

SOUTHWEST VILLAGE SPECIFIC PLAN

Draft | April 2026



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01

INTRODUCTION

1.1 – OVERVIEW

The Southwest Village Specific Plan (Specific Plan) provides guidance for the development of a neighborhood village within the Otay Mesa community of the City of San Diego. The Otay Mesa provides views of Mexico and the Pacific Ocean, Southwest Village strives to create a walkable community with an integrated mix of uses, a range of housing types that provide opportunity for a diversity of lifestyles, and would be served by transit.

The Specific Plan envisions a complete community that integrates an urban mixed-use center (Village Core) with surrounding residential neighborhoods. Residential neighborhoods, retail, office, school, and recreational uses are designed around an interconnected grid-block development pattern through a comprehensive network of multi-modal streets and pedestrian linkages. Caliente Avenue and Beyer Boulevard are designed to connect these uses to the wider Otay Mesa community.

Figure 1.1, Southwest Village Plan Area, shows the points of connection via Caliente Avenue and Beyer Boulevard. This gradual intensification of land uses creates a central urban experience, and the integration of urban land uses and mobility provides for a variety of living styles and mobility options. The Specific Plan sets forth urban design concepts that create a vibrant village.

The Specific Plan provides a comprehensive policy and regulatory framework that guides future development in the Southwest Village. The Specific Plan encompasses approximately 490 acres and allows up to 5,130 homes. It facilitates the creation of a village anchored by up to 175,000 square feet of commercial and retail uses. It also provides public facilities, including a location for a new school, approximately 35 acres of parks, a network of trails, and approximately 185 acres of surrounding natural open space. *Figure 1.2, Southwest Village Development Concept*, highlights key components of the Southwest Village Specific Plan.

- Approximately 490 acres of land in Otay Mesa Community Area Plan
- 5,130 homes
- 175,000 square feet of commercial uses
- “Village Core” planned around future transit stop and mobility hub
- Approximately 35 acres of interconnected publicly-owned and privately-owned community parks, neighborhood parks, pocket parks, and mini-parks
- Approximately 6.2 acres for a future school
- 185 acres of surrounding natural open space
- Connection of Caliente Avenue from Southwest Village to SR-905
- Connection of Beyer Boulevard from Southwest Village to San Ysidro

Figure 1.1 – Southwest Village Plan Area

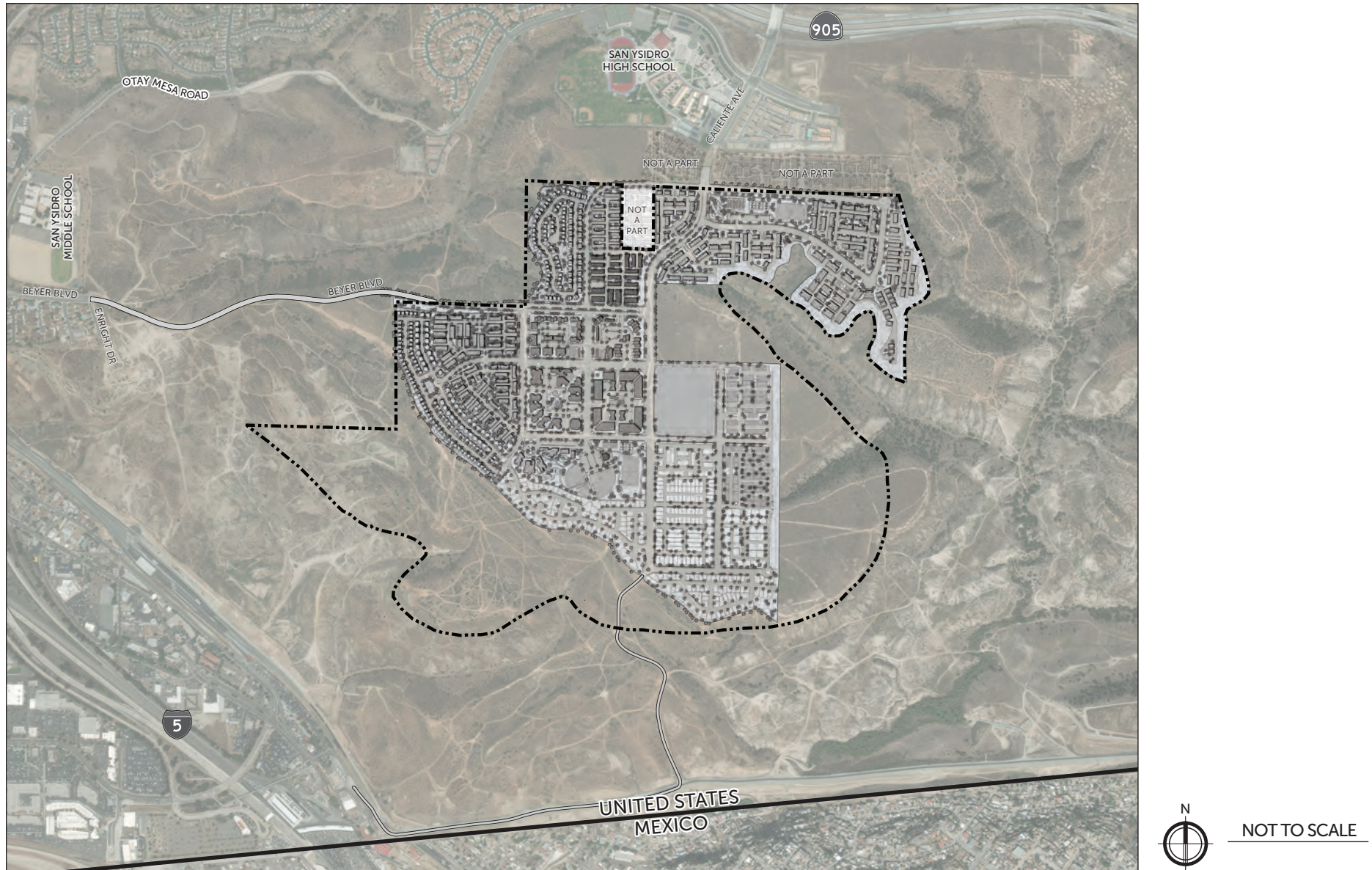
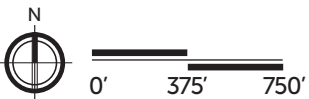


Figure 1.2 – Southwest Village Development Concept

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



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1.2 – PURPOSE AND INTENT OF THE SPECIFIC PLAN

The Specific Plan serves as a framework for development in the Southwest Village Specific Plan area. It is intended to be used by community members, business and property owners, developers, designers, City staff, and decision-makers in reviewing proposed development projects in the Specific Plan area. The Specific Plan should be used in conjunction with the goals and policies of the General Plan, the Otay Mesa Community Plan, and the development regulations in the San Diego Municipal Code (SDMC), which together form the planning and regulatory framework for the Specific Plan.

The Specific Plan addresses the distribution, location, and extent of land uses; infrastructure necessary to support the land use plan; criteria for natural resource preservation, and implementation that includes identification of phasing and financing mechanisms. It provides detailed text and exhibits describing the range of land uses (residential, retail, commercial, office, mixed-use, parks, and open space), public realm, mobility network, and infrastructure that could occur in the Specific Plan area. It provides policies and supplemental development regulations to ensure that the development of Southwest Village occurs in a manner consistent with the General Plan and Otay Mesa Community Plan policies.

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

1.3 – OBJECTIVES

The objectives of the Specific Plan include the following:

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

1.4 – VISION

The Specific Plan envisions the Southwest Village with a dense mixed-use Village Core, and housing gradually transitioning to lower-density residential uses adjacent to open space. A variety of attached and detached homes will help to create diverse and dynamic neighborhoods connected by a network of bicycle facilities, sidewalks, trails, and paseos.

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

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

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



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



1.5 – GUIDING PRINCIPLES

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

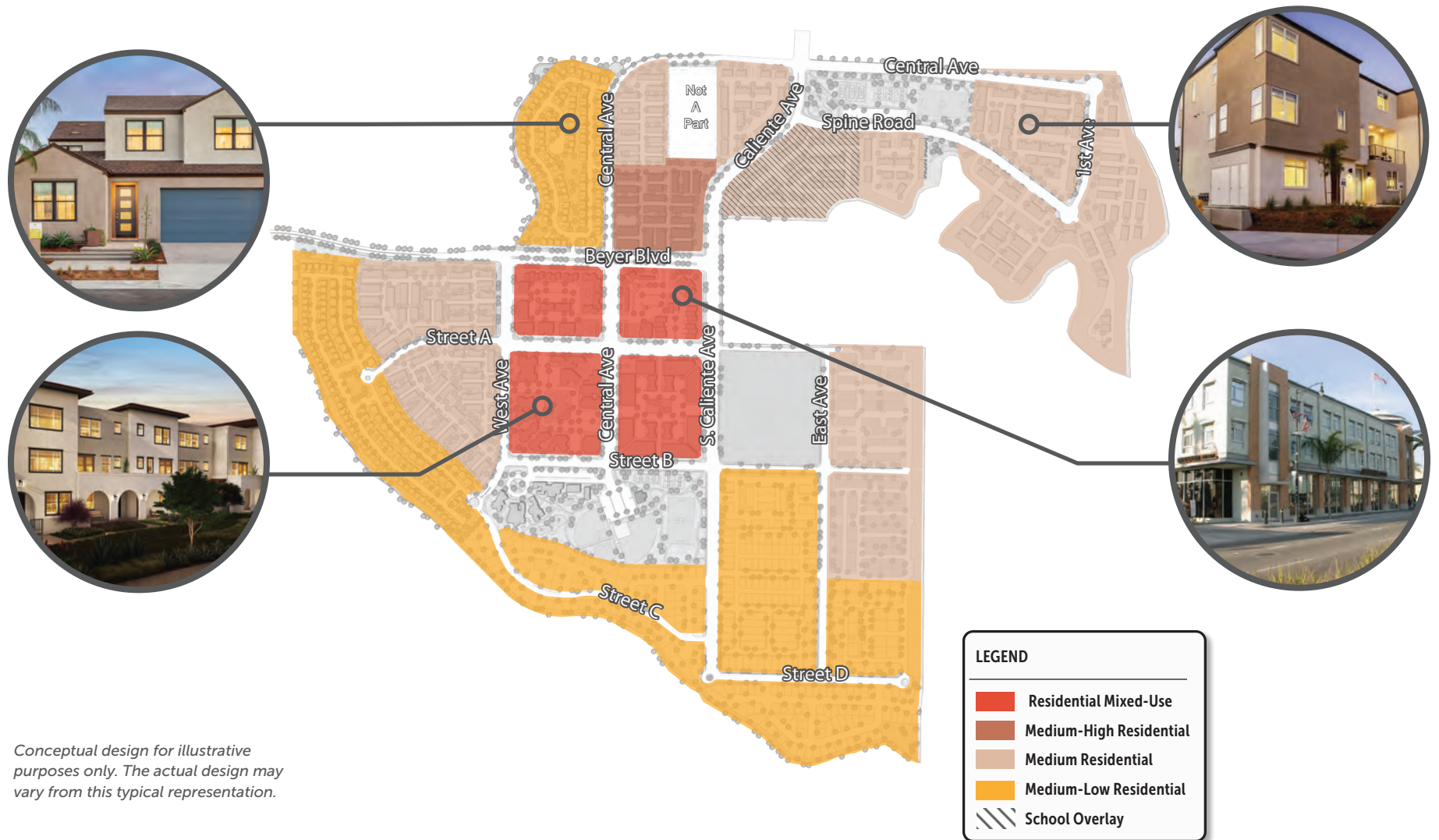


Playa del Sol, Otay Mesa

- No. 1** Streamlined Framework to Facilitate Housing for a Range of Lifestyles
- No. 2** Natural Resource Protection
- No. 3** Grid Network
- No. 4** Social Heart
- No. 5** Concentric Rings of Density
- No. 6** Interconnected Bicycle & Pedestrian Linkages
- No. 7** Community Recreation & Interaction
- No. 8** Public Viewsheds & Access

1.5.1 – Guiding Principle No. 1– Streamlined Framework

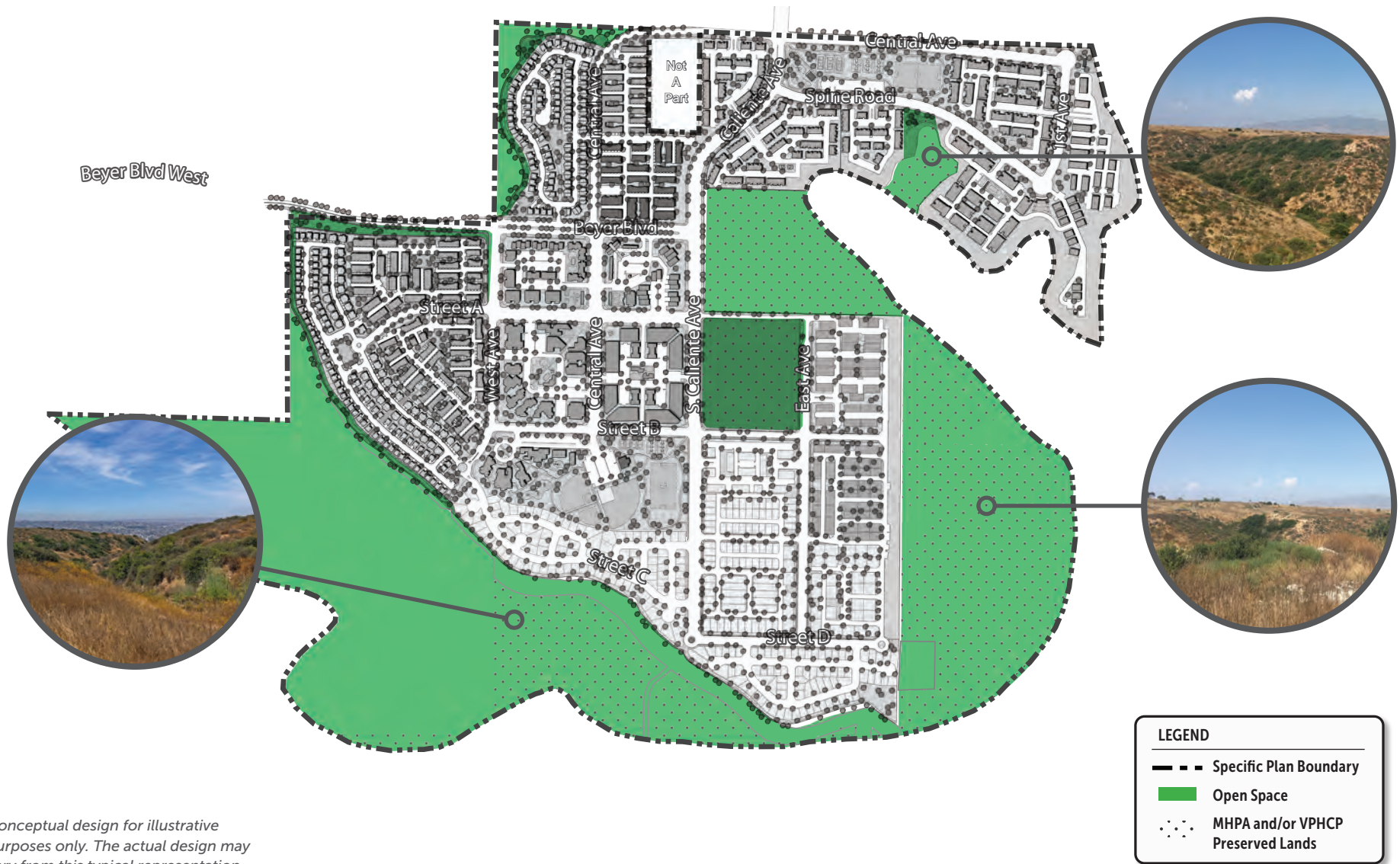
Provide a diversity of housing types, responding to the region’s critical need for a range of naturally affordable, workforce housing units.



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1.5.2 – Guiding Principle No. 2– Natural Resource Protection

Preserve natural open spaces.



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1.5.3 – Guiding Principle No. 3 – Grid Network

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



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1.5.4 – Guiding Principle No. 4 – Social Heart

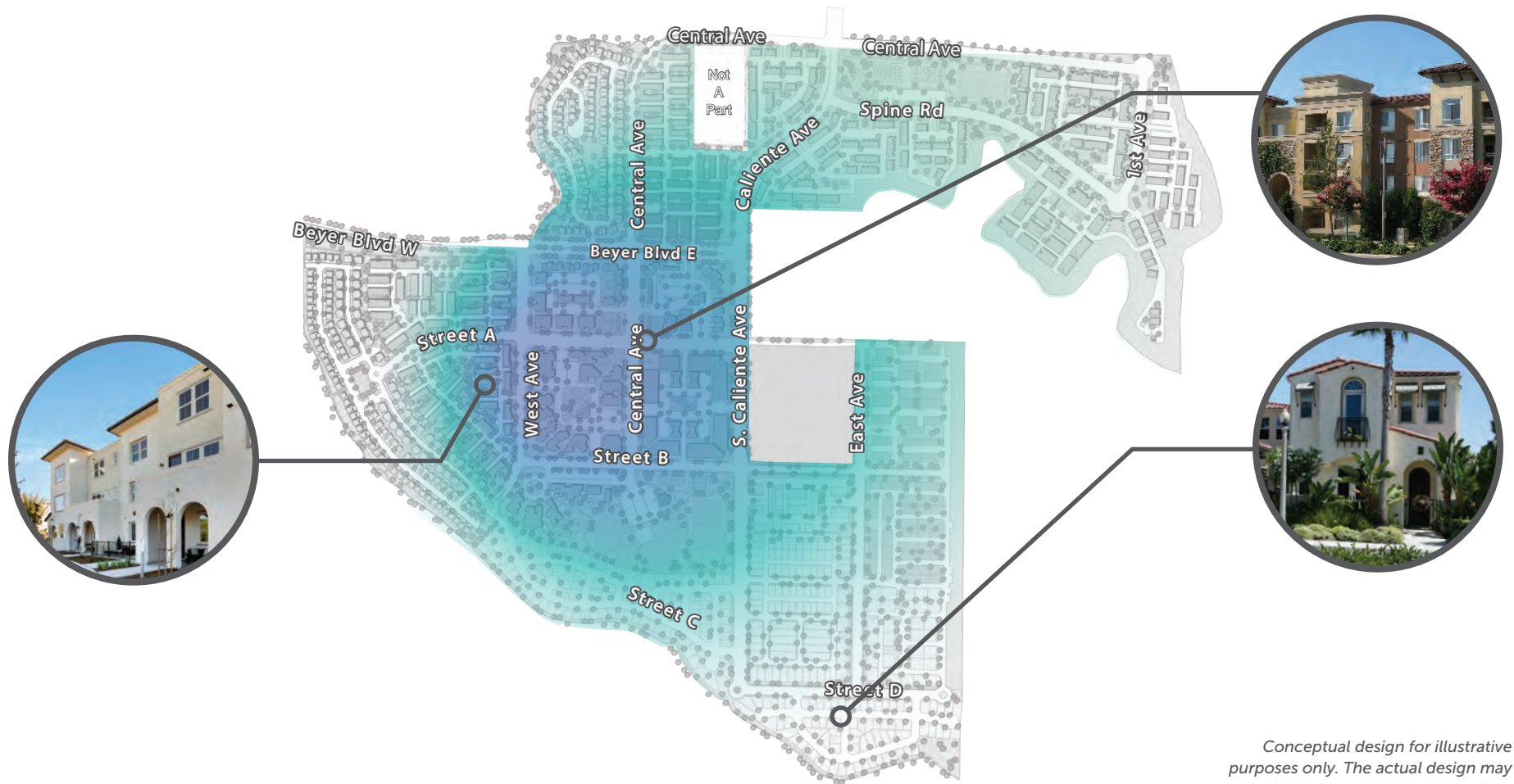
Focus neighborhood services, social amenities, and civic spaces at the center of Southwest Village in a vibrant, mixed-use, commercial-civic Village Core.



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1.5.5 – Guiding Principle No. 5 – Concentric Rings of Density

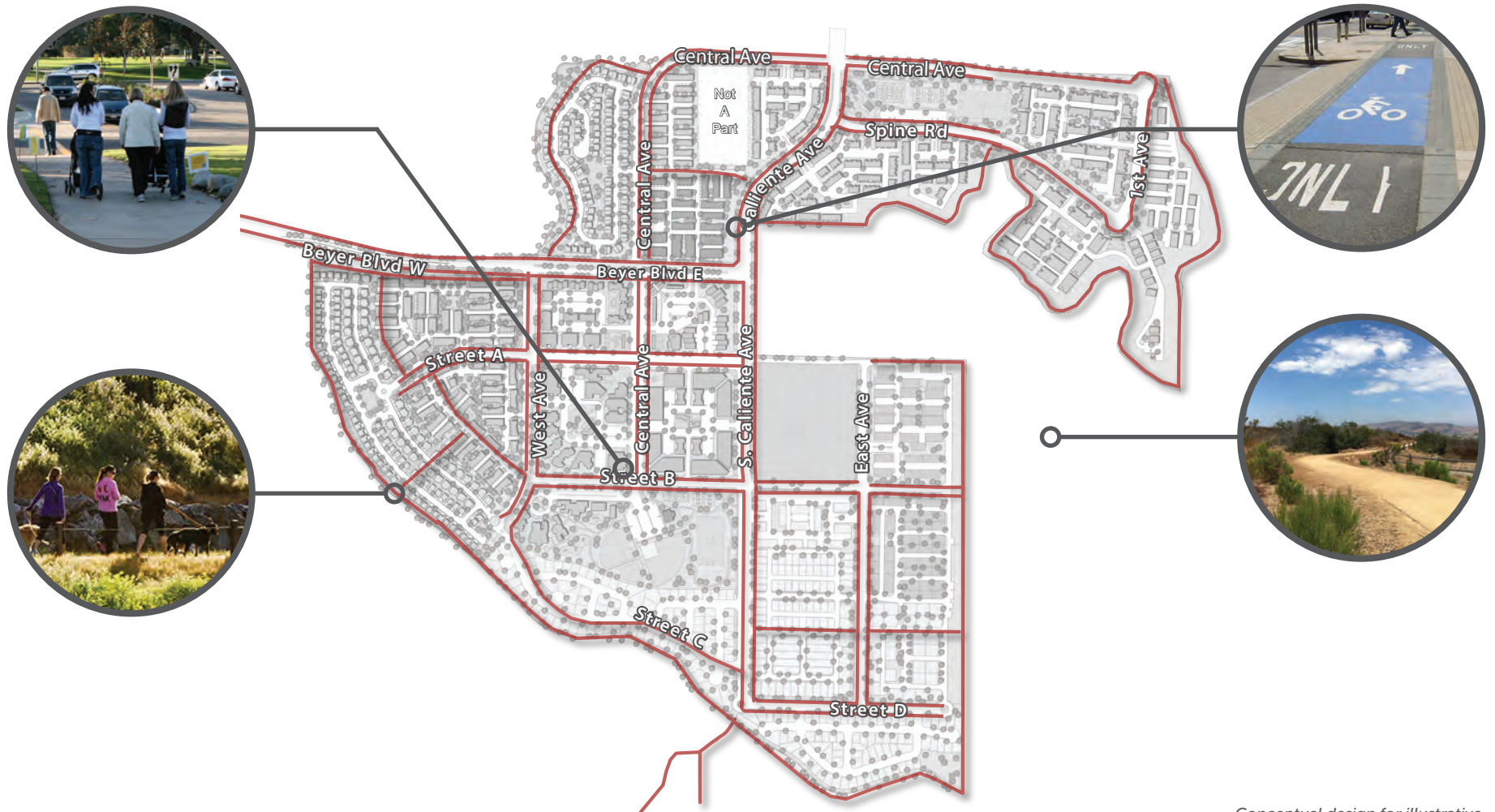
Develop an active, mixed-use, urban core surrounded by neighborhoods of various densities, generally decreasing in intensity toward open spaces.



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1.5.6 – Guiding Principle No. 6 – Interconnected Bicycle & Pedestrian Linkages

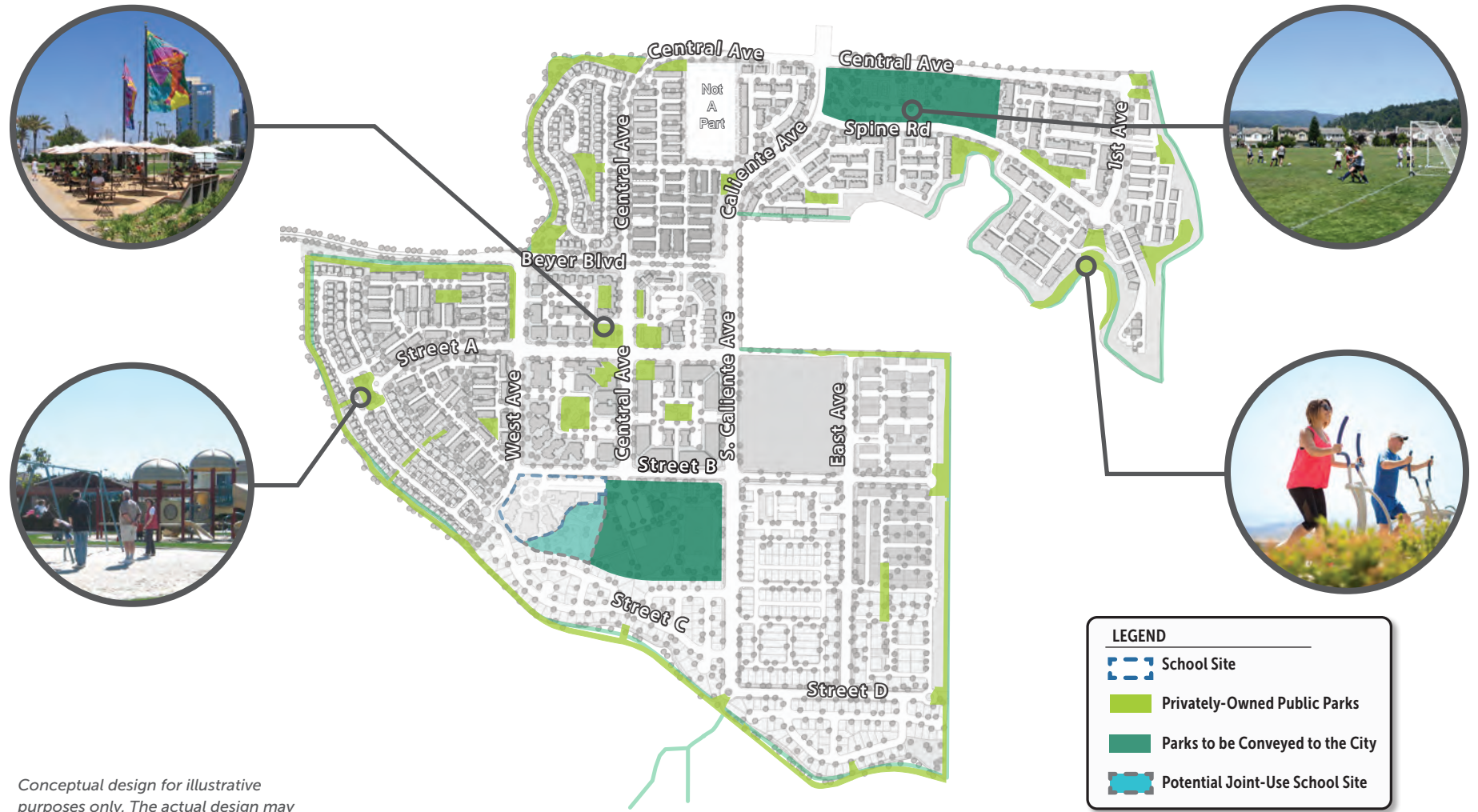
Provide an interconnected bicycle and pedestrian network that connects neighborhoods to each other, the Village Core, parks, public spaces, surrounding natural open space, and the surrounding communities.



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1.5.7 – Guiding Principle No. 7 – Community Recreation & Interaction

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



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1.5.8 – Guiding Principle No. 8 – Public Viewsheds & Access

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



1.6 – PHYSICAL SETTING

1.6.1 – Location

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



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

1.6.2 – Existing Site Characteristics and Context

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

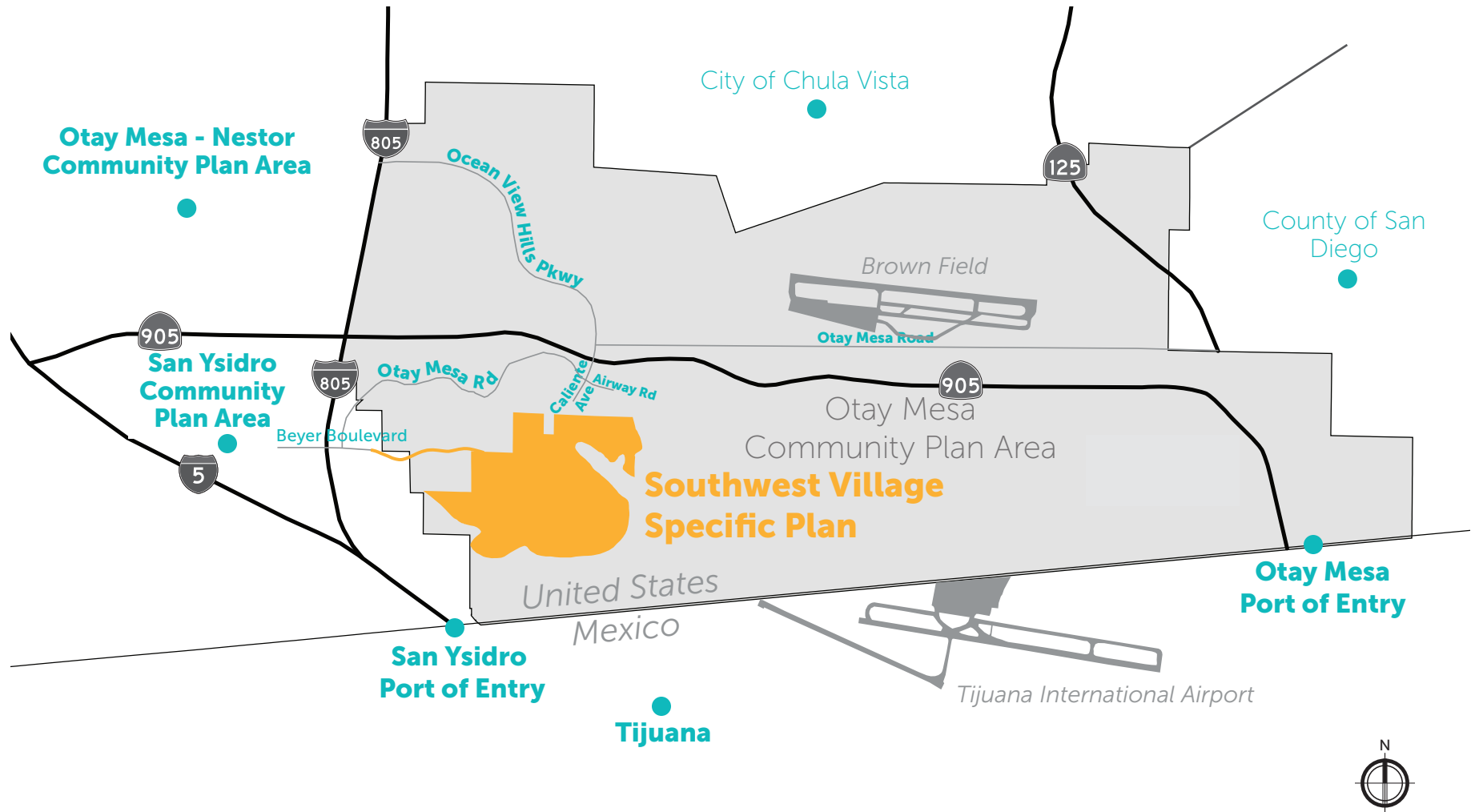
Southwest Village can be accessed from SR-905 via Caliente Ave heading south. Caliente Avenue extends for approximately one-quarter mile to the south of SR-905 before the road ends, and a dirt road continues. The Specific Plan area does not have any preexisting paved roads.

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

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

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

Figure 1.3 – Regional Location



1.7 — PLANNING BACKGROUND AND PROCESS

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

1.7.1 — Southwest Village Specific Plan Project Subcommittee

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

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

1.7.2 — Southwest Village Specific Plan Website

A website was established for the Southwest Village Subcommittee and served as a dedicated resource for property owners, stakeholders, and interested parties to get more information, stay informed, and engage in the process. The website includes easy access to project materials,

including meeting agendas, notices and minutes, maps and exhibits, and other documents made available to the public throughout the project process.

1.7.3 — Property Owner Outreach

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

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



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

1.8 – RELATIONSHIP TO OTHER PLANNING DOCUMENTS

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

1.8.1 – General Plan

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

1.8.2 – Climate Action Plan

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

1.8.3 – Otay Mesa Community Plan

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

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

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

1.8.4 – Multiple Species Conservation Program

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

1.8.5 – Vernal Pool Habitat Conservation Plan

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

1.8.6 – Municipal Code

The San Diego Municipal Code (SDMC) implements the policies of the General Plan and Community Plan with regulations for land use, density and intensity, building massing, architectural design, landscaping, stormwater management, streetscaping, lighting, and other development characteristics and procedures. The Specific Plan applies the base zones from the SDMC. Where necessary, supplemental development regulations within the Specific Plan modify the base zone regulations or provide tailored development regulations. Refer to [Chapter 7, Implementation](#), for the supplemental development regulations.

1.8.7 – Brown Field Airport Land Use Compatibility Plan

The Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP) for Brown Field Municipal Airport to establish land use compatibility policies and development criteria for new development within the Airport Influence Area (AIA). The policies and criteria protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The ALUCP defines an AIA as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.” The AIA is divided into Review Area 1 and Review Area 2. The Specific Plan is in Review Area 2, which is “within the airspace protection and/or overflight notification areas...” Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The Airport Land Use Compatibility Plan is implemented by the Airport Land Use Compatibility Overlay Zone and includes requirements for airspace protection and overflight notification. An overflight notification will be recorded in the property’s chain of title, which will inform prospective buyers about the airport’s potential effect on the property.

1.8.8 — Parks Master Plan

The Parks Master Plan provides policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the General Plan’s vision. The Parks Master Plan establishes a park standard that applies to how population-based parks are planned, acquired, created, and managed; it does not apply to planning, acquiring, and managing resource-based parklands. The Recreational Value-Based Park Standard (Value Standard) establishes a point value to represent recreational opportunities within population-based parks.

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02

LAND USE

2.1 – OVERVIEW

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

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

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

2.2 – LAND USE DESIGNATIONS

Figure 2.1, Southwest Village Land Use Plan, illustrates the proposed land uses for Southwest Village and the location of planning areas addressed in the Specific Plan. The Specific Plan allows up to 5,130 homes. This includes “for-sale” and/or “for-rent” opportunities and a mix of home types such as townhomes, flats, row homes, courtyard homes, lofts, shopkeeper units, senior housing, and assisted care units. The Specific Plan also allows up to 175,000 square feet of commercial and retail floor area.

The Southwest Village Specific Plan contains 30 planning areas that will facilitate future development. The Specific Plan addresses the location and types of land use, homes, and streets, as well as land ownership and neighborhood design features. *Table 2.1, Development Summary*, identifies the specific plan land use designation, density range, acreage, dwelling units, and whether commercial uses are allowed for each planning area.

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

While it is assumed that planning areas will be developed independently from one another and in multiple phases over time, future development will need to consider the development viability and feasibility of undeveloped planning areas. The Specific Plan provides the overall framework for the infrastructure and grading that will be phased to accommodate the future development within the planning areas. Refer to *Section 7.13, Phasing*, for detailed information regarding the expected phasing of the Specific Plan area. Any proposed grading, utilities (water, sewer, drainage facilities), and street improvements will need to consider the whole Specific Plan area regardless of phasing.

Figure 2.1 – Southwest Village Land Use Plan

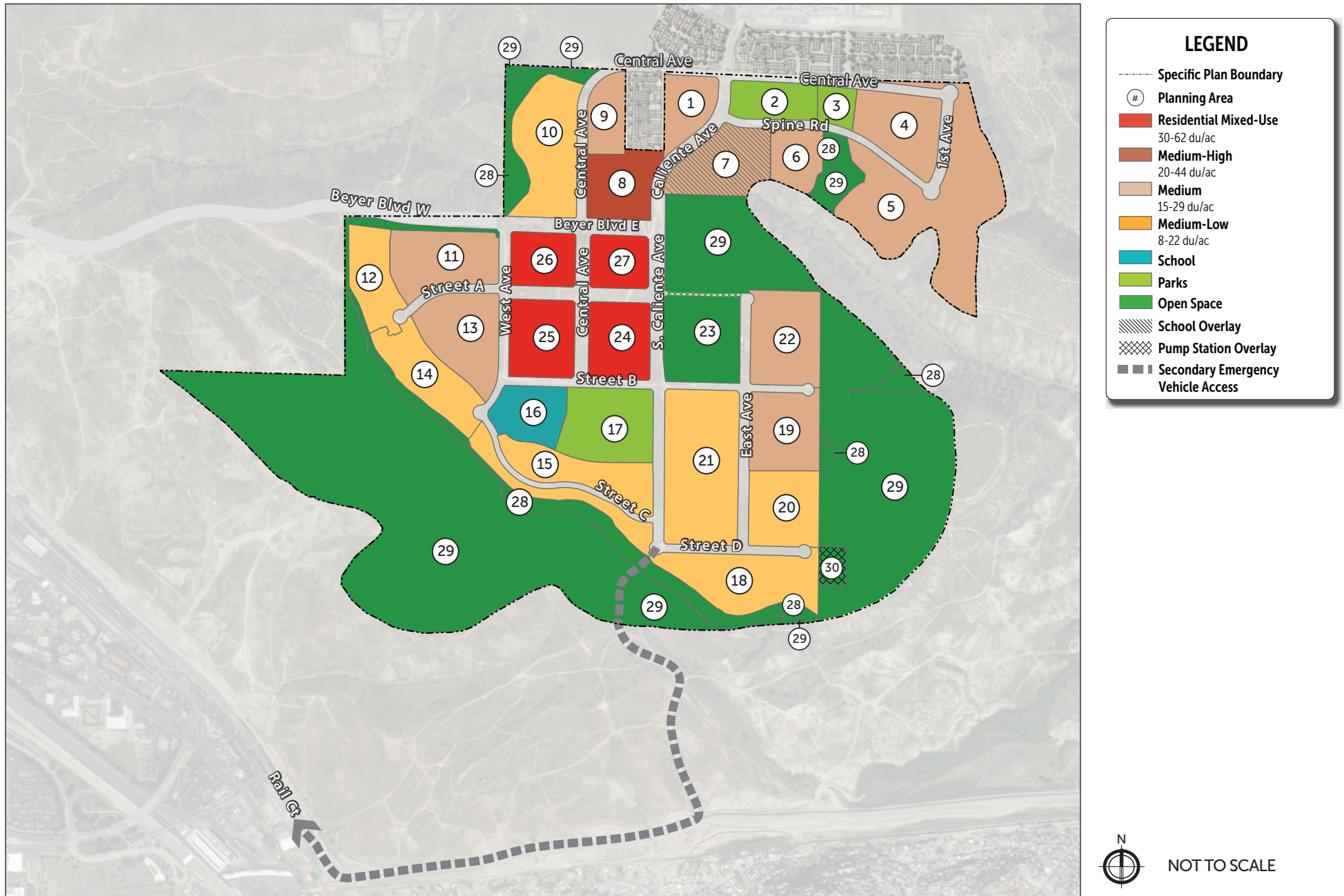


Table 2.1 – Development Summary

PA #	Land Use	Density ¹	Overlay	Acres	DUs ²	Commercial Floor Area (SF) ³
1	Medium	15-29 du/ac	-	5.2	120	-
2	Park	-	-	5.3	- ⁴	-
3	Park	-	-	2.3	-	-
4	Medium	15-29 du/ac	-	9.0	211	-
5	Medium	15-29 du/ac	-	26.3	608	-
6	Medium	15-29 du/ac	-	4.5	104	-
7	Medium	15-29 du/ac	School	8.9	160 ³	-
8	Medium-High	20-44 du/ac	-	7.4	282	-
9	Medium	15-29 du/ac	-	4.6	107	-
10	Medium-Low	8-22 du/ac	-	12.8	225	-
11	Medium	15-29 du/ac	-	10.0	190	-
12	Medium-Low	8-22 du/ac	-	6.9	137	-
13	Medium	15-29 du/ac	-	10.2	193	-
14	Medium-Low	8-22 du/ac	-	8.8	181	-
15	Medium-Low	8-22 du/ac	-	13.8	243	-
16	School	-	-	6.2	-	-
16	Medium (PA 16 Contingency)	15-29 du/ac	-	6.2	136 ³	-
17	Park	-	-	10.5	-	-
18	Medium-Low	8-22 du/ac	-	12.1	238	-
19	Medium	15-29 du/ac	-	8.8	237	-
20	Medium-Low	8-22 du/ac	-	8.5	134	-
21	Medium-Low	8-22 du/ac	-	18.6	306	-
22	Medium	15-29 du/ac	-	10.5	267	-
23	Open Space	-	-	10.7	- ⁵	-
24	Residential Mixed-Use	30-62 du/ac	-	7.7	352	Permitted
25	Residential Mixed-Use	30-62 du/ac	-	8.3	365	Permitted

PA #	Land Use	Density ¹	Overlay	Acres	DUs ²	Commercial Floor Area (SF) ³
26	Residential Mixed-Use	30-62 du/ac	-	5.6	251	Permitted
27	Residential Mixed-Use	30-62 du/ac	-	5.0	219	Permitted
28	Open Space	-	-	21.2	-	-
29	Open Space	-	-	166.7	- ⁵	-
30	Open Space	-	Pump Station	1.7	-	-
	Streets	-	-	49.3	-	-
Total				487.4⁶	5,130⁷	175,000

Notes: Planning Area (PA)

- Density ranges show the minimum and maximum permitted residential density for a planning area.
- The dwellings units per planning area are within the allowable density ranges and represent likely development densities, recognizing that individual properties may be developed at higher or lower densities within the permitted range.
- Refer to Section 7.9, Supplemental Development Regulations.
- Planning Area 2, designated for Parks, includes privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the AR-1-1 zoning designation. Any such units would be subject to the maximum dwelling units of 5,130 units.
- Planning Areas 23 and 29, designated for Open Space, include privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the OR-1-2 zoning designation. Any such units would be subject to the maximum dwelling units of 5,130 dwelling units.
- The total developable acreage is subject to slight changes due to project-level implementation refinements, such as development regulations, property boundary surveys, and/or detailed site mapping; however, the maximum number of dwelling units and commercial floor area will not change for the Specific Plan area. Refer to Chapter 7, Implementation and Administration.
- The overall maximum dwelling unit count of 5,130 shall not be exceeded. As individual Planning Areas are developed, dwelling unit quantities may change, and residential densities may be transferred between Planning Areas in accordance with Section 7.9, Supplemental Development Regulations.



2.3 – VILLAGE CORE

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

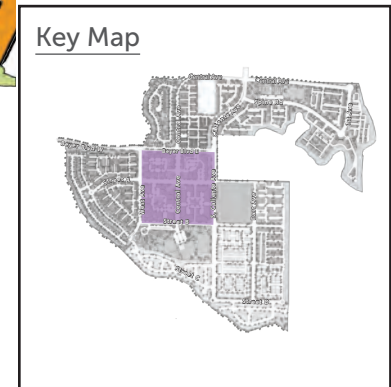
Special events, such as farmers' markets, pop-up events, outdoor concerts, and art displays, can be hosted in the mixed-use areas of the Village Core. On days when such events take place, streets in the Village Core may be closed for pedestrian use only.

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

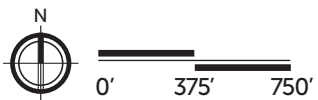
The Village Core is the focal point for pedestrian, bicycle, and transit travel, connecting residential neighborhoods, open space, and recreation amenities via the sidewalks, trails, and bike facilities. The Village Core's mobility hub will provide access to the regional transit network. Special attention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

Figure 2.2 – Village Core Development Framework

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



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





2.4 — RESIDENTIAL MIXED USE

30 to 62 dwelling units per acre

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



2.5 — MEDIUM-HIGH DENSITY RESIDENTIAL

20 to 44 dwelling units per acre

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

Key Map



Key Map



2.6 — MEDIUM DENSITY RESIDENTIAL

15 to 29 dwelling units per acre

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

2.7 — MEDIUM-LOW DENSITY RESIDENTIAL

8 to 22 dwelling units per acre

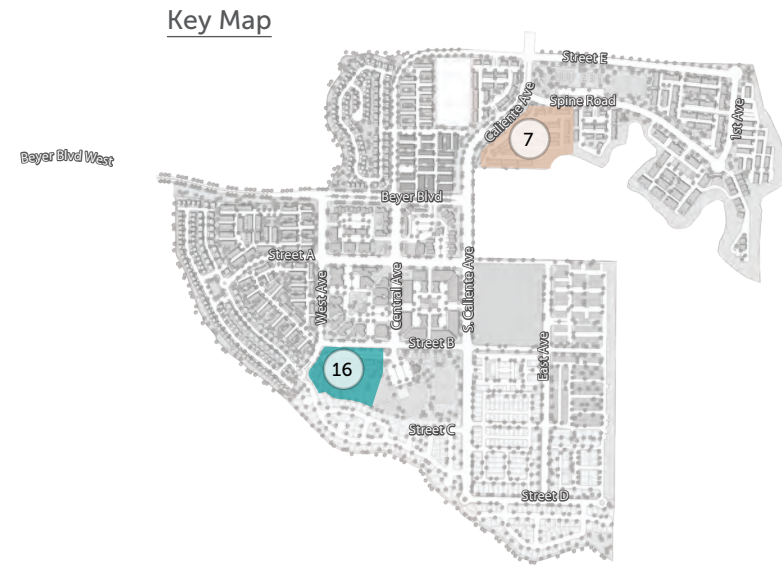
This designation allows a mix of pedestrian-oriented attached housing and cluster developments in different configurations, such as small-lot single-family, townhomes, duplex, triplex, or multi-plex, rowhomes, courtyard or motor court housing, and other types of single or multiple-unit residential developments.

2.8 – SCHOOLS

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

Should the SYSD determine additional schools are needed based on projected student generation rates, the Southwest Village Specific Plan has identified two school sites that could serve students residing in Southwest Village and/or other portions of Otay Mesa, as well as other areas served by the SYSD. The Specific Plan identifies a school site within Planning Area 16, and a second school site within Planning Area 7, with Planning Area 16 being the primary school site and Planning Area 7 only if needed by the SYSD. Development of schools within Southwest Village is addressed in [Chapter 7, Implementation and Administration](#).

The school facilities can provide an opportunity for joint-use facilities for recreational opportunities with a joint-use agreement between the City of San Diego and SYSD. The two school sites are shown in the Key Map to the right.



2.8.1 — Primary School Site

The Specific Plan identifies an approximate 6.2-acre site within Planning Area 16, which will be made available for the SYSD or another school provider to acquire for the development of a school facility to serve the projected student enrollment within the Specific Plan.

Contingency for Planning Area 16

Planning Area 16 is designated for a future elementary school immediately south of the core of Southwest Village. If a school is no longer needed on Planning Area 16, the planning area would default to a Medium-Density land use designation. Although the contingency for Planning Area 16 would result in approximately 136 additional homes, the maximum dwelling unit cap of 5,130 homes would still apply. It is assumed that each planning area will not construct the maximum number of dwelling units permitted due to site constraints, development priorities, design characteristics, and market conditions at the time a particular planning area is brought forward for development. Refer to [Section 7.9, Supplemental Development Regulations](#).



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

2.8.2 — Secondary School Site

The Specific Plan identifies an approximately 8.9-acre site within Planning Area 7, which will be made available for the SYSD to acquire for the development of a school facility if the SYSD determines that the site is needed for a second school after the development of a school on the primary school site. As shown in [Figure 2.1, Southwest Village Land Use Plan](#), the school site has a school overlay applied with an underlying Medium Density Residential land use designation and zoning if a school is not constructed.

Planning Area 7 is primarily intended for residential uses. However, the School Overlay allows for a school facility instead of the Medium Density land use designation in the future, should the SYSD determine that an additional school is needed to serve projected student enrollment and acquire the site.

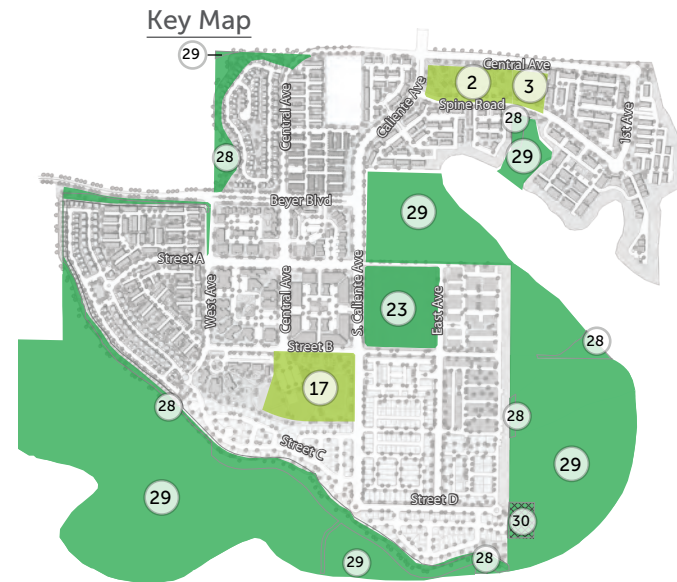
The precise location and site will be determined if and when the SYSD opts to acquire the property and construct a school. Refer to [Section 7.9, Supplemental Development Regulations](#).

2.9 – PARKS AND OPEN SPACE

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

2.9.1 – Parks

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



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

2.9.2 – Open Space

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

Limited development may occur in open space areas that are not conserved in accordance with Chapter 13, Article 1, Division 2, Section 131.0204 (Open Space-Residential zone) of the City of San Diego's municipal code and the MSCP Conservation Plan. Open space areas are located within Planning Area 28.

Conserved open space is located within Planning Areas 23 and 29. These areas may consist of mitigation lands, MHPA, and/or VPHCP 100 percent conserved lands, as shown in [Figure 5.22, Open Space Areas](#). Privately owned parcels within Planning Areas 23 and 29 may allow limited development, in accordance with Chapter 13, Article 1, Division 2, Section 131.0204 (Open Space-Residential zone) of the City of San Diego's municipal code and the MSCP Conservation Plan.

2.9.3 – Pump Station Overlay

Planning Area 30 in the southeast portion of the Specific Plan area, at the terminus of Street D, is planned to include a pump station as part of the wastewater infrastructure necessary to support the development of the Specific Plan. The pump station area is located within and allowed as part of the Vernal Pool Habitat Conservation Plan as a covered activity.



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

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03

DESIGN

3.1 — VILLAGE DESIGN OVERVIEW

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

Although the design policies promote quality design, they are not regulatory requirements. They are general and illustrative in nature and are intended to provide flexibility, encourage creativity, and promote variety through implementation. The policies included in this chapter are to be applied to development areas maintained by a Master Maintenance Association (MMA), not maintained by the City as addressed in [Section 7.15, Maintenance](#).

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



3.2 – GENERAL DESIGN POLICIES FOR SOUTHWEST VILLAGE

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



Example photo of high quality materials to create engaging façades.



Example photo of a varying building facade.

3.2.1 – Site Design Policies

1. Limit the perimeter of block sizes along local and collector streets to 1,800 feet in length.
2. Provide pedestrian access and circulation to create connections through the middle of the block and align with other public streets, paseos, sidewalks, and pathways for larger block sizes.
3. Provide an interconnected system of paths, sidewalks, paseos, and walkways that create a safe and pleasant pedestrian environment, connect residential buildings and common areas, are integrated with surrounding developments, and provide multiple pedestrian access points.
4. Encourage arranging buildings in staggered, informally sited clusters around courtyards, paseos, or other common areas to create public gathering areas and places to socialize.
5. Provide for integration with paseos and passageways between buildings of adjacent planning areas.
6. Encourage siting buildings to take advantage of natural daylight, prevailing breezes, changes in topography, and opportunities for views, while still being oriented to the street. Tree-framed view corridors are encouraged.
7. Locate amenities next to public space and open space to enhance their access and visibility and to allow them to become focal points of the development.



An example of paseo pedestrian access is provided in the middle of a large block.



An example of cluster development situated around common areas.

3.2.2 – Architectural Design Policies

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

3.2.3 – Form, Massing, and Articulation Policies

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



Example photos of building frontage and access.

3.2.4 – Building Frontage Policies

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

3.2.5 – Building Access Policies

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

3.2.6 – Building Materials and Colors Policies

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

3.2.7 – Screening Policies

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

- 4.
- 5.



Variation of materials compatible with building style.



Trash enclosure screening.

3.2.8 – Noise Attenuation Policies

1. Encourage the use of landscaping and insulating materials to attenuate road noise generated within the community.
2. Provide localized noise barriers or rooftop parapets around HVAC cooling towers and mechanical equipment, so that line-of-sight to the noise source from the property line of the noise-sensitive receptors is blocked.
3. Use site planning to minimize noise in shared residential outdoor activity areas by locating the areas behind the building or in courtyards or orienting the terraces to alleys rather than streets.

3.2.9 – Lighting Policies

1. Avoid projecting light upward to minimize light pollution and reduce energy use.
2. Arrange lighting in parking lots and structures to prevent direct glare into adjacent residential buildings and onto neighboring uses or properties.



Vertical landscaping is used to attenuate sound from HVAC systems.



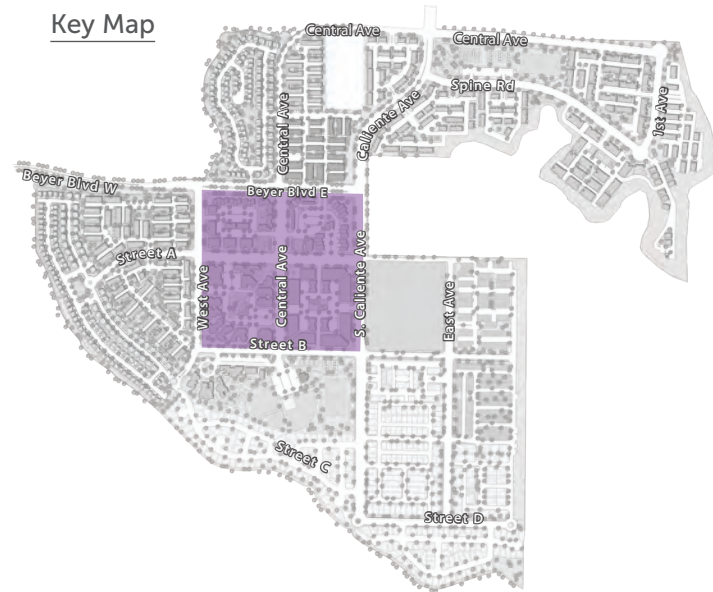
Pedestrian lighting that projects light downward.

3.3 – VILLAGE CORE POLICIES

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

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

The Village Core is the focal point for pedestrian, bicycle, and transit travel, connecting residential neighborhoods, open space, and recreation amenities via the sidewalks, trails, and bike facilities. Special attention should be given to pedestrian-friendly streetscape and sidewalk design, pedestrian crossing treatments, and other enhancements. [Figures 3.1 through 3.4](#) provide depictions of development concepts within the Village Core.



3.3.1 – Village Core Design Policies

1. Establish an identity for the Village Core through common design elements or treatments, delineation of boundaries, and distinct entrances, outdoor areas, or other focal points.
2. Use similar scale, colors, materials, design details, and architectural style of buildings and furnishings for the entire area.
3. Encourage architecture to reflect the history and character of the San Diego/Tijuana region and the character of the surrounding neighborhoods. Examples are shown in [Figure 3.5, Representative Images of Village Core Architectural Context](#).
4. Emphasize building faces and public use spaces as dominant features in Village Core design.
5. Incorporate articulation in architecture to break up building massing.
6. Encourage recessed courtyards to break up building frontage.
7. Provide additional public spaces that are activated by pedestrian-scale lighting, street furniture, trash receptacles, and landscaping.
8. Encourage mural signs on building faces within the Village Core (see [Section 3.3.4, Village Core Mural](#)).
9. Provide internal pedestrian access routes that link parking areas, buildings, green or public spaces, and streets.
10. Provide bicycle and pedestrian amenities to support non-motorized transportation from residential areas to the Village Core.
11. Incorporate pedestrian-friendly streetscape and sidewalk designs, pedestrian crossing treatments, and other enhancements.
12. Incorporate placemaking and wayfinding elements to create a strong sense of place.
13. Design public space areas for outdoor markets and specific events.



Public spaces activated by pedestrian-scaled lighting and furniture.



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

Figure 3.1 – Village Core Mixed-Use Concept



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

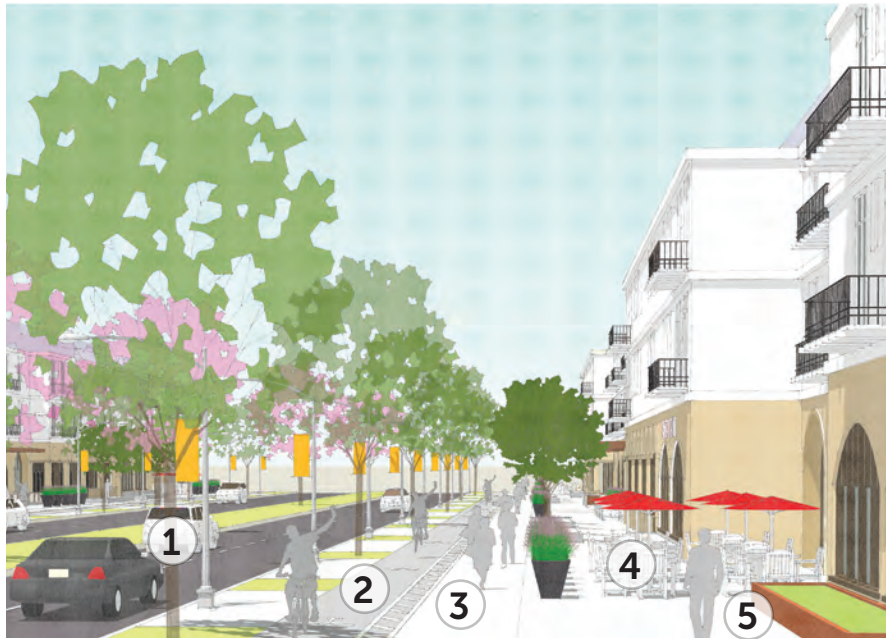


Example photo of Village Core Mixed-Use Concepts 2, 5, and 6.



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

Figure 3.2 – Village Core Streetscape Concept



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

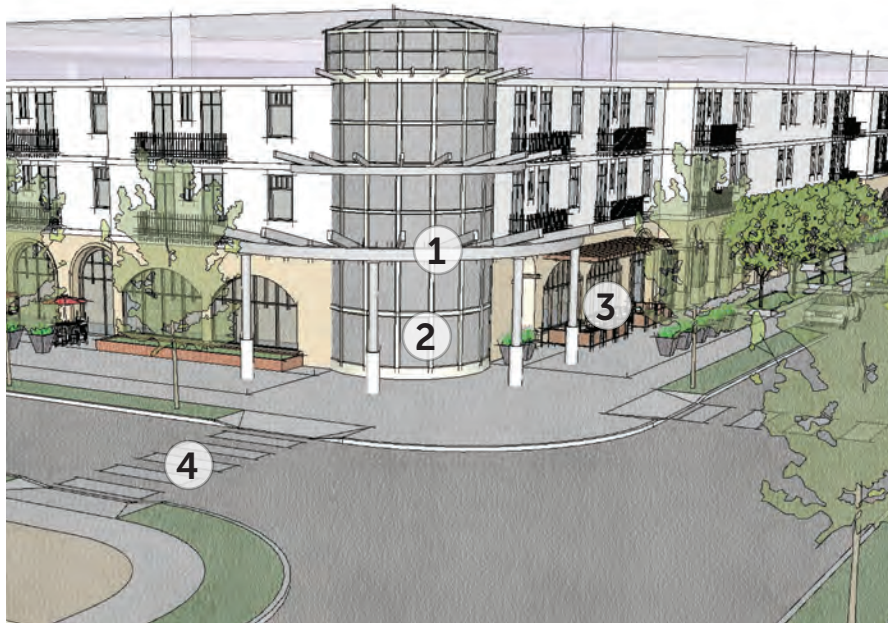


Example photo of Village Core Streetscape Concepts 4 and 6.



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

Figure 3.3 – Village Core Corner Treatment Concept



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



Example photo of Village Core Corner Treatment Concept 1.



Example photo of Village Core Corner Treatment Concept 2.

Figure 3.4 – Village Core Residential Concept



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



Example photo of Village Core Residential Concepts 2 and 5.

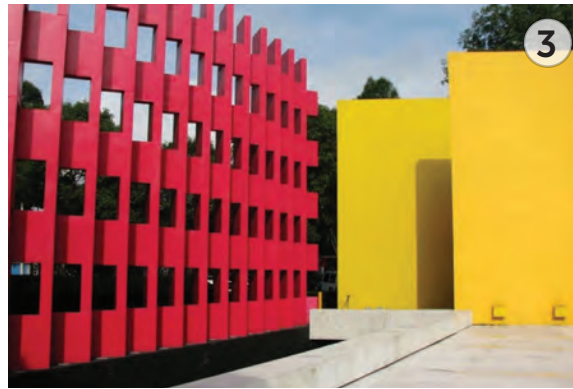


Example photo of Village Core Residential Concepts 1 and 3.

Figure 3.5 – Representative Images of Village Core Architectural Context



Example photo of Village Core Architectural Concepts 1 and 2.



Example photo of Village Core Architectural Concept 3.



Example photo of Village Core Architectural Concept 2.



Example photo of Village Core Architectural Concepts 2 and 3.



Example photo of Village Core Architectural Concepts 4 and 5.



Example photo of Village Core Architectural Concepts 1 and 4.

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



Example photo of Village Core Architectural Concept 3.



Example photo of Village Core Architectural Concept 3.

3.3.2 – Village Core Commercial Design Policies

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

3.3.3 – Village Core Parking Policies

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

3.3.4 – Village Core Mural Policies

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



Example photo of a mural that incorporates cultural elements.

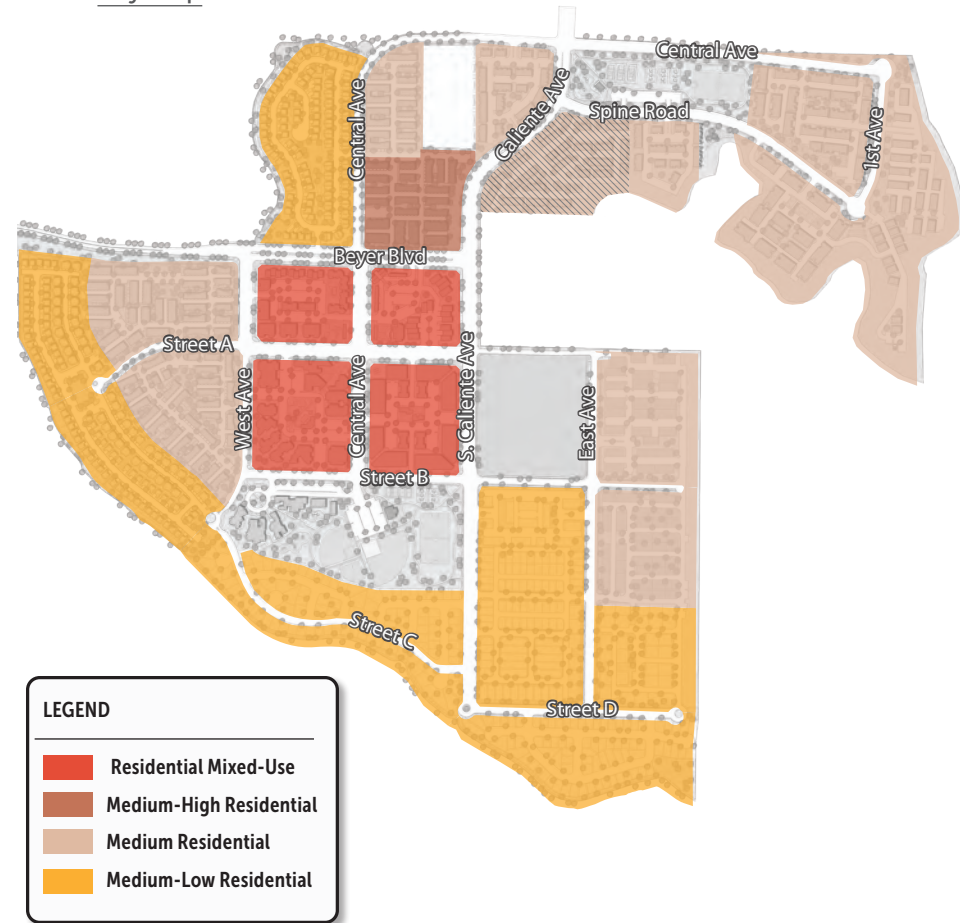
3.4 – RESIDENTIAL DESIGN POLICIES

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

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

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

Key Map



3.4.1 – Architectural Design Policies

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

3.4.2 – Materials, Colors, and Finishes Policies

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



Example of unified architectural design concept.

3.4.3 – Building Form and Massing Policies

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

Figure 3.6 – Townhomes Prototype



This prototype is representative of development that could occur in the Medium-High Density Residential land use designation.

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



Example photo of townhomes with building articulation and other architectural elements.



Example photo of townhomes with building articulation and other architectural elements.

Figure 3.7 – Multi-Plex and Courtyard Prototype



This prototype is representative of development that could occur in the Medium-High Density Residential land use designation.

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



Example photo of triplex homes.



Example photo of triplex homes.

Figure 3.8 – Alley Load Single Family Prototype



This prototype is representative of development that could occur in the Medium Density Residential land use designation.

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

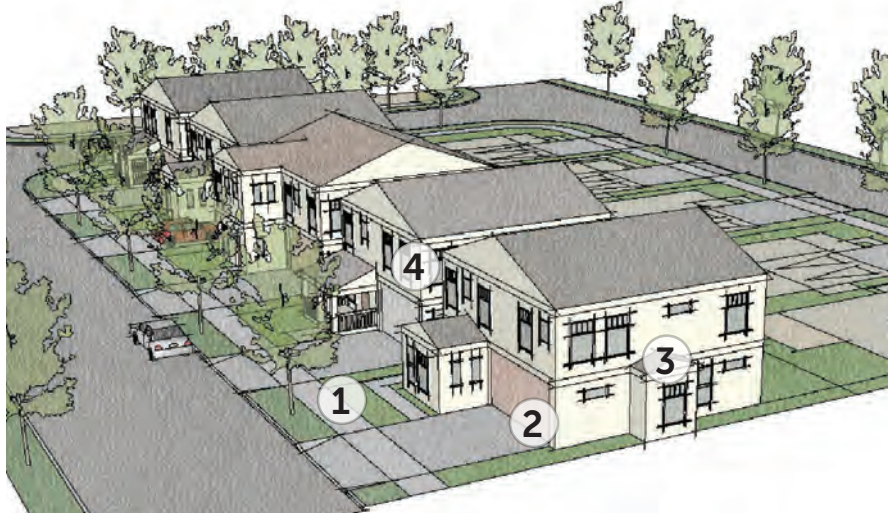


Example photo of an alley loaded single-family homes.



Example photo of alley loaded single-family home.

Figure 3.9 – Small Lot Single Family Prototype



This prototype is representative of development that could occur in the Medium-Low Density Residential land use designation.

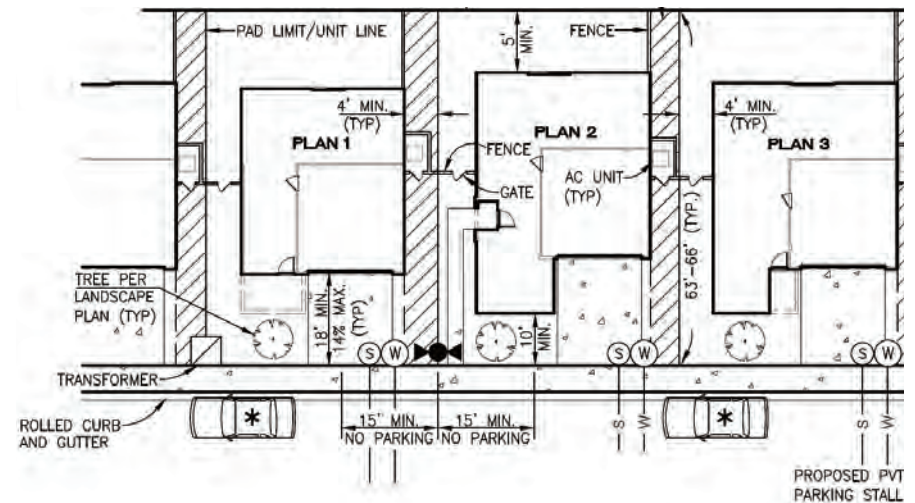
- 1 Entries clearly identify individual units
- 2 Garage design is carefully integrated with the overall architectural style
- 3 Architectural element drawn breaks up façade
- 4 Articulation and offsetting planes



Example photo of small-lot single-family homes.



Example rendering of small-lot single-family homes.



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

3.5 – STREETSCAPE AND PUBLIC REALM DESIGN POLICIES

3.5.1 – Public and Common Open Space Policies

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

3.5.2 – Pedestrian System Policies

1. Design an interconnected system of paths, sidewalks, corridors, and walkways that create a pleasant pedestrian environment, connect dwelling units and common areas, are well-integrated with the surrounding neighborhood, and provide multiple pedestrian access points.
2. Design walkways to encourage resident usage and minimize maintenance.
3. Design the pedestrian system circulation to direct residents to common areas, community facilities, public spaces, and open space areas.
4. Incorporate pedestrian connections to adjoining residential developments, commercial projects, and open space areas.
5. Minimize cross-circulation conflicts between vehicles and pedestrians.
6. Provide a continuous, clearly marked walkway from the parking areas to the main entrances of buildings.
7. Provide bicycle parking and storage for residential and commercial development in locations that are accessible near primary entrances to avoid the use of balconies for bicycle parking.
8. Design mid-block pedestrian crossings consistent with City Council Policy 200-07 for Comprehensive Pedestrian Crossing.

3.5.3 – Materials, Hardscape, and Furnishings Policies

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

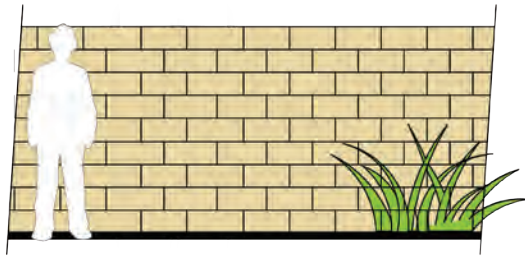
3.5.4 – Lighting Policies

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

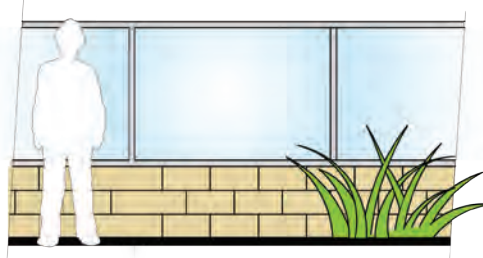
3.5.5 – Walls and Fencing Policies

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

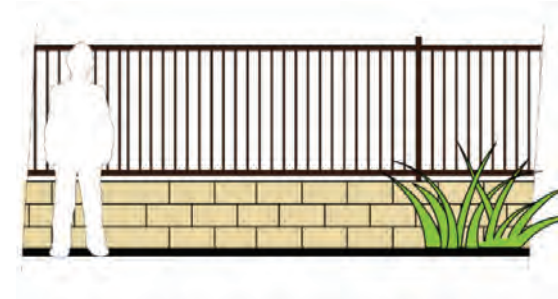
Figure 3.10 – Walls and Fences¹



Masonry Theme Wall



Solid View Wall / Fire Rated Wall



Iron Fence Theme Wall



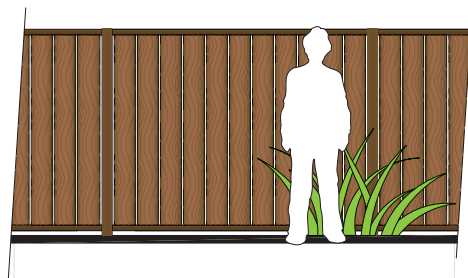
Example Photo of Masonry Theme Wall



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



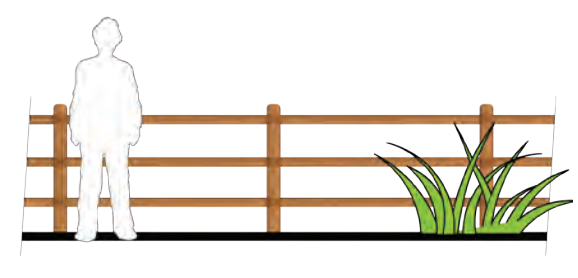
Example Photo of Iron Fence Theme Wall



Neighborhood Wood Fence



Iron Tubular Fence



Trail / Open Space Fence

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

3.5.6 – Gateways And Monuments

Monuments serve as the visual gateway for Southwest Village and will utilize a combination of architectural details, signage, lighting, and landscaping. A hierarchy of entry monuments coincides with land use transitions. This hierarchy includes gateways, activity nodes, entries, and business signage. Repetitive use of materials and design forms is encouraged to provide design unity and to reinforce the identity of the community.

The design for these primary and secondary entry elements are conceptually shown in [Figure 3.11, Gateway Monument Design](#). The proposed locations for monuments are shown in [Figure 3.12, Gateway Locations](#).

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

Figure 3.11 – Gateway Monument Design



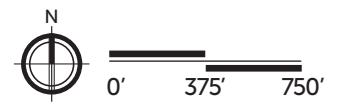
Figure 3.12 – Gateway Locations



LEGEND

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

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



3.5.7 – Gateway And Monument Signage Policies

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

3.5.8 – Wayfinding Signage Policies

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



Example photo of wayfinding concept.



Example photo of wayfinding concept.

3.6 – LANDSCAPE DESIGN POLICIES

1. Utilize landscaping along public streets that is consistent, formalized, and composed of signature planting.
2. Select trees, shrubs, grasses, vines, ground cover, and wildflowers from those identified in [Appendix A, Landscape Planting Palette](#), to create an attractive and cohesive community identity. [Figure 3.13, Examples of Recommended Plants](#), is included to illustrate the range of planting types within Southwest Village.
3. Utilize elements of landscape architecture to create a unified sense of place.
4. Unique qualities of planning areas may be achieved through variation in design while utilizing similar landscape elements.
5. Plant trees along streets, pathways, paseos, and trails, and incorporate trees into public outdoor spaces such as plazas and parks to provide shade, beauty, and a buffer.
6. Incorporate biofiltration and bioretention measures in parking and road design, edges of paved areas, and other landscaped areas to slow and treat stormwater runoff.
7. Arrange formal plantings along parkways at intervals appropriate to street scale and canopy cover to provide a sense of rhythm and movement within the streetscape.
8. Incorporate suspended pavement system(s) to improve soil volume for supporting large tree species and improve plant health, promoting higher plant success rates. Additionally, these systems provide stormwater quality management through capture, evapotranspiration, and storage.
9. Use rain gardens, open tree grates, green roofs, and pockets of open space to slow stormwater flow rates, allow natural percolation of runoff, and reduce the heat island effect.
10. Utilize permeable paving to capture and treat stormwater to the maximum extent possible. Examples of permeable paving include porous asphalt, reinforced grass, semi-impervious concrete paving blocks, and reinforced gravel with grass.
11. Plant the designated street trees along all public streets, as identified for each street type in [Section 4.5, Street Design Standards](#).

Figure 3.13 – Examples of Recommended Plants



3.7 –GRADING POLICY

Utilize grading that blends with existing or planned adjacent topography to provide for more natural appearing manufactured slopes, minimize grading quantities, and minimize the height of visible slopes.

Due to the unique hillside terrain and sensitive natural resources in the Specific Plan area, supplemental development regulations for grading techniques apply. Refer to [Section 7.9, Supplemental Development Regulations](#).

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