department, Planning Commission
7. Implement a restructuring of the processing times for rezoning, subdivision maps and building permits to facilitate construction.	Immediate	Revise zoning ordinance and Building Codes	Planning Department, Planning Commission and City Council
8. Provide specific criteria for areas of very low density development.	Immediate	Follow Guidelines contained within the Plan.	Planning Department, Planning Commission and City Council
9. Monitor development to availability of public services	Continuing	Monitor building permit issuance to prevent premature and uncoordinated development.	Public Agencies
10. Utilize City owned sites for low and moderate income housing construction.	Immediate	Discount City sites to developers who pass on	City Council, City Manager, Developer and

COMMERCIAL PROPOSAL	PRIORITY	ACTION	RESPONSIBILITY	FINANCING
1. New commercial development should utilize the Planned Commercial Development procedure.	Continuing	Coordinate with property owners and developers to utilize the PCD.	Planning Department Developer, Planning Commission	
2. Develop an approximately 30-acre community shopping center at Palm Avenue and I-5.	When economically feasible	Develop the area with a PCD only when market studies indicate justification.	Planning Commission, Owner and Developer	
3. Develop the 9-acre site at I-805 and Palm Avenue incorporating "international uses."	When economically feasible	Retain the present zoning and encourage the use of the Planned Commercial Development procedure.	Owner, Developer, Planning Department, and Planning Commission	
4. Develop the area at Palm Avenue between Hollister Street and I-5 with freeway oriented uses compatible with the light industrial area to the south.	Immediate	Rezone the property to the appropriate commercial zone from the Present C zoning.	Planning Department Planning Commission and City Council	
5. Designate the southeast intersection of Coronado Avenue and Hollister Street for commercial uses as designated in the Plan.	Immediate	Rezone the property to the appropriate commercial zone and develop under PCD.	Developer, and Planning Commission	
6. Designate the northwest quadrant of I-5 and State 75 for commercial recreation uses.	Immediate	Rezone to the appropriate zone.	Developer, and Planning Commission	

COMMERCIAL PROPOSAL CONT'D	PRIORITY	ACTION	RESPONSIBILITY	FINANCING
7. Designate the area between Hollister Street and I-5 that lies within the floodplain to permit commercial recreation use as outlined in the Plan.	Immediate	Permit development under strict controls vis a vis the floodplain utilizing the conditional use procedure.	Developer, Planning Department and Planning Commission	
8. Designate areas for office use within existing commu-centers and selected locations as shown in the Plan.	Immediate	Zone or rezone portions of existing centers or appointed locations to permit office and professional uses.	Owner, Developer, Planning Department, and Planning Commission	

INDUSTRIAL PROPOSAL	PRIORITY	ACTION	RESPONSIBILITY	FINANCING
1. Industriales rezoning should be restricted to M-1B and M-1B zones.	Continuing	Future rezonings	Planning Commission	
2. Designate the 46 acre site between Beyer Boulevard and the railroad northerly of Iris Avenue as the main industrial employment center of the study area.	Immediate	Rezone to M-1B	Economic Development Corporation, and Planning Commission	
3. Designate the area generally between the railroad and I-5 between Palm Avenue and Coronado Avenue for light industrial.	Continuing	Rezone as future demands dictate.	Developer, and Planning Commission	
4. All sand and gravel extraction operations should be subject to periodic review to minimize conflicts with the environmental and adjacent land uses.	Continuing	Review permits so that they conform to <u>State Senate Bill 756, the State Surface Mining and Reclamation Act of 1975.</u>	Planning Commission	
5. Day care centers and recreational facilities should be incorporated into the industrial areas.	Continuing	OMNPG, Developers, and private instilations.	Private	
6. Screen and buffer the railroad operations from adjacent land uses with walls, earthmounds, fencing and landscaping.	Continuing	Review specific site plans to assure the desired quality of development.	Developer, SD&A&E railroad and Planning Commission	
7. Designate the 18-acre site at Main Street between I-5 and Hollister Street for manufacturing.	Immediate	Rezone to M-1B	Developer and Planning Commission	

COMMUNITY FACILITIES PROPOSAL	PRIORITY	ACTION	RESPONSIBILITY	FINANCING
1. Develop Montgomery-Waller Memorial Park with a full compliment of facilities including a field house.	ASAP	Incorporate improvements into CIP program	OMNPG, City Manager Community Action	CIP
2. Program acquisition and improvement of all designated neighborhood parks in accordance with the <u>Progress Guide and General Plan</u> .	ASAP	Review park service funds, CIP	City Manager and City Council	CIP Park fees, assessment districts
3. Aid and assistance the County's welfare Program by all available means.	Continuing	Review all public assistance programs at all levels of government.	City Manager, and City Council	Federal, State and Local agencies
4. Acquire site and construct a branch library to serve the community.	ASAP	Review thoroughly the utilization of the temporary site in the shopping center in determining future location needs.	City Library, and City Property	CIP
5. Underground utility lines where needed.	On Going	Determine priority basis for community-wide program.	OMNCPG, SDG&E	SDG&E assessment district

TRANSPORTATION PROPOSAL	PRIORITY	ACTION	RESPONSIBILITY	FINANCING
1. Construct "Park and Ride" facility.	FY 79	Review site proposals outlined in the Plan, design, construct.	Property owner, and San Diego Transit	San Diego Transit, CIP
2. Widen Coronado Avenue from Beyer Blvd. to I-5.	FY 80		City Transportation	CIP, assessment district
3. Widen and realign Picador Blvd. at the intersection with Beyer Way.	FY 79	Purchase ROW, design construct	City Property and City Transportation	CIP, assessment district
4. Extend Grove Avenue from 19th Street to Hollister Street.	When demand warrants	Purchase ROW, design, construct	City Property, and City Transportation	CIP, assessment district

<u>SECTOR 1</u>		
<u>Land Use</u>	<u>Acres</u>	<u>Projection</u>
Schools	135	DU's 5,058 Pop. 16,216
Parks	20	
SF	802	
MF	169	
Comm	43	
Misc.	9	
Total	<u>1,178</u>	
<u>SECTOR 2</u>		
Parks	5	DU's 2,788
Schools	15	Pop. 9,048
O.S.	15	
SF	50	
MF	191	
Comm	52	
Comm Rec	0	
Indr.	101	
Misc.	<u>—</u>	
Total	439	
<u>SECTOR 3</u>		
Schools	10	DU's 1,449
Parks	4	Pop. 4,946
SF	274	
MF	32	
Misc.	9	
Total	<u>329</u>	
GRAND TOTAL		4,653
		DU'S 15,389 Pop. 51,341 A.H.S. 3.3

<u>SECTOR 4</u>		
<u>Land Use</u>	<u>Acres</u>	<u>Projection</u>
Schools	60	DU's 2,344
Parks	80	
SF	92	Pop. 7,931
MF	156	
Comm	33	
Total	<u>421</u>	
<u>SECTOR 5</u>		
Schools	75	DU's 3,750
Parks & O.S. (11)	41	Pop. 13,200
SF	727	
MF	10	
Comm	12	
Misc.	3	
Total	<u>868</u>	
<u>SECTOR 6</u>		
MF	40	DU's 0
Open Space	788	Pop. 0
Total	<u>828</u>	
Right-of-Way (includes R.R. @35) Total		<u>590</u> 590

