

Otay Mesa-Nestor Atlas

DRAFT: Existing Conditions Report

The City of SAN DIEGO

City Planning **October** 2026

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01 Introduction



1.1 OVERVIEW

The Otay Mesa-Nestor Existing Conditions Atlas (Atlas) provides a snapshot of existing conditions in the Otay Mesa-Nestor planning area. This Atlas highlights the area's strengths, challenges and opportunities to help guide future planning and growth. The Atlas focuses on resource information that can be shown on a map and includes trends and critical concerns that will frame choices for the long-term physical development of the maps, photos, charts and tables about history and place, sustainability, equity, resilience and conservation land use and development, mobility, and parks, and public facilities. The Atlas will help inform and facilitate:

- **Community input on planning issues, priorities and vision for the future;**
- **Development of alternatives and concepts related to land use, mobility, urban design, public facilities, parks and recreation; and**
- **Formulation of policies and implementation actions for the updated Community Plan.**

1.2 REGIONAL LOCATION AND PLANNING BOUNDARIES

REGIONAL LOCATION

The Otay Mesa-Nestor planning area is approximately 4,500 acres in area. The Otay Mesa-Nestor community is located within the southern region of the City of San Diego. The northern area of Otay Mesa-Nestor is bounded by City of Chula Vista; bounded on the west by the City of Imperial Beach; on the east by the Otay Mesa community; and the southern portion is bounded by the Tijuana River Valley and the San Ysidro communities, as shown in Figure 1-1.

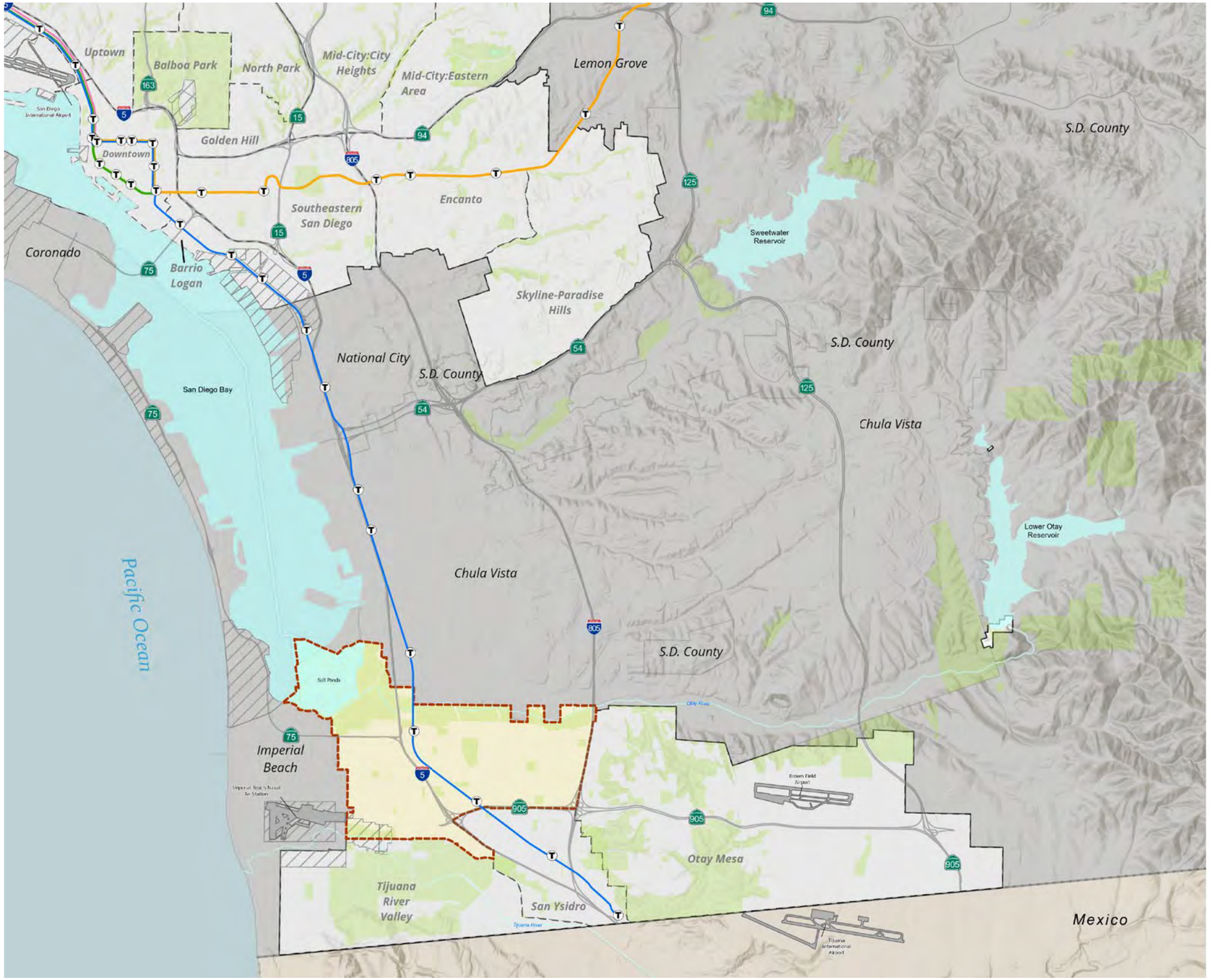
1.3 COMMUNITY PLAN PURPOSE AND PROCESS

GENERAL PLAN CONTEXT

The City's General Plan provides a policy framework for how the city grows and develops over the next 20 to 30 years. It establishes a broad vision and development framework, anchored by the "City of Villages" strategy, which promotes pedestrian-friendly, mixed-use centers connected by an improved regional transit system. The City of Villages strategy guides growth towards Climate Smart Village Areas that will help meet climate, housing and equity goals. Climate Smart Village Areas are areas near jobs, shopping and transit where people are able to more easily walk, bike, and take transit. Focusing development in these walkable, transit friendly village areas provide San Diegan's alternatives to driving for their daily trips, which can creates vibrant, connected communities, and can also reduce overall greenhouse gas emissions.

The General Plan identifies 52 Community Planning Areas citywide, including Otay Mesa-Nestor, where community plans guide localized policies and development. Community plans are part of the General Plan and provide policies and recommendations tailored to each community. They build on the General Plan's citywide policies, designate land uses and housing densities, and provide additional community-specific recommendations as needed. The City has been updating its community plans to help identify where new housing, commercial spaces, and infrastructure will go in neighborhoods consistent with the City of Villages strategy.

Figure 1-1 Regional Location



PURPOSE

The current Otay Mesa-Nestor Community Plan provides a detailed framework to guide development in Otay Mesa-Nestor. Last adopted nearly 30 years ago in 1997, the Community Plan has been amended four times in the intervening years. The process to update the Community Plan will include the following:

- **Analyzing current land uses, development patterns, and environmental conditions;**
- **Evaluating changes in demographics that may affect future land use and community needs;**
- **Understanding future needs for housing, public facilities and services, jobs, and businesses;**
- **Working with community members to identify key priorities, concerns, and a vision and goals for the community plan update;**
- **Review existing Community Plan policies to determine whether they support community goals and current regulations; and**
- **Updating the plan so it aligns with the General Plan, state requirements, and other relevant plans.**

PROCESS

The Community Plan update process will be prepared in four steps that will help guide how City staff share and collect information (Figure 1-2):

- **Step 1 - Community Ideas**
- **Step 2 - Community Validation**
- **Step 3 - Draft Community Plan**
- **Step 4 - Adoption and Hearing Process**

Figure 1-2 Otay Mesa-Nestor Community Plan Update Process



1.4 OVERVIEW OF OTAY MESA-NESTOR

HISTORY OF COMMUNITY PLAN

The Otay Mesa–Nestor planning area includes the neighborhoods of Nestor, Egger Highlands, Palm City, and Otay Mesa. Although the area was officially annexed into the City of San Diego in 1957, its documented history of settlement and land use dates to the early nineteenth century. From the late eighteenth century through much of the nineteenth century, cattle ranching was the region's primary economic activity during the Spanish and Mexican periods. By the mid-to-late nineteenth century, agriculture had emerged as a significant land use, supported by the area's fertile soils. At the turn of the twentieth century, speculative residential subdivision maps began to be recorded in anticipation of future population growth and urban development.

The first community plan was adopted in 1979. Before the adoption of the community plan, the city had rezoned several parcels in 1973 to lower densities amid concerns related to public facilities and services deficiencies. The downzone in the early 1970s was in reaction to the dramatic acceleration in residential development in the late 1960s, when the area had rapidly surpassed the 1,000 housing units that existed when the area was officially annexed.

The 1979 Community Plan was created with the collaboration of the then newly-recognized Otay Mesa Community Planning Group. The Nestor neighborhood was not included in the plan update process until 1976. Many of the land use recommendations of the 1979 Community Plan, and its subsequent fifteen amendments, have been implemented and the community has generally developed according to plan. The plan focused on adding housing and employment/commercial opportunities with a focus on preserving the physical environment.

In 1997, a new update to the Otay Mesa-Nestor Community Plan was adopted by City Council. The 1997 Community Plan expanded the community plan area by 740 acres to include the Salt Ponds operated by South Bay Salt Works. The plan proposed future growth in opportunity areas within distinct neighborhood centers, with the goal

History of Community Plan - continued:

of reinforcing unique aspects of each neighborhood to strengthen their identity and overall, the community's identity. It identified areas with significant revitalization potential, as well as stable neighborhoods that contribute to the community's cultural diversity, economic vitality, and overall quality of life.

Following the introduction of the San Diego Trolley into the existing rail corridor in 1981, the 1997 Community Plan update designated areas near the transit stations for mixed-use development in the Palm City and Iris Avenue Mercado neighborhoods to capitalize on their proximity to transit access. The plan also encouraged transit-oriented development to increase public transit use and create neighborhoods where residents could more easily walk between homes, businesses, services, and transit.

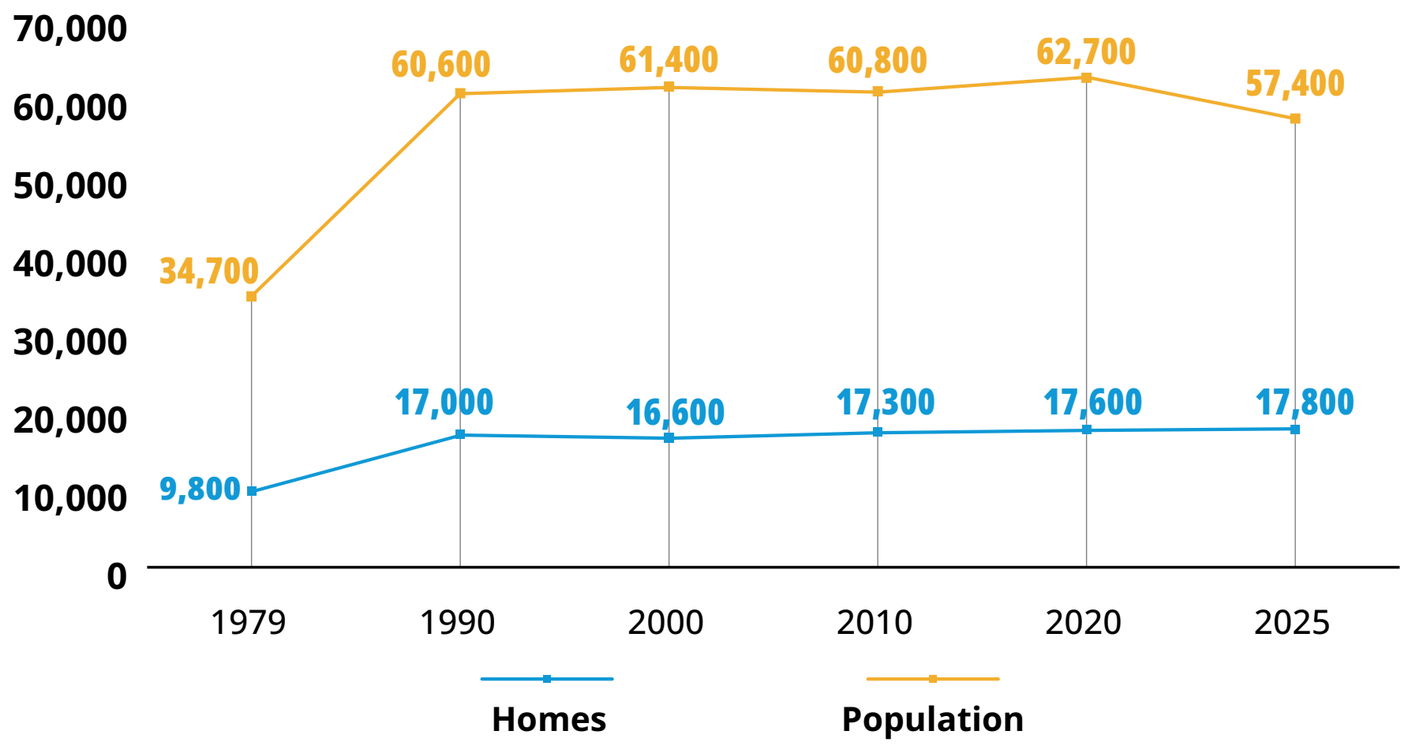
1.5 PROGRESS AND TRENDS

RAPID GROWTH, STABILIZATION AND DECLINE

Otay Mesa-Nestor experienced rapid growth through the 1990s, adding 25,900 residents and 8,100 homes between 1979 and 1990. Since the 1997 Community Plan, the population and housing growth have remained relatively stable, peaking at 62,700 people in 2020 and 17,800 homes in 2025. From 2020 to 2025, the community's population declined by 8.5 percent, a loss of 5,300 residents, despite the addition of 200 homes.

In comparison, since 2000, the City of San Diego saw a 15.2 percent increase in population (Table 1-1), while the population of Otay Mesa-Nestor has declined by 6.5 percent.

Figure 1-3 Otay Mesa-Nestor Population and Housing Growth



Source: Otay Mesa-Nestor Community Plan, 1979; SANDAG, 1990, 2000, 2010, 2020, 2025 Estimates
Note: Census figures are approximate and rounded to the nearest hundredth

Table 1-1 Population Change for the Otay Mesa-Nestor Community and Citywide between 2000 to 2025

	2000	2025	% Change
City of San Diego	**1,223,400**	**1,409,400**	**15.2%**
Otay Mesa-Nestor	**61,400**	**57,400**	**6.5%**

Source: U.S. Census, 2000; SANDAG, 2024 Estimates



Kids Playing Futsal at Montgomery Waller Recreation Center.

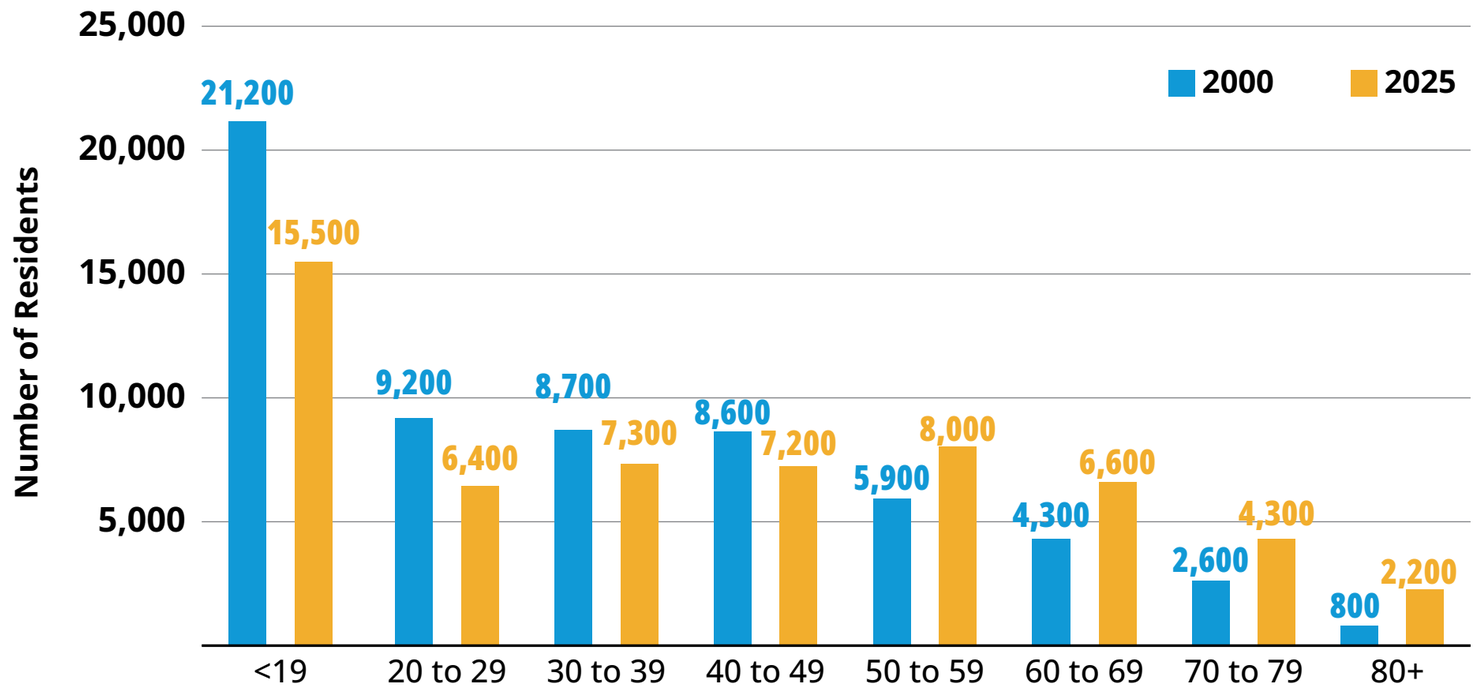
POPULATION CHANGE BY AGE

Figure 1-4 illustrates the Otay Mesa-Nestor Population change between 2000 to 2025 by age group shows there are fewer people under the age of 50 living in Otay Mesa-Nestor today, while there has been a significant percentage increase in people between the ages of 50 to 80+. The most considerable percent decrease in age cohort were children under 19, with a 26.9 percent decline, while those aged 80+ saw a 175 percent increase compared to year 2000. The impact of fewer children and youth helps explain the 25.8 percent decline in student enrollment at Otay Mesa-Nestor Schools from 2009 to 2025, as shown in Figure 6-3.

POPULATION CHANGE BY RACE/ETHNICITIES

Figure 1-5 illustrates the race/ethnicity of the people who live in Otay Mesa-Nestor has changed between 2000 and 2025. The most significant percentage decreases occurred in the White and Asian or Pacific Islander group of people cohorts, with declines of 41 percent, and 49 percent, respectively. Meanwhile, the Hispanic population cohort was the only group to see an increase in the number of people by 20 percent.

Figure 1-4 Population Change by Age for the Otay Mesa-Nestor between 2000 to 2025



Source: U.S. Census, 2000; SANDAG, 2025 Estimates; Note: Census figures are approximate and rounded to the nearest hundredth

Table 1-2 Population Change by Age for the Otay Mesa-Nestor Community between 2000 and 2025

Age Group (Pop Change by Age) 2000 2025 % Change	2000	2024	% Change
<10	9,700	5,800	-40%
10 to 19	11,500	9,700	-16%
20 to 29	9,200	6,400	-30%
30 to 39	8,700	7,300	-16%
40 to 49	8,600	7,200	-16%
50 to 59	5,900	8,000	36%
60 to 69	4,300	6,600	53%
70 to 79	2,600	4,300	65%
80+	800	2,200	175%
TOTAL	61,300	57,500	

Source: U.S. Census, 2000; SANDAG, 2025 Estimates ; Note: Census figures are approximate and rounded to the nearest hundredth

HOUSEHOLD INCOME

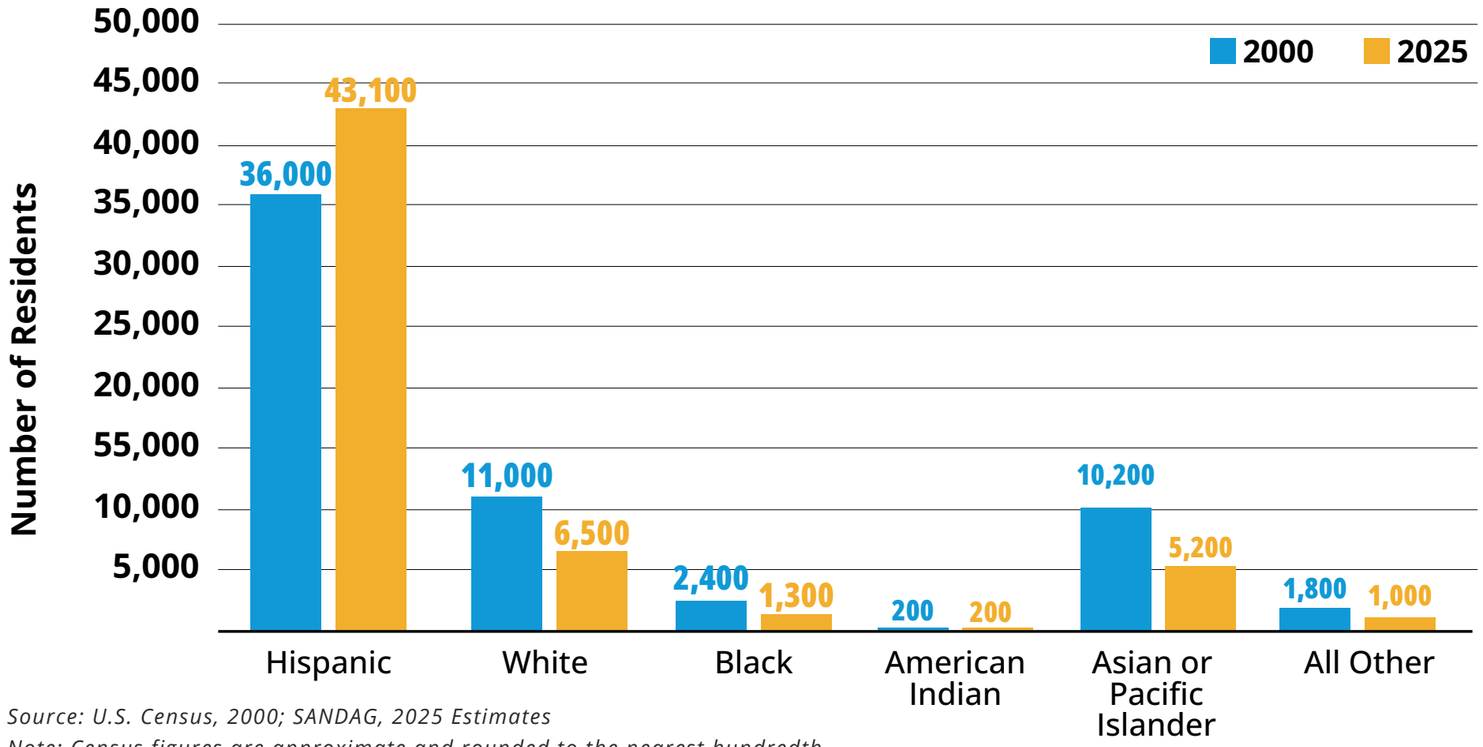
Since 2000, the number of households making more than $100,000 has increased substantially, as shown on Table 1-3. Households making $150,000 or more saw the most significant percentage increase (1,000 percent), followed by those making $100,000 to $149,999 (240 percent). The share of households with incomes of less than $30,000 saw a 56 percent decline, followed by a 38 percent decline of those making $30,000 to $59,999 and households making $60,000 to $74,999 (30 percent).

DEFINED TERMS:

Household refers to all the people living together in one housing unit.

Mean household income refers to the average annual income earned by people living together in a home.

Figure 1-5 Population Change by Race/Ethnicities for the Otay Mesa-Nestor Community between 2000 and 2025



Source: U.S. Census, 2000; SANDAG, 2025 Estimates
Note: Census figures are approximate and rounded to the nearest hundredth

Table 1-3 Population Household Income for the Otay Mesa-Nestor Community between 2000 to 2025

Household Income	2000	2025	% Change
Less than $30,000	5,500	2,400	-56%
$30,000 to $59,999	6,000	3,700	-38%
$60,000 to $74,999	2,000	1,400	-30%
$75,000 to $99,999	1,800	2,600	44%
$100,000 to $149,999	1,000	3,400	240%
$150,000 or more	300	3,300	1000%

Source: U.S. Census, 2000; SANDAG, 2025 Estimates
Note: Census figures are approximate and rounded to the nearest hundredth

COST OF HOMES

The growth in average home value has outpaced the median household income in Otay Mesa-Nestor. Between 2000 and 2025, average home value increased by 323 percent compared to a 103 percent increase in median household income. This gap is particularly pronounced when compared with the City of San Diego, where the average home value increased by 326 percent compared to a 168 percent increase in mean household income.

Breaking down the data by home type—single-family homes versus multi-family homes (apartments and condominiums) the trend changes, with mean household incomes growing faster than average single-family home values over the past two decades, but the opposite for multi-family homes, which have average values growing much faster than average household income. From 2000 to 2025, the average single-family home value increased by 278 percent, while average multi-family home values rose by 413 percent, as shown on Table 1-3. Citywide, single-family home values rose 330 percent and multi-family home values rose 292 percent.

Table 1-4 Home Value and Median Household Income for the Otay Mesa-Nestor Community and City of San Diego between 2000 to 2025

	2000	2025	% Change
OTAY MESA-NESTOR			
Household Income	$42,900	$86,900	103%
All Home Value	$177,500	$751,300	323%
Single-Family Home Value	$205,600	$776,800	278%
Multi-Family Home Value	$111,500	$572,000	413%
CITY OF SAN DIEGO			
Household Income	$45,825	$112,700	168%
All Home Value	$235,300	$1,001,300	326%
Single-Family Home Value	$266,700	$1,147,200	330%
Multi-Family Home Value	$168,900	$662,800	292%

Source: U.S. Census Bureau American Community Survey Estimates; SANDAG; Zillow Home Value Index

Note: Census figures are approximate and rounded to the nearest hundredth

CURRENT DEMOGRAPHICS

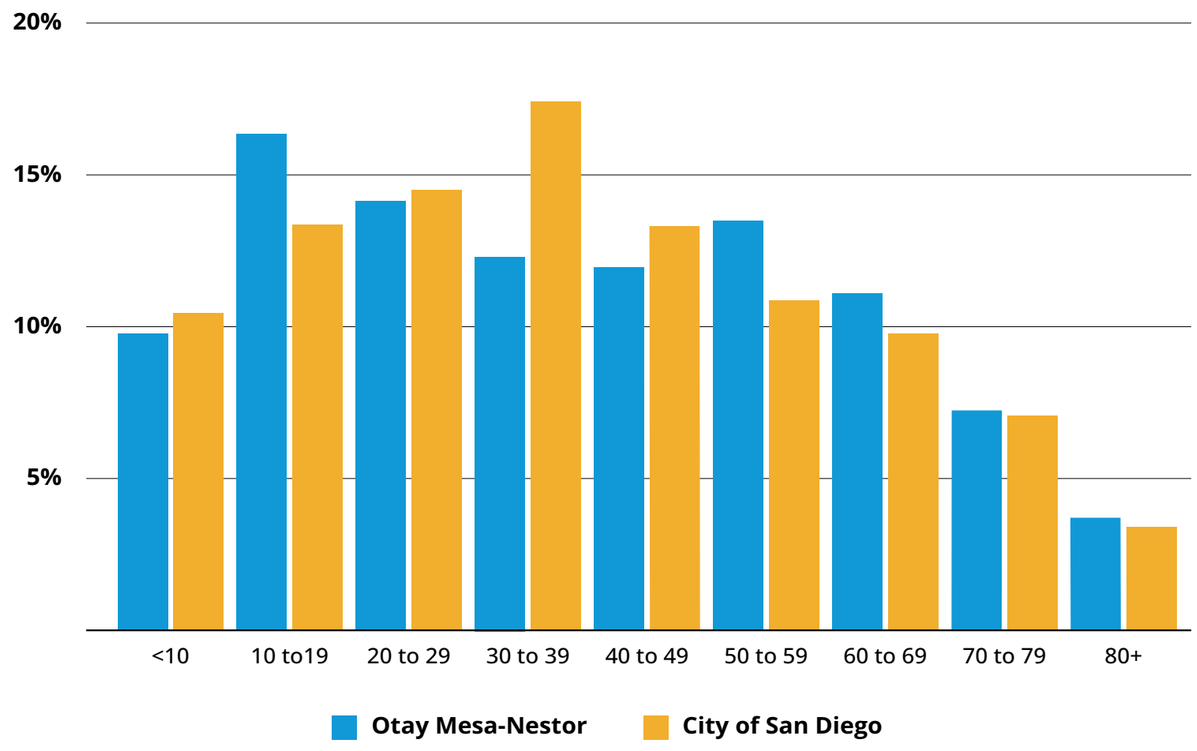
Age

In 2025, Otay Mesa-Nestor had a higher percentage of people 19 and under and lower percentage of people 20 to 50, compared to the rest of the city, as shown on Figure 1-6.

Household Size

In 2025, an average household in Otay Mesa-Nestor had 3.46 people living in a home compared to only 2.52 people living in a home citywide based on SANDAG housing and population estimates.

Figure 1-6 Age Groups for the Otay Mesa-Nestor Community and Citywide in 2025



Source: SANDAG, 2025 Estimates

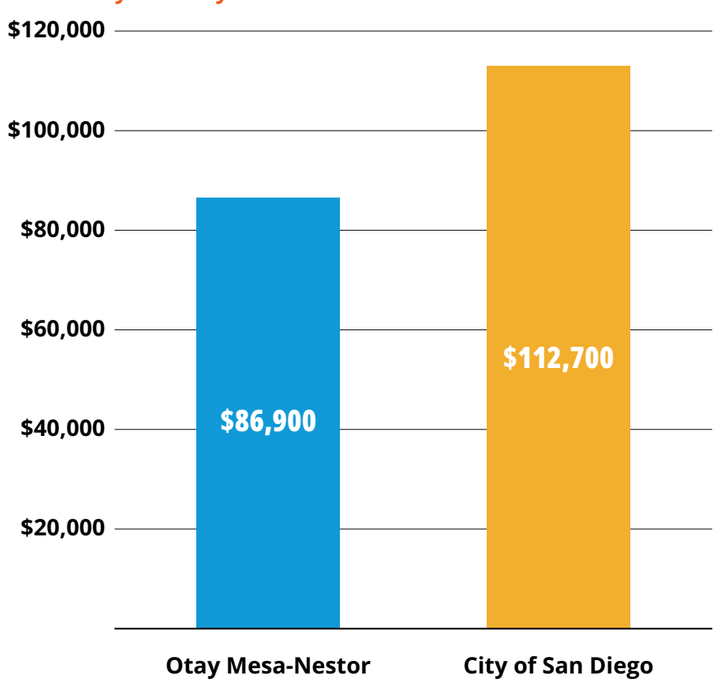
Income

In 2025, the median household income in Otay Mesa-Nestor was $86,900, which is lower compared to the rest of the city, as shown in Figure 1-7. The largest income group in Otay Mesa-Nestor comprised of households earning $75,000 to $99,999, with the second-largest groups comprising households earning between $45,000 and $59,999 and between $100,000 to $124,999, as shown in Figure 1-8. Compared to citywide, Otay Mesa-Nestor has a higher percentage of households with annual income less than $150,000, while citywide there is a higher percentage of households with annual income of more than $150,000.

Race/Ethnicity

Otay Mesa-Nestor is majority Hispanic compared to the rest of the city, as shown in Figure 1-9. In 2025, Hispanics represent 75 percent of the population in Otay Mesa-Nestor, while Non-Hispanic white makes up 11 percent of the population. Asian & Pacific Islander constitute 9 percent of the population and Black constitute 2 percent, while all other races constitute 2 percent.

Figure 1-7 Median Household Income for the Otay Mesa-Nestor Community and Citywide in 2025



Source: SANDAG, 2025 Estimates; Note: Census figures are approximate and rounded to the nearest hundredth

Household Occupancy Status

In 2024, more than half of the homes in Otay Mesa-Nestor (56 percent) are owner occupied compared to 47 percent citywide, as shown in Figure 1-10. Overall, 44 percent of homes are renter-occupied in Otay Mesa-Nestor, compared to 54 percent citywide.

Housing Type

As of 2025, the majority of homes in Otay Mesa-Nestor are single family homes (58 percent) compared to 51 percent citywide, as shown on Figure 1-11. Almost 11 percent of homes in Otay Mesa-Nestor are mobile homes compared to less than 1 percent citywide.

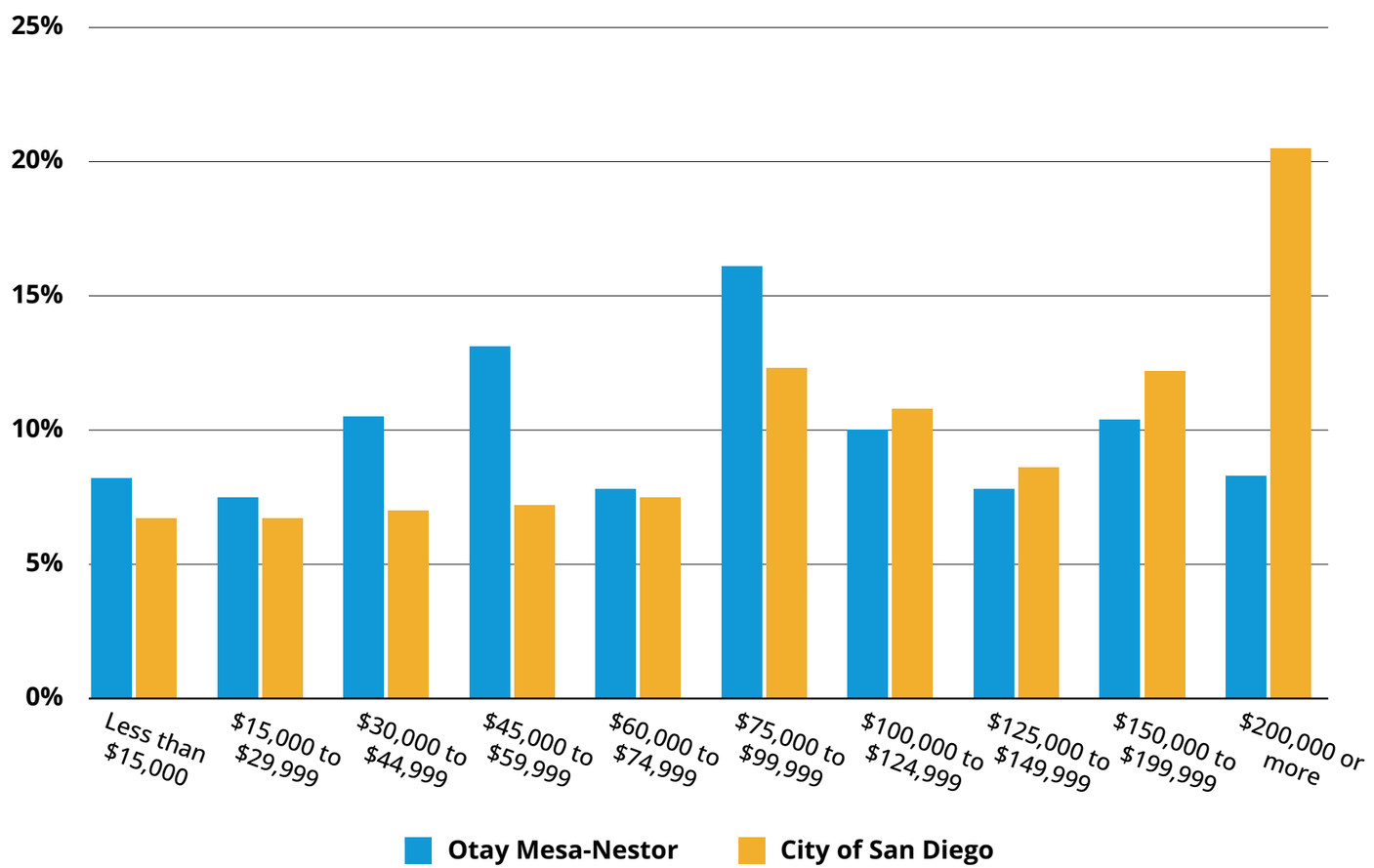
Language Spoken

Several different languages are spoken in Otay Mesa-Nestor, with Spanish being the most common language spoken at home (63 percent), as shown on Figure 1-12.

Faith-Based Institutions

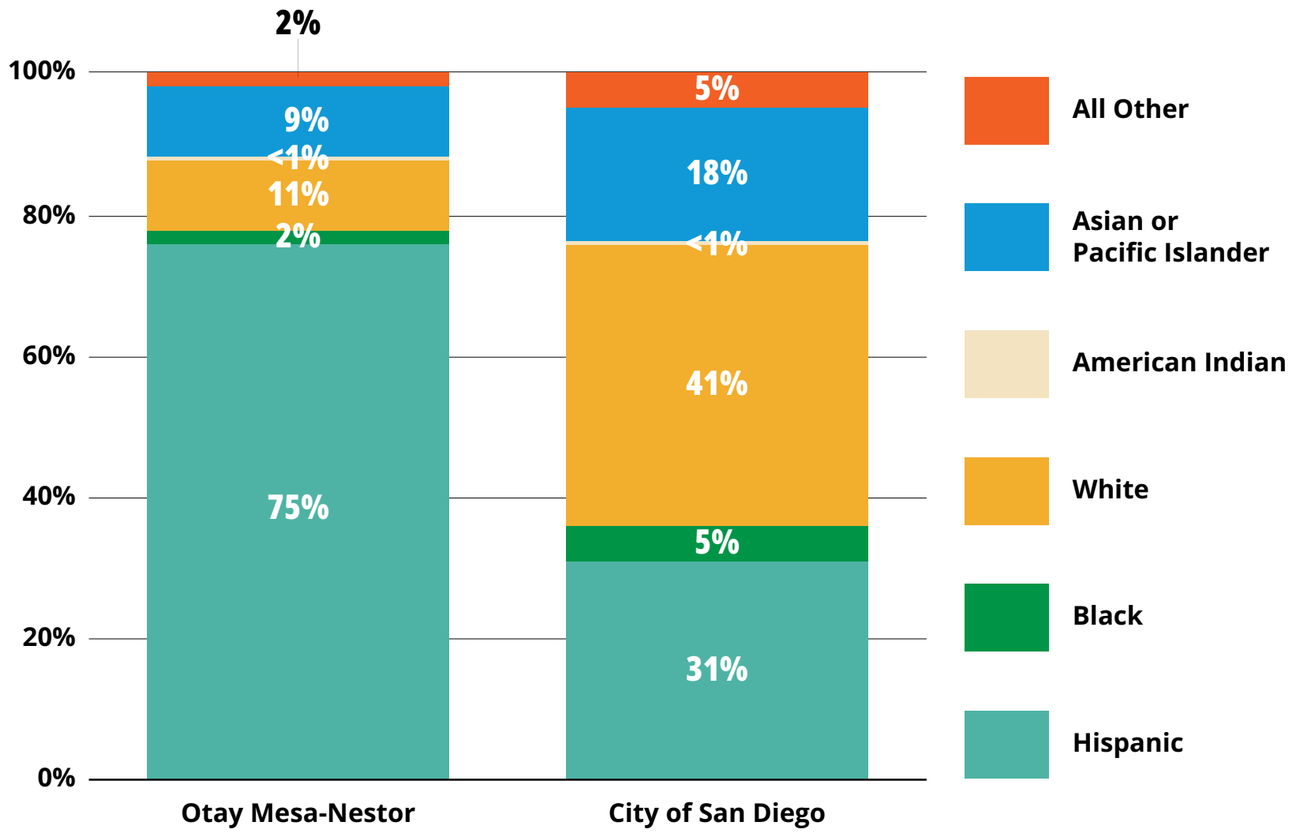
Faith-based spaces are integral to Otay Mesa-Nestor's social and cultural fabric, serving as places of worship and hubs for social support, education and community services. Many faith-based institutions offer services, events and outreach in both English and Spanish. Figure 1-13 shows the Faith-Based Institutions in Otay Mesa-Nestor.

Figure 1-8 Household Income by Category for the Otay Mesa-Nestor Community and Citywide in 2025



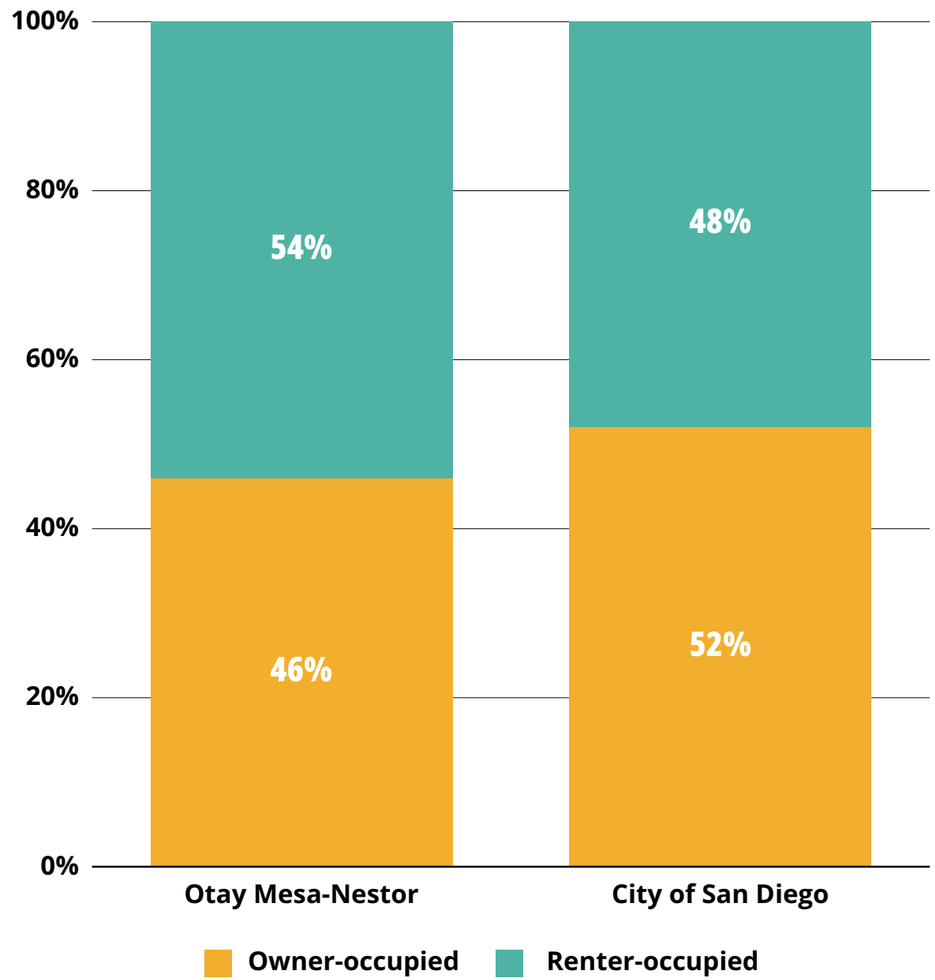
Source: SANDAG, 2025 Estimates; Note: Census figures are approximate and rounded to the nearest hundredth

Figure 1-9 Race/Ethnicity for the Otay Mesa-Nestor Community and Citywide in 2025



Source: SANDAG, 2025 Estimates

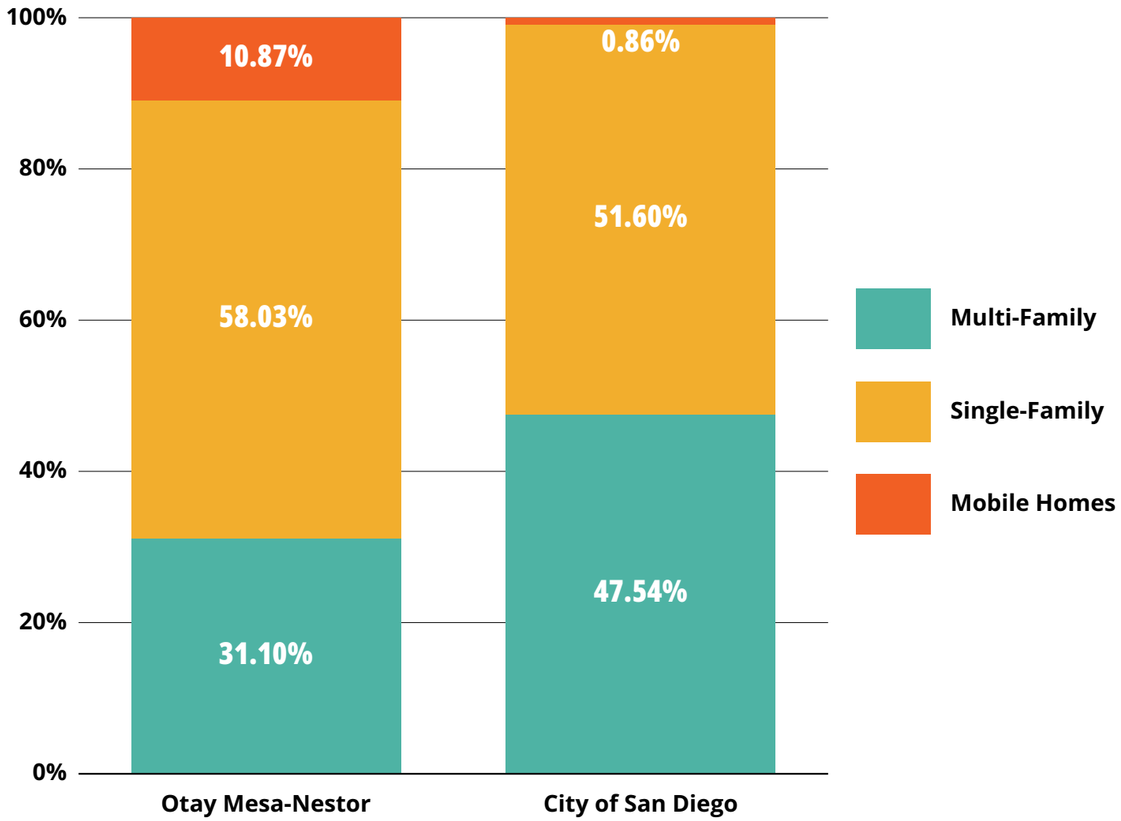
Figure 1-10 Percent of Homes Occupied by Renters and Owners for the Otay Mesa-Nestor Community and Citywide in 2024



Source: U.S. Census, American Community Survey, 2024

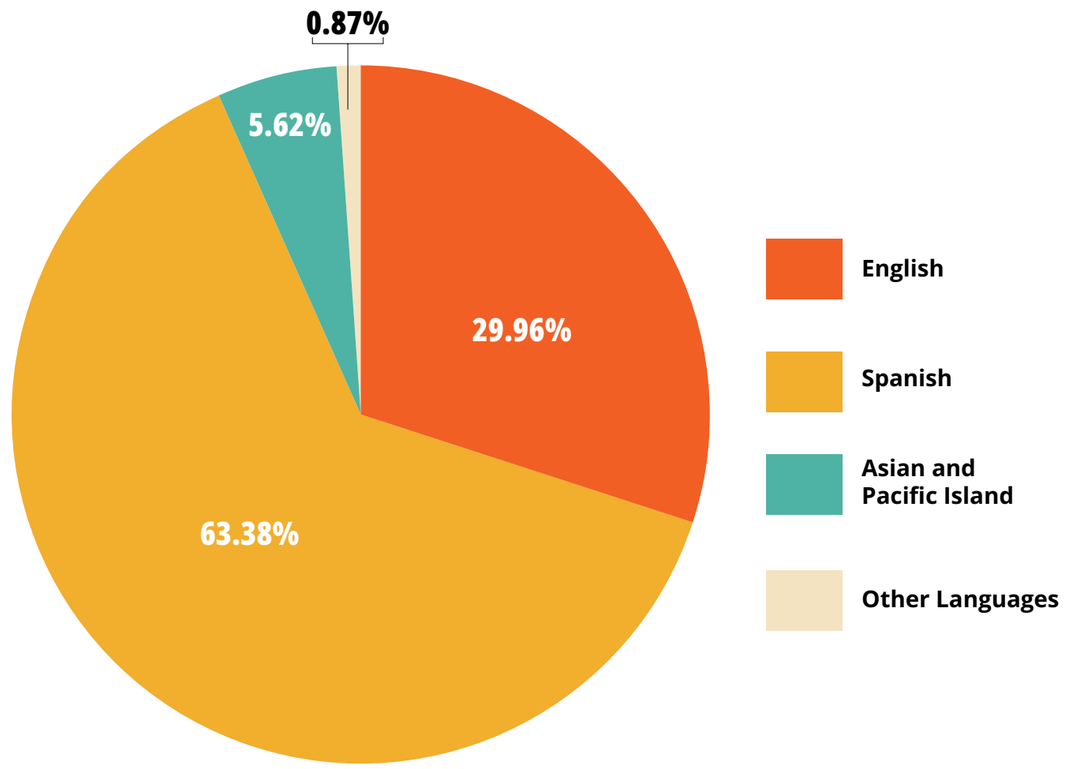
Note: American Community Survey estimates for languages spoken were not yet available at the time of publication; therefore, the most recent available ACS estimates were used.

Figure 1-11 Percent of Housing Type for the Otay Mesa-Nestor Community and Citywide in 2024



Source: SANDAG, 2025 Estimates

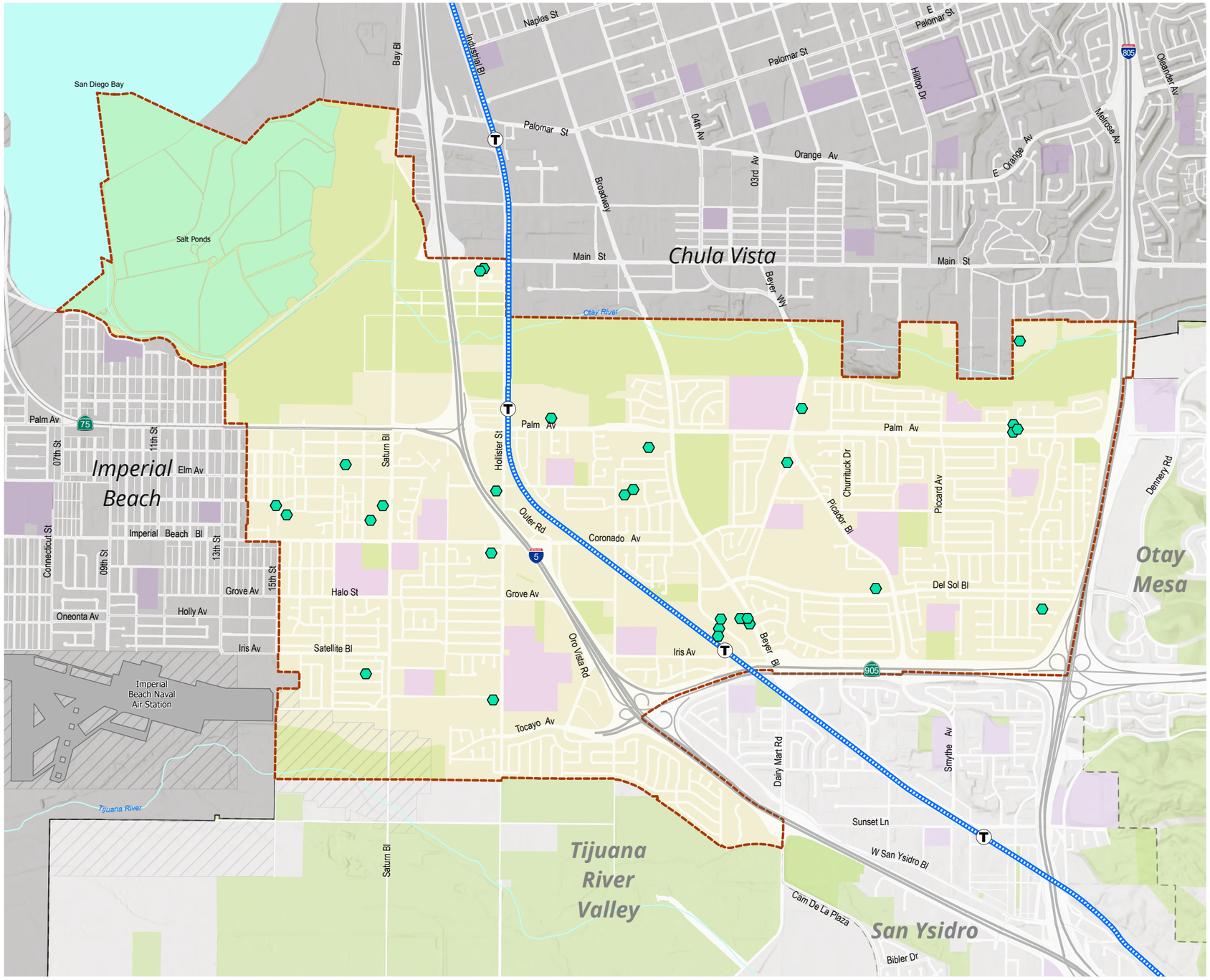
Figure 1-12 Language Spoken in the Otay Mesa-Nestor Community in 2024



Source: U.S. Census Bureau, American Community Survey 2024 Estimates

Note: American Community Survey estimates for languages spoken were not yet available at the time of publication; therefore, the most recent available ACS estimates were used.

Figure 1-13 Faith-Based Institutions



- Faith-Based Institutions
- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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1.6 EXISTING PLANS AND REGULATORY FRAMEWORK

The Otay Mesa–Nestor Community Plan Update will be guided by a range of existing regulatory documents, citywide plans, and regional planning efforts that establish policies, standards, and priorities for future growth and development. These documents provide a broader framework for addressing land use, environmental protection, mobility, climate resilience, public facilities, housing, economic development, and community culture. The Community Plan Update will incorporate applicable goals and recommendations from these plans to ensure consistency with City policies, support implementation of adopted strategies, and respond to the unique opportunities and challenges within the Otay Mesa–Nestor community.

GENERAL PLAN

The General Plan provides an equitable and sustainable policy framework for how the City will develop, based on the City of Villages strategy within Climate Smart Village Areas, supported by convenient and affordable opportunities to walk, bike, ride transit or drive shorter distances to conduct daily activities, including work, school, shopping and play. The General Plan also promotes fair housing, elimination of disparities and improved access to jobs and housing. Community Plans are part of the General Plan: together, they provide the framework for the future of Otay Mesa-Nestor.

CLIMATE ACTION PLAN

The current Climate Action Plan, last updated in 2022, establishes a citywide goal of net zero by 2035. The Climate Action Plan provides strategies for reducing greenhouse gas emissions through local action. The Community Plan Update will help facilitate the implementation of the Climate Action Plan goals identifying opportunities for higher-density, mixed-use development, jobs and stores in areas that will allow people opportunities to drive less, including City of San Diego General Plan Climate Smart Village Areas near transit, jobs, and community amenities and services. The City will be working to update the Climate Action Plan over the next two years.

LAND DEVELOPMENT CODE

The Land Development Code is part of the San Diego Municipal Code and contains development regulations pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, street frontages, lighting, and other development regulations. The Land Development Code implements the policies of the General Plan and Community Plans. All development within the community must comply with regulations in the Land Development Code.

MULTIPLE SPECIES CONSERVATION PROGRAM

The Multiple Species Conservation Program Subarea Plan was created to protect local natural habitats, wildlife, and open space. Under this plan, critical habitats are designated as Multi-Habitat Planning Areas. Any development within or adjacent to a Multi-Habitat Planning Area in Otay Mesa-Nestor must comply with Multiple Species Conservation Program requirements to safeguard these protected natural spaces. This includes areas within and near the San Diego Bay front and Otay River Valley.

LIBRARY MASTER PLAN

The Library Master Plan is a long-range guide for future City investment in library spaces and facilities. It acts as a guide for San Diego's libraries to evolve into flexible, technology-rich community hubs that provide equitable access to resources across all neighborhoods including the Otay Mesa-Nestor Branch Library.

CLIMATE RESILIENT SD

Climate Resilient SD serves as the City's comprehensive plan to prepare for and respond to climate change hazards that threaten our communities, including wildfires, drought, extreme heat, and flooding. Long-range plans such as community plans support and integrate climate adaptation, resilience, and hazard mitigation, and ensure minimal disruption to all critical City services in the face of climate change hazards. The City will be working to update Climate Resilient SD over the next two years.



Nestor Neighborhood Park

PARKS MASTER PLAN

The Parks Master Plan establishes a long-term vision for a vibrant, citywide park system that connects and engages all San Diegans. The plan identifies policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the vision of a world-class citywide network of recreational experiences. It uses a Recreational Value Based Park Standard as a scoring tool that helps to measure and evaluate parks and other recreational facilities as part of the community plan update process.

MOBILITY MASTER PLAN

The Mobility Master Plan provides a framework for a balanced, equitable, and sustainable transportation network for all San Diegans. It helps to prioritize mobility projects and programs that deliver environmental benefits. By focusing investments in areas with the greatest needs, the plan helps to meet pedestrian and bicycle safety goals and aligns with the Climate Action Plan and the General Plan. The Mobility Master Plan focuses on projects, programs and actions that help make walking, rolling, bicycling, and using transit easier, faster, and affordable.



Iris Avenue Transit Center

PAVEMENT MANAGEMENT PLAN

The Pavement Management Plan was developed by the City of San Diego's Transportation Department to summarize the current citywide street condition and to identify strategic investment needs that will ensure the network is efficiently maintained. It is the first plan of its kind for the city, as the Department aims to proactively identify funding needs and provide reliable transportation network for its residents. In addition, this 5-year plan is intended to inform the public and stakeholders on the streets selected and the necessary funding to implement improvements. The plan also uses a fairness scoring system to ensure road funding is distributed equally, prioritizing neighborhoods that have been historically overlooked.

OTAY VALLEY REGIONAL PARK CONCEPT PLAN

The Otay Valley Regional Park Concept Plan establishes a multi-jurisdiction framework to create an 11-mile regional park that balances environmental preservation with recreation, designating a core open-space preserve, surrounding recreation areas, and a connected trail system with staging areas, viewpoints, and educational facilities. The concept plan does not change the underlying land use or zoning and allows private development to continue. It serves as a guiding framework that both shapes limitations and creates opportunities for the Otay Mesa-Nestor community plan to prioritize habitat protection, river corridor connectivity, and public access and recreation (trails, open space, recreation) along the Otay River, while coordinating land use and development near the park to be compatible with regional open-space goals.

PALM AVENUE REVITALIZATION PLAN

The Palm Avenue Revitalization Plan is a corridor-specific planning document that provides a long-range strategy to stimulate economic development, improve mobility for all travel modes, and enhance urban design and streetscape conditions along Palm Avenue, with the goal of creating a more livable, accessible, and economically vibrant commercial corridor. It applies specifically to the Palm Avenue corridor between 13th Street and Hollister Street within the Otay Mesa–Nestor community, focusing on this east–west spine as a key connection between neighborhoods and regional destinations.

AIRPORT LAND USE COMPATIBILITY PLAN

Airport Land Use Compatibility Plans guide local agencies in approving land uses that align with the operations at each public-use and military airport. The purpose is to protect the airport operations while concurrently safeguarding the welfare of community members within the vicinity of the airport. These plans reduce the risks of noise and safety impacts for nearby communities and require disclosure of airport proximity for residential properties. Otay Mesa-Nestor is near the Naval Outlying Landing Field in Imperial Beach and Brown Field Municipal Airport in the Otay Mesa community and therefore is within Review Area 2 of the Airport influence area. Development located within an airport influence area must be compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas.

PURPLE LINE CONCEPTUAL PLANNING STUDY – SANDAG

To explore options for connecting southern San Diego to central employment hubs, San Diego Association of Governments conducted the Purple Line Conceptual Planning Study. The Study assessed the costs, needs, and potential hurdles of building the new transit rail line that would connect Otay Mesa Nestor to jobs and services within Mid-City, Mission Valley, Kearny Mesa and UC San Diego. The Purple Line aims to provide reliable public transit for tens of thousands of South Bay and San Diego residents while relieving heavy traffic along Interstate 805.

CREATIVE CITY

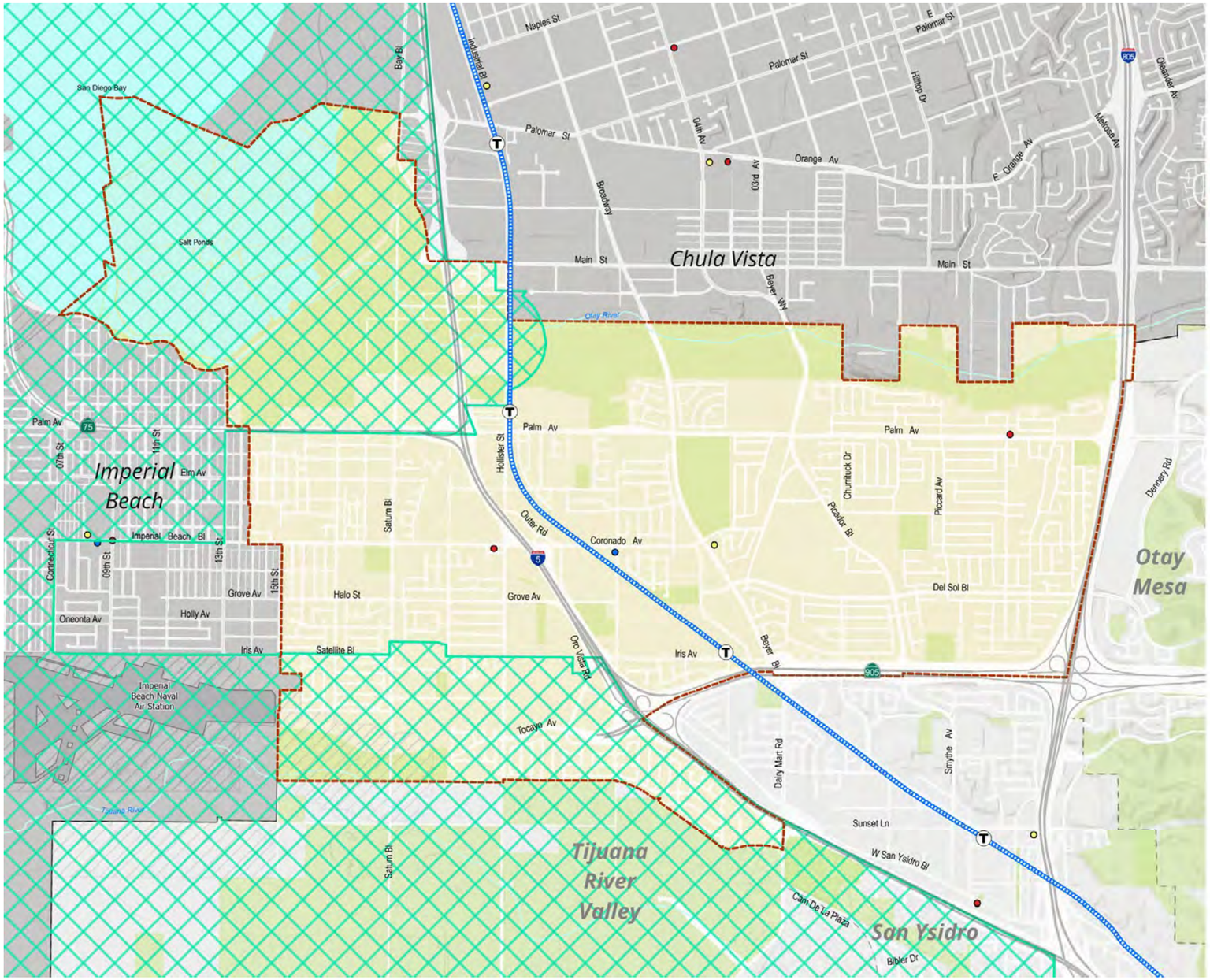
Creative City is a comprehensive cultural plan to advance arts, culture, and creativity for all San Diegans. This plan articulates a collective vision and outlines specific goals, strategies, and actionable steps to sustain and enhance San Diego's creative sector. It is aligned with the City's strategic priorities, emphasizing the vital role of the creative sector in shaping our city. It also establishes a strong policy framework to foster the growth and development of arts and culture in our neighborhoods and the broader transborder region, ultimately positioning San Diego as a global creative hub.

1.7 COASTAL ZONE AND LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 established a coastal zone boundary and required cities to create a Local Coastal Program to protect coastal resources. Roughly 20 percent of Otay Mesa-Nestor lies within the state's coastal zone, as shown on Figure 1-13. The community plan also serves as the Local Coastal Program Land Use Plan for Otay Mesa-Nestor. It sets policies to address coastal habitats, and have future development that is consistent with the coastal act. The Community Plan identified coastal issues relate to the following:

- **Public access, recreation, and visitor-serving uses**
- **Environmental resources and habitat protection**
- **Flood hazards and coastal resilience**
- **Land Use and Development**
- **Heritage resources**
- **Affordable housing**
- **Public facilities and infrastructure**

Figure 1-14 Coastal Overlay Zone



For illustrative purposes only. Refer to the City of San Diego's online zoning map for the official zoning map.

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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1.8 CONCURRENT PLANNING INITIATIVES

COMMUNITY PLAN UPDATES

The City Planning Department periodically updates community plans to reflect changing community needs and establish a current long-range vision for future growth and investment. Updated community plans consider current conditions, Citywide goals within the Climate Action Plan, the General Plan, the City's Strategic Plan, and community-specific goals to shape what the community looks like into the future. Each community plan includes policies on land use, mobility, urban design, public facilities and services, natural resources, historic and cultural resources and economic development. Community plan updates, in coordination with the General Plan and its Land Use Element, achieve both citywide and community-level goals. In addition to the Otay Mesa-Nestor Community Plan, the City is also in the process of updating the Mid-City Communities Plan and the Rancho Bernardo Community Plan.

CLIMATE ACTION PLAN UPDATE

The City Planning Department is in the process of a Climate Action Plan Update to maintain alignment with State targets and goals for reducing emissions through actions that also deliver core community benefits, including increased climate resilience, and equitable outcomes for all San Diegans.

CLIMATE RESILIENT SD PLAN UPDATE

The City of San Diego is in the process of updating Climate Resilient SD to ensure a more equitable, sustainable and healthy future where communities are prepared for and resilient to the impacts of climate change. Adaptation is a core component of a comprehensive response to climate change. The update will build on the City's existing climate resilience work and establish prioritized strategies to prepare San Diego's communities, infrastructure, natural systems, and economy to climate hazards including wildfire, flooding, heat and sea level rise.

PRESERVATION AND PROGRESS

Preservation and Progress is a comprehensive update to the City's Heritage Preservation Program that will streamline processes for new homes and other uses while protecting places of historic, architectural and cultural importance and encouraging their adaptive reuse. The primary purpose of the City's Heritage Preservation Program is to identify and protect the places that matter to our collective history, while allowing those places to evolve to continue to meet our needs as a growing city.

BICYCLE MASTER PLAN

The Bicycle Master Plan Update refreshes San Diego's 2013 plan to expand and improve the citywide cycling network. It updates bicycle facility recommendations and prioritizes projects to support the Climate Action Plan goals with a strong focus on equity .

TRAILS MASTER PLAN

The Citywide Trails Master Plan was identified in the Parks Master Plan as a critical implementation item. This plan will guide the equitable and environmentally responsible development, enhancement and construction of existing and new trails throughout the City. The Master Plan will also guide its close interaction and synergy with open space planning and conservation, in compliance with the City's Multiple Species Conservation Program. In addition to trails within the City's open space, the Trails Master Plan will also include urban pathways and other community connections.

1.9 INTRODUCTION SUMMARY

This section summarizes the key information for the Otay Mesa-Nestor planning area presented in this chapter.

- Otay Mesa-Nestor is approximately **4,500 acres** in area and is located within the southern region of the City, generally referred as the South Bay area.
- **Growth has been stabilized** since the last plan update with the highest population peak **in 2020**, however the population declined by more than 5,300 people from 2020 to 2025 in Otay Mesa-Nestor.
- Compared to 2000, there are **fewer young people** (under 50) and fewer **White and Asian or Pacific Islander** people living in Otay Mesa-Nestor today.
- Compared to the City of San Diego, Otay Mesa-Nestor has a **higher percentage of people 19 and under and lower percentage of people 20 to 50**.
- **Median Household Income is 22.9 percent lower** in Otay Mesa-Nestor compared to City of San Diego.
- The share of **households making more than $75,000** has increased substantially, compared to 2000, in Otay Mesa-Nestor today.
- The increase in **household income has not kept pace with the increase in mean home values** in Otay Mesa-Nestor.
- The **largest income group** in Otay Mesa-Nestor comprises households earning **$30,000 to $59,999**.
- **Spanish is the most prominent** language spoken in Otay Mesa-Nestor with English as the second most prominent language spoken.
- **58 percent** of homes in Otay Mesa-Nestor are **single-family homes** and **46 percent** of homes are **owner-owned**.
- There are 11 times more mobile homes in Otay Mesa-Nestor than in the City of San Diego.

02 History and Place

2.1 BRIEF HISTORY

OVERVIEW

The Otay Mesa–Nestor planning area encompasses several neighborhoods, including Nestor, Egger Highlands, Palm City, and Otay Mesa. Today, the community is largely urbanized, with most of the planning area developed with single-family and multi-family residential neighborhoods. An important exception is the South Bay Salt Works salt ponds, which remain a defining landscape feature and a visible reminder of the area's industrial and environmental history.

Although officially annexed into the City of San Diego in 1957, the area's formal development history extends from the early nineteenth century. Agricultural uses of the area began in the early nineteenth century, with formal residential subdivision maps being speculatively filed by the turn of the twentieth century. As shown in Figure 2-1, neighborhood development patterns reflect successive phases of growth throughout the twentieth century, although the majority of the current buildings occurred after 1960. Early twentieth-century settlement of the planning area concentrated along transportation corridors such as Beyer Boulevard, Coronado Avenue, Palm Avenue, and coastal resources around the Silver Strand isthmus, while later suburban expansion moved inland following World War II.



Montgomery Monument, 1950

Cultural Context and Early Settlement

The Otay Mesa–Nestor Community Plan Area lies within the ancestral homeland of the Kumeyaay people. Prior to European contact, Kumeyaay villages and seasonal settlements were located throughout the Otay River Valley, where communities relied on local water sources and harvested native plants. The name "Otay" derives from the Kumeyaay word Otai, referring to the low-lying grasses and brush that characterized the landscape.

During the Spanish (1769–1821) and Mexican (1821–1846) periods, lands surrounding present-day Otay Mesa–Nestor were incorporated into the Mission San Diego de Alcalá system and later into regional ranchos. Nearby land grants included Rancho del Rey, Rancho de la Nación, and Rancho Milijo. These ranchos supported cattle and horse grazing, with the regional economy centered on the production of hides and tallow, supplemented by sheep raising, grain cultivation, and viticulture.

Following the Mexican-American War and the Treaty of Guadalupe Hidalgo in 1848, the rancho system gradually dissolved as land ownership shifted under American governance. The Land Act of 1851 required landowners to verify their titles, often resulting in the subdivision and sale of former rancho lands. The Homestead Act of 1862 further encouraged settlement by allowing individuals to claim and improve undeveloped federal land. By the 1870s, settlers began establishing farms in the Otay Mesa–Nestor area, initiating a period of agricultural development that would shape the region for decades.



PALM CITY
CALIFORNIA

South Bay Has Ideal Year Round Climate

SITUATED at the south of San Diego Bay, where the cool ocean breezes from around Point Loma make that locality ideal, as feature of this district is latter nearby of a place is cleared than this

1. Mountains on the east.
2. The Great Colorado desert still farther east.

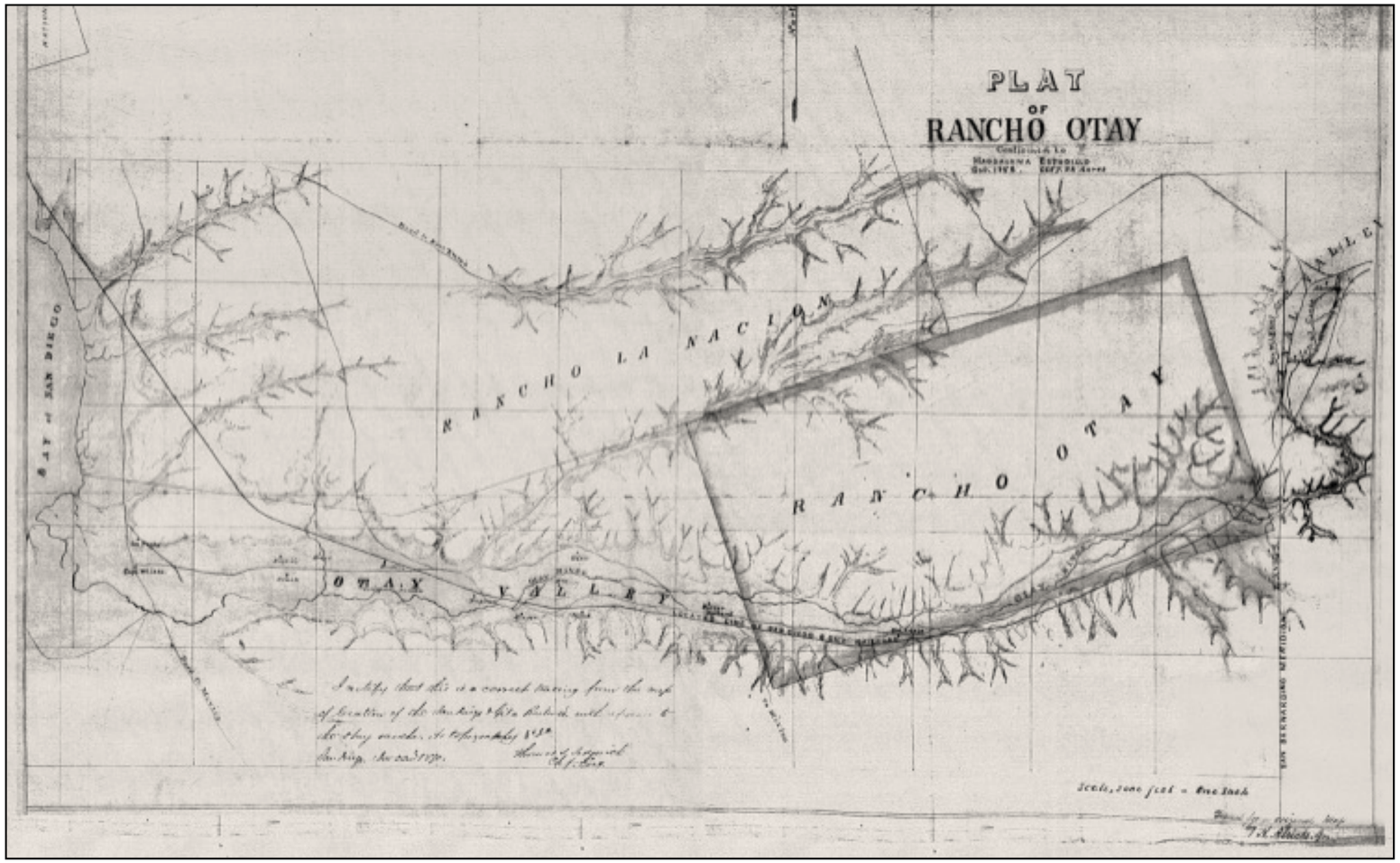
The number of northern areas of low pressure subtropically great, and moving

A VILLAGE STREET SCENE OF PALM CITY

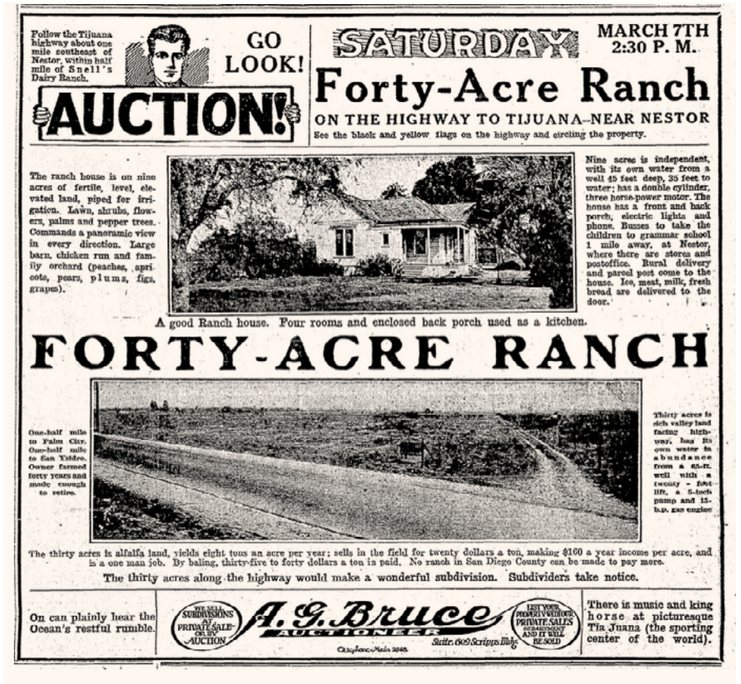
Palm City Brochure 1930s

Agriculture and the Railroad Era

Agriculture emerged as the principal economic activity in Otay Mesa–Nestor during the late nineteenth century. Despite limited water availability, settlers were attracted by fertile soils, a mild climate, and opportunities to acquire inexpensive land. The slightly elevated terraces above the Otay River floodplain proved particularly well suited for citrus cultivation, while the river valley provided valuable sand and rock resources for construction.



Plat of Rancho Otay



Advertisement for a 40-acre Ranch in Otay Mesa-Nestor, 1925.

The area's development accelerated during Southern California's land boom of the 1880s. Speculators and agricultural promoters promoted the South Bay as an ideal farming region, encouraging settlement in communities such as Palm City and Nestor. A pivotal moment came with the completion of the National City & Otay Railroad in 1887. The railroad connected local farms to regional markets and stimulated the growth of agricultural communities along its route.

The area's publicized "frost-free" climate and well-drained soils made it particularly attractive for citrus production. Railroad stations provided growers with efficient access to shipping networks, enabling large-scale export of agricultural products. By 1901, an estimated ten million pounds of lemons and 2.5 million oranges were transported via the rail line. The railroad later became part of the San Diego & Arizona Railway system, further strengthening regional connections.

Agricultural expansion was also supported by major water infrastructure projects. The completion of Sweetwater Dam in 1888 and the development of the Otay Reservoir increased water availability and facilitated the formation of irrigation districts. These improvements allowed citrus orchards and other agricultural enterprises to expand throughout the South Bay.

The South Bay Salt Works

Along the southern shoreline of San Diego Bay, salt production became another important industry. Salt harvesting began in 1871 with the establishment of the Otay Salt Works by Shaffer and Stone. The operation took advantage of the region's shallow coastal wetlands, abundant sunshine, and favorable evaporation conditions to produce solar salt.



The Western Salt Company Salt Works

In 1901, the Klauber-Wangenheim Company acquired the operation, and in 1902 the Western Salt Company was founded by Graham Babcock. Under the leadership of the Babcock family and subsequent owners, the salt works expanded into one of California's most significant salt production facilities.

The industry faced numerous challenges, including the devastating flood of 1916, which severely damaged the operation. Financial backing from local investors enabled reconstruction, and by 1918 the company had returned to profitability. Following a period of financial instability in the early 1920s, contractor Henry G. Fenton acquired the property and oversaw renewed success under the management of Neil B. Ditterhaver.

The Western Salt Company Salt Works played a significant role in California's salt industry during the first half of the 20th century. Today, the salt ponds remain a distinctive cultural landscape within the Otay Mesa–Nestor planning area and are recognized as a historic resource listed on the California Register of Historical Resources.

Postwar Growth and Freeway Development

Following World War II, Otay Mesa–Nestor transitioned from a predominantly agricultural landscape to an increasingly suburban community. Population growth throughout San Diego created demand for new housing, schools, and commercial development. Residential subdivisions gradually replaced many agricultural lands, particularly in Nestor, Palm City, and Egger Highlands.

Transportation infrastructure played a major role in shaping this transformation. The construction of Interstate 5 through the South Bay established a direct regional connection between downtown San Diego, the South Bay communities, and the international border. The later development of State Route 905 and State Route 75 further enhanced access to Otay Mesa-Nestor and facilitated industrial and commercial growth associated with cross-border trade and logistics. At the same time, these infrastructure investments also brought changes to the surrounding community, including traffic and the division of agricultural areas.

These freeway investments accelerated urbanization within the majority agricultural community and encouraged residential expansion, first near the freeways, and eventually expanding outward By the late 20th century, the area had evolved from a landscape defined by farms, orchards, railroads, and salt ponds into a diverse urban community. While improved transportation access supported economic and residential growth, the expansion of the freeway network also reshaped the area's landscape and community fabric, leaving a complex legacy alongside important remnants of its agricultural and industrial past.

Otay-Mesa Nestor: 1960s to Today

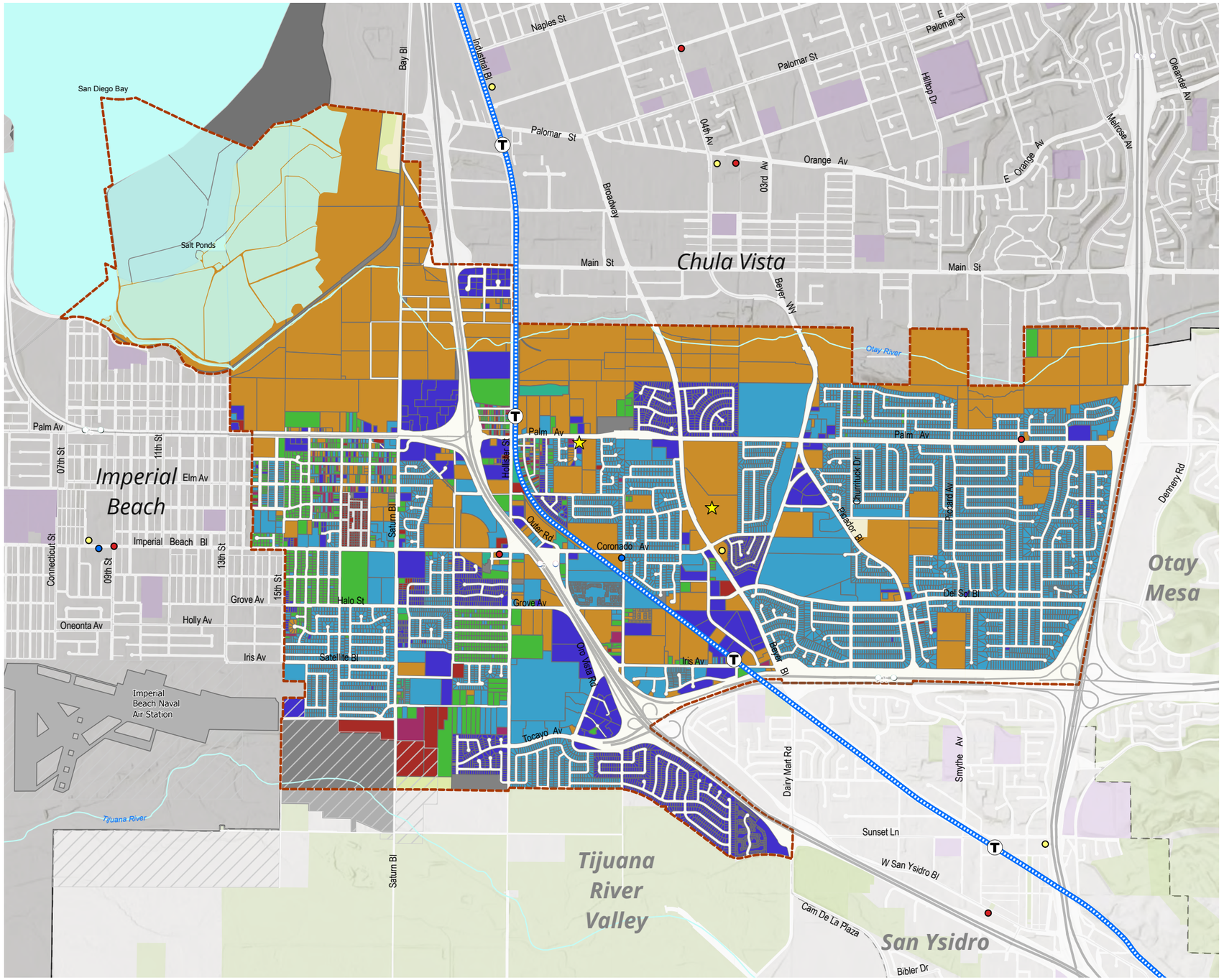
Otay Mesa–Nestor became part of the City of San Diego in 1957, when it was annexed from San Diego County with fewer than 1,000 homes. Rapid residential growth followed in the 1960s, placing pressure on infrastructure and public services. In response, portions of the community were rezoned in the early 1970s to reduce development intensity and better align growth with available facilities. The first Otay Mesa–Nestor Community Plan was adopted in 1979, establishing a comprehensive framework for land use, circulation, and community development. The planning area was expanded at that time to include the Nestor community, reflecting the interconnected nature of development in the area.

Overall, residential development in the planning area consists primarily of single-family neighborhoods developed during the post-war era, along with multi-family housing introduced in later decades. Commercial development has historically been concentrated along major transportation corridors, including Hollister Street, Beyer Avenue, Palm Avenue, and Coronado Avenue, which serve as key community-serving commercial areas. Industrial and employment uses have also played a significant role in shaping the Otay Mesa-Nestor neighborhood, particularly due to its proximity to the international border.

DESIGNATED HISTORIC RESOURCES

Several historic resources continue to reflect the area's rich heritage. Otay Mesa-Nestor has two Historic Resources Board-designated sites (Figure 2-1). The David Louis and Susan E. Kretsinger House in Palm City is locally designated for its Victorian architecture and association with the citrus industry. Montgomery Memorial Park commemorates aviation pioneer John J. Montgomery, who conducted the world's first controlled flight in a fixed-wing glider near Otay Mesa in 1883. Together with the historic South Bay Salt Works, these resources provide important connections to the agricultural, industrial, and technological history that shaped the development of Otay Mesa–Nestor.

Figure 2-1 Historic Subdivisions and Historic Sites



Development Era

- 1926-1940
- 1941-1960
- 1961-1980
- 1981-1999
- 2000-2010
- 2011-2020
- 2021-2025
- Undeveloped
- Community Plan Boundary
- Park or Open Space
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop
- HRB Designated Sites

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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2.2 LANDFORM AND NATURAL FEATURES

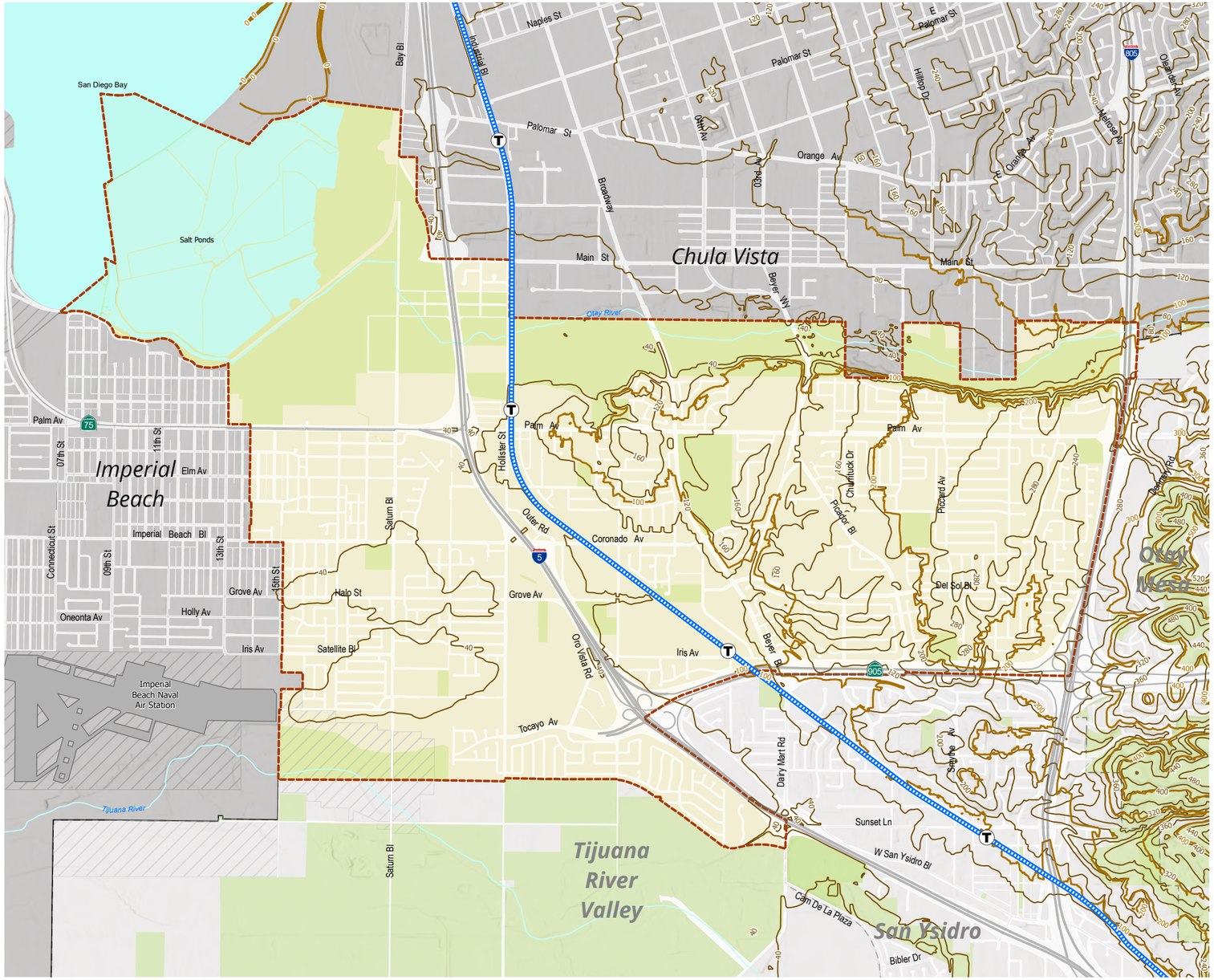
The Otay Mesa–Nestor community is located within the southern coastal plain of San Diego and is shaped by a mix of river valleys, mesas, and coastal features. The Otay River Valley and Tijuana River Valley define the community's northern and southern edges, respectively, including wetlands and riparian habitats that limit development. Steep slopes rise along these valleys, while flatter marine terraces such as Nestor provide areas for urban development, transitioning to higher elevations towards Otay Mesa.

Important natural features shown on Figure 2-2 include:

- **Otay River Valley**
- **Tijuana River Valley**
- **Nestor Creek**
- **Salt Ponds**
- **Steep slopes and mesas**

Additional natural features, including Nestor Creek and the salt evaporation ponds along San Diego Bay, contribute to the area's character. Together, these landforms create a distinct setting that offers open space, habitat, and views, while also constraining development in sensitive areas. More information on the natural features is provided in the Sustainability, Equity, and Climate Resilience chapter.

Figure 2-2 Topography and Natural Features



- 100' contours
- Intermediate 40' contours
- Trails
- Community Plan Boundary
- Park or Open Space
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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2.3 DEVELOPMENT PATTERNS

BLOCK PATTERN

The block pattern within Otay Mesa–Nestor varies by neighborhood and reflects the community's phased development, as shown in Figure 2-3. The western neighborhoods, including Nestor and Palm City, are characterized by a traditional rectilinear street grid with relatively small, connected blocks. In contrast, the eastern and southern portions of the community feature larger blocks, curvilinear streets, and cul-de-sacs typical of post-war suburban development.

Major transportation corridors, including Interstate 5, State Route 905, and the San Diego Trolley, influence the street network and create both connections and barriers within the community. Natural features, including San Diego Bay, the Otay River, and the Tijuana River Valley, also shape the block pattern by limiting development and connectivity in portions of the community. As a result, block size and street connectivity vary throughout Otay Mesa–Nestor, contributing to distinct neighborhood development patterns.

BUILDING TYPES

A variety of residential and non-residential building styles exist within Otay Mesa-Nestor, as shown in Figure 2-4. The community includes a mix of low-scale residential neighborhoods, mobile home communities, attached townhomes, multifamily developments, shopping centers, low-rise industrial and business parks, public institutions, and important community landmarks. These building types vary in height, scale, density, building footprint, site organization, parking and access patterns, and relationship to the street and surrounding development. Together, the examples illustrate the variety of development patterns and built forms that contribute to the existing built environment and identity of Otay Mesa-Nestor.

Figure 2-3 Block Pattern

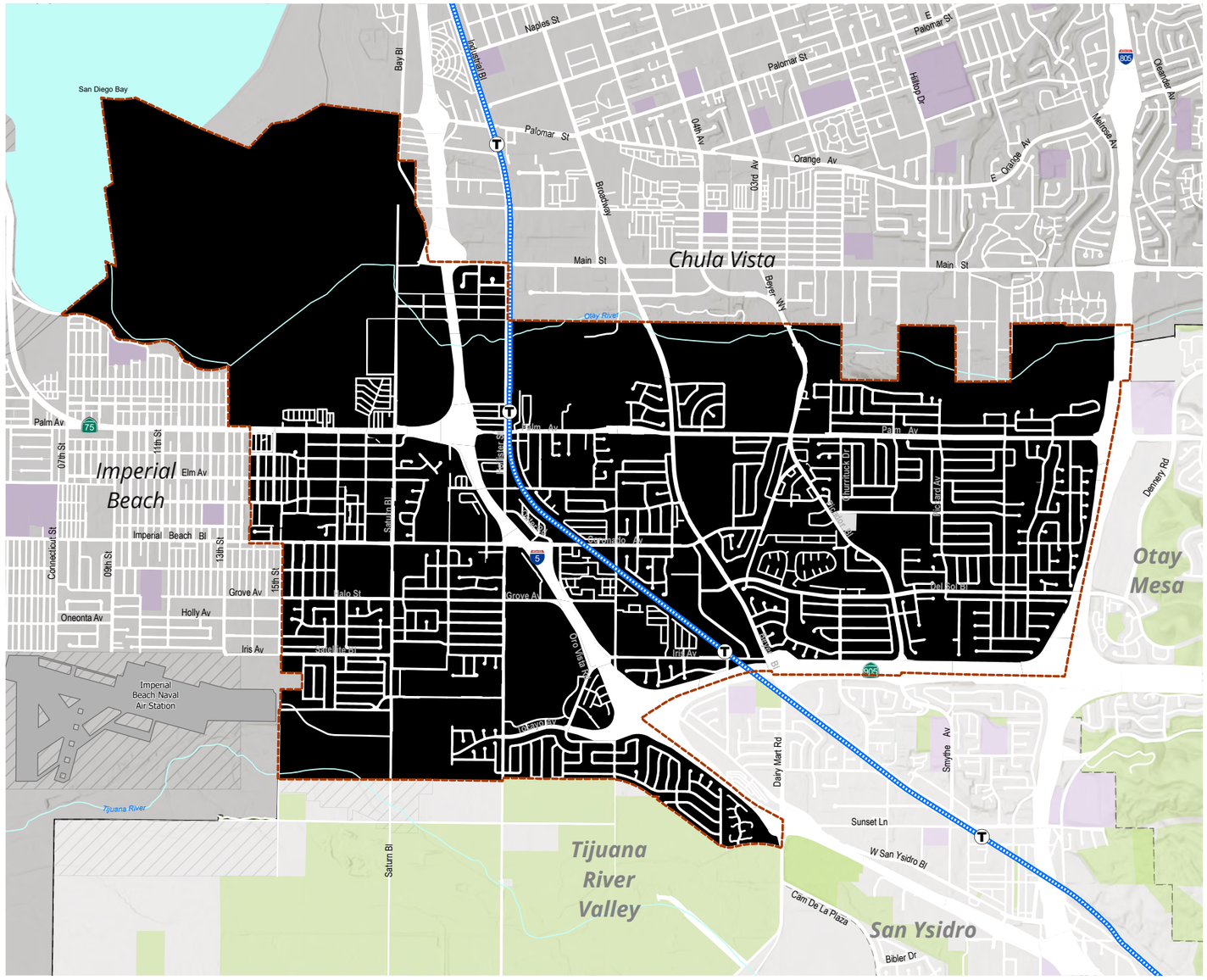


Figure 2-4: Building Types

Low Scale Residential

Low-scale residential development is one of the predominant building types in Otay Mesa-Nestor. These neighborhoods are generally characterized by one- and two-story detached homes on individual lots, with front yards, driveways, and relatively low building coverage. Homes are typically oriented toward residential streets and vary in architectural style, lot size, setbacks, and degree of landscaping. Together, these characteristics create a predominantly low-density, neighborhood-oriented residential environment.









Mobile Homes

Mobile home communities provide an additional form of lower-density affordable housing within Otay Mesa-Nestor. These communities typically feature compact individual homes arranged along internal streets or shared access ways, with limited private yards and common open areas.





Figure 2-4: Building Types - continued:

Townhomes

Townhomes are residential units that share walls with adjacent units and typically have individual exterior entrances. They are commonly arranged in rows or small clusters and may include private yards, patios, balconies, or garages, with shared or individual parking. Townhomes are generally one to three stories in height and provide multiple dwelling units within a relatively compact building form.







Multifamily Homes

Multifamily development in Otay Mesa-Nestor includes a range of building configurations, from garden-style apartment buildings to stacked flats and units with tuck-under parking. These developments generally have a greater building and residential density than surrounding detached-home neighborhoods and may include shared courtyards, landscaped areas, surface parking, or internal pedestrian circulation. Building heights typically remain relatively low.











Figure 2-4: Building Types - continued:

Shopping Centers

Existing shopping centers are typically low-rise, auto-oriented commercial developments organized around shared surface parking lots and internal drive aisles. Buildings are generally set back from the street and oriented towards parking areas, with storefronts and entrances facing internal circulation areas. These centers primarily provide retail, dining, and neighborhood-serving commercial uses and are an important component of the community's commercial corridors.



Palm Plaza



Southland Plaza Shopping Center

Low Rise Industrial and Business Parks

Low-rise industrial and business parks are characterized by larger, utilitarian buildings that accommodate employment, warehouse, logistics, manufacturing, and commercial uses. Buildings are generally one to a few stories in height and occupy larger parcels with surface parking, loading areas, service access, and space for vehicle circulation. Compared with residential and neighborhood commercial areas, these properties typically have larger building footprints and a more functional, vehicle-oriented site layout.



Weber Logistics



Three Flags Business Park

Public Institutions (Schools, Fire Stations, Library)

Public institutions—including schools, fire stations, and libraries—form an important part of the community's civic infrastructure and are generally located on larger sites that serve surrounding neighborhoods. These facilities vary considerably in scale and building configuration but typically include larger building footprints, dedicated parking, outdoor gathering or recreation areas, and prominent entrances. Schools often include extensive outdoor play and athletic areas, while libraries and fire stations tend to have more compact sites and direct connections to surrounding streets.



Otay Mesa-Nestor Branch Library



Fire-Rescue Station 30

Public Institutions (Schools, Fire Stations, Library) - continued:



Berry Elementary School



Mar Vista Academy High School



Southwest High School

Important Landmarks

Important landmarks are buildings and sites that have a distinct visual, cultural, historic, or community presence within Otay Mesa-Nestor. These places differ from surrounding development in their architectural character, scale, use, or visibility and can serve as recognizable reference points within the community. The examples shown represent some of the locations that contribute to the identity and sense of place of Otay Mesa-Nestor.



South Bay Drive-In Theatre and Swap Meet



Nestor United Methodist Church



Mural of Dairy Farm

2.4 PLACEMAKING

Otay Mesa–Nestor has historically lacked a strong, recognizable community identity, a concern identified in the 1997 Community Plan update. The plan noted that the community felt fragmented into separate neighborhoods and lacked a distinct community core, contributing to residents' perception that the area had been overlooked and underserved by the City. Further, much of the area developed during the post-war suburban era, resulting in auto-oriented corridors and limited pedestrian-focused public spaces.

Despite this, community spaces such as parks, recreation centers, schools, and local commercial corridors continue to serve as important gathering places for residents. Streetscape improvements, landscaping, and small-scale public art installations along corridors such as Palm Avenue and Coronado Avenue contribute to neighborhood character where present, though placemaking amenities remain limited in many areas.

The community's proximity to the U.S.–Mexico border and the Otay Valley also contributes to its unique identity, reflecting a strong cross-border cultural influence and connection to regional open space resources. Recent planning efforts have identified opportunities to expand beautification, public art, pedestrian improvements, and community gathering spaces to strengthen neighborhood identity and improve quality of life.

Together, these efforts and opportunities reflect an evolving approach to placemaking in Otay Mesa–Nestor, with an increasing focus on creating more vibrant public spaces, supporting cultural expression, and fostering stronger community connections.

2.5 HISTORY AND PLACE SUMMARY

This section summarizes the key information related to history and place for the Otay Mesa-Nestor planning area presented in this chapter.

- Otay Mesa–Nestor is approximately **4,500 acres**, includes the neighborhoods of **Nestor, Egger Highlands, Palm City, and Otay Mesa** and was annexed into the City of San Diego in 1957.
- The community's development was shaped by **Kumeyaay settlement, ranching, agriculture, railroad expansion, salt production, and post-war suburban growth**.
- **The Otay River Valley, Tijuana River Valley, Nestor Creek, and South Bay salt ponds** are defining natural and historic features that influence the community's character, environmental resources and development pattern.
- Otay Mesa–Nestor contains a **diverse mix of residential, commercial, employment, civic, and landmark building types**.
- While **historically lacking a strong community identity**, Otay Mesa–Nestor contains important **community gathering places and opportunities for placemaking, beautification, public art, and pedestrian-oriented improvements** that can strengthen neighborhood identity and quality of life.

03 Sustainability, Equity, Resilience and Conservation

3.1 SUSTAINABILITY, EQUITY, RESILIENCE AND CONSERVATION

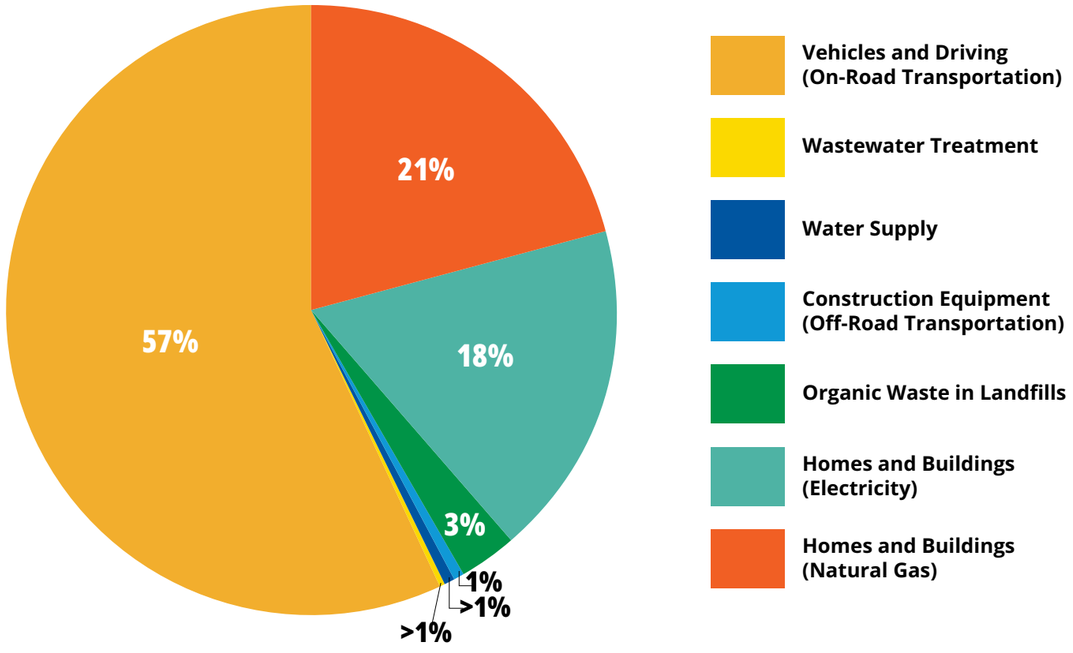
OVERVIEW

Sustainability, equity, resilience, and conservation are closely interconnected with the environmental, social, and physical conditions that shape daily life in Otay Mesa-Nestor. Access to parks, schools, transit, healthy food, and other community amenities influence health and quality of life, while environmental conditions such as air pollution, extreme heat, flooding, and wildfire can create disproportionate risks for vulnerable populations. At the same time, the community's rivers, wetlands, open spaces, and other natural resources provide important ecological, recreational, and climate resilience benefits.

Sustainability is defined as "meeting the needs of the present without compromising the ability of future generations to meet their own needs" through making better use of resources, such as water, energy, waste, and infrastructure; designing compact and complete neighborhoods; reducing exposure to toxic chemicals and pollutions; improving air, water and food quality; and enhancing people's access to affordable homes, jobs and public spaces.

However, the impact of climate change, such as exposure to extreme heat, intense rainstorms, flooding and wildfires, is already being felt in people's daily lives. The effect of these impacts vary significantly across the communities within the city, especially due to the deferred infrastructure maintenance and investment, with some communities experiencing the effects more strongly, with fewer resources to prepare and respond.

Figure 3-1 City of San Diego Greenhouse Gas Emissions



Data Source: City of San Diego 2025 Climate Action Plan Report

The historic inequities stemming from the past still linger in Otay Mesa-Nestor neighborhoods. Today, a majority of Otay Mesa-Nestor is identified as Environmental Justice Communities, which describes areas that are most impacted and negatively affected by environmental burdens and associated health risks. Socially vulnerable are those that lack choice and opportunity due to social or economic conditions and therefore are disproportionately able to prepare for and respond to climate change and environmental hazards such as particulate air pollution, extreme heat and flooding. A climate resilient community is prepared for extreme events, less exposed to environmental hazards, and better equipped to recover following hazard events. This is especially important for vulnerable populations who can experience greater impacts and face greater barriers to recovery.

Otay Mesa-Nestor also contains significant natural and environmental resources, including the Otay and Tijuana River Valleys, Nestor Creek, coastal wetlands, salt ponds, and areas within the Multiple Habitat Planning Area. Protecting and enhancing these resources can support habitat connectivity, water quality, flood management, recreation, and climate resilience while preserving important natural features within an urbanized community. Together, these existing conditions highlight the opportunities and challenges associated with creating a more sustainable, equitable, healthy, and resilient Otay Mesa-Nestor.

POLICY FRAMEWORKS

The City of San Diego General Plan, Climate Action Plan, Climate Resilient SD, and Multiple Species Conservation Program provide the policy frameworks that guide growth, sustainability, climate resilience, and conservation in San Diego. Together these plans support the City of Villages strategy, efforts to reduce greenhouse gas (GHG) emissions, preparation for and response to climate change hazards, and protection of biological resources and habitat. In addition, the San Diego Regional Plan identifies opportunities for a faster, fairer and cleaner transportation system to help reduce the region's greenhouse gas (GHG) emissions and improve access to transportation options.

BASELINE

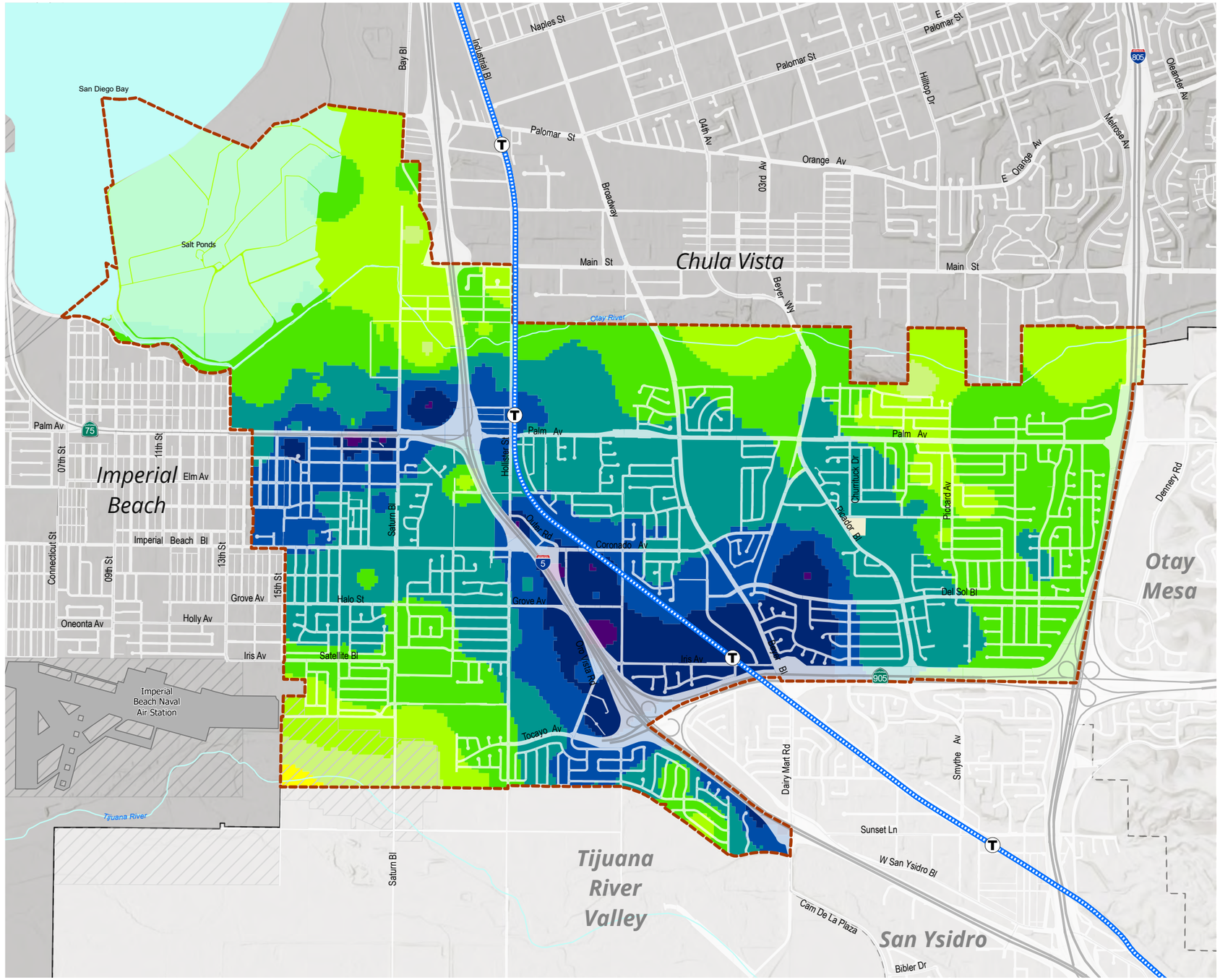
On-Road Transportation accounted for 55 percent of the city's GHG emissions in 2024, as shown in Figure 3-1. Residents and employees of Otay Mesa-Nestor drove less miles for their daily trips compared to the San Diego regional average in 2022, as shown in Table 3-1.

Table 3-1 Average Daily Vehicle Miles Traveled (2022)

Category	Otay Mesa-Nestor	San Diego Region
Vehicle Miles Traveled per Resident	12.5	16.8
Vehicle Miles Traveled per Employee	7.9	11.9

Data Source: SANDAG 2025 Regional Plan SB743 Vehicle Miles Traveled Maps

Figure 3-2 Village Climate Goal Propensity



New Homes and Services Level

Value
- High
- Low
- Community Plan Boundary
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

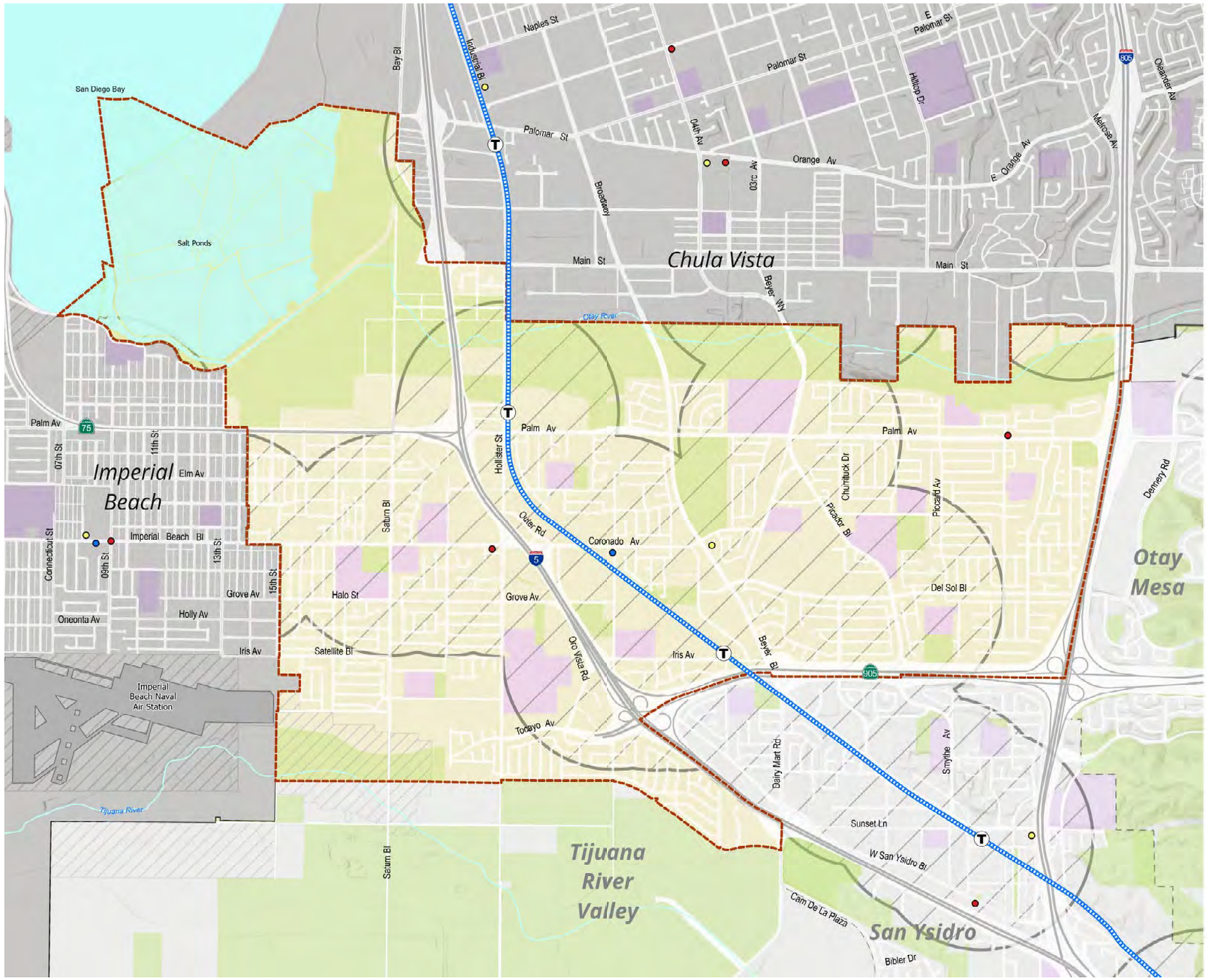
Source: City of San Diego, SanGIS, SANDAG

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3.2 GENERAL PLAN (CLIMATE SMART VILLAGE AREAS)

In July 2024, the City Council adopted an amendment to the City's General Plan known as Blueprint San Diego including the Village Climate Goal Propensity Map, as shown in Figure 3-2 to identify areas with the greatest transit competitiveness and where opportunities for new homes can most effectively implement the General Plan's City of Villages Strategy. Climate Smart Village Areas focus growth in locations where residents are more likely to use transit, walk, bike, and drive less, helping reduce greenhouse gas emissions while supporting complete communities.

Figure 3-3 Transit Priority Areas



3.3 TRANSIT PRIORITY AREAS

Locating homes, jobs, services, and amenities near transit can result in social, economic and environmental benefits, which are discussed in the City's General Plan and Climate Action Plan.

Figure 3-3 shows Transit Priority Areas, which are areas within a half-mile radius of an existing or planned major public transit stop. Focusing growth in these areas and Climate Smart Village Areas allows more people to bike, walk, roll or take transit to work, home, shopping and other places of enjoyment within their community, or if they drive, to spend less of their time driving.



Egger South Bay Park

3.4 COMMUNITY HEALTH

ACCESS TO A HEALTHY LIFESTYLE

Many factors contribute to a community's ability to live a healthy life. One key factor is whether community members can safely and conveniently access parks and recreational facilities. Close-to-home opportunities to exercise and experience nature contribute to individuals' health and feelings of well-being. People who live within walking distance (1/4 mile) of a park are 25 percent more likely to meet their minimum weekly exercise recommendation.[1]

Regular physical activity has many physical health benefits, including a reduced risk of coronary heart disease, hypertension, strokes, some cancers, and premature mortality. Regular physical activity also has many attendant emotional health benefits; it reduces depression, anxiety, stress, as well as improves mood and the ability to perform tasks.[3]

The vast majority of residential areas in Otay Mesa-Nestor are within walking distance of an existing park as shown in Figure 3-4. There are other indoor gymnasiums and recreational facilities in Otay Mesa-Nestor, which provide additional opportunities for residents to exercise and play.

ACCESS TO AMENITIES AND SCHOOLS

Walkable access to healthy foods is important to the community's health. The presence of a supermarket in a neighborhood is linked to higher fruit and vegetable consumption, as well as a reduced incidence of obesity.[4] A healthy community also provides convenient access to schools. Proximity to schools makes it easier for children to walk or bike to school, which, in turn, is associated with higher overall physical activity throughout the day.

There are eighteen schools, four fitness and recreation centers, and seven grocery stores in Otay Mesa-Nestor as shown in Figure 3-5 and Figure 3-6. It should be noted; it is not possible to show all services and facilities that provide benefit to the community and its members. Most residences in Otay Mesa-Nestor are located within a half-mile walking distance of a school (Figure 3-5). However, access to grocery stores is more limited in the southwestern and northeastern portions of the community, and access to fitness and recreation centers is limited throughout much of the planning area.

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[1] https://storymaps.arcgis.com/stories/d79916f065424f1a91c3663cb486a126

[2] https://www.sandiego.gov/sites/default/files/2024-08/climate-resilient-sd_3-22-24.pdf

[1] L. Frank et al., "Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings from SMARTRAQ", Vol. 28, Issue 2, American Journal of Preventative Medicine, at 117-125 (February 2005).

[2] U.S. Department of Health and Human Services, Physical Activity and Health: A Report of the Surgeon General (Atlanta: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, 1996), 4–8, http://www.cdc.gov/nccdphp/sgr/pdf/sgrfull.pdf.

[3] Ibid., 8.

[4] Inagami, S., et al., "You Are Where You Shop: Grocery Store Locations, Weight, and Neighborhoods", Vol. 31, Issue 1, American Journal of Preventative Medicine, at 10-17 (2006). See also K. Morland et al., "Supermarkets, Other Food Stores, and Obesity: The Atherosclerosis Risk in Communities Study", Vol. 30, Issue 4, American Journal of Preventative Medicine, at 333-339 (2006).

Figure 3-4 Access to Parks and Recreation Centers

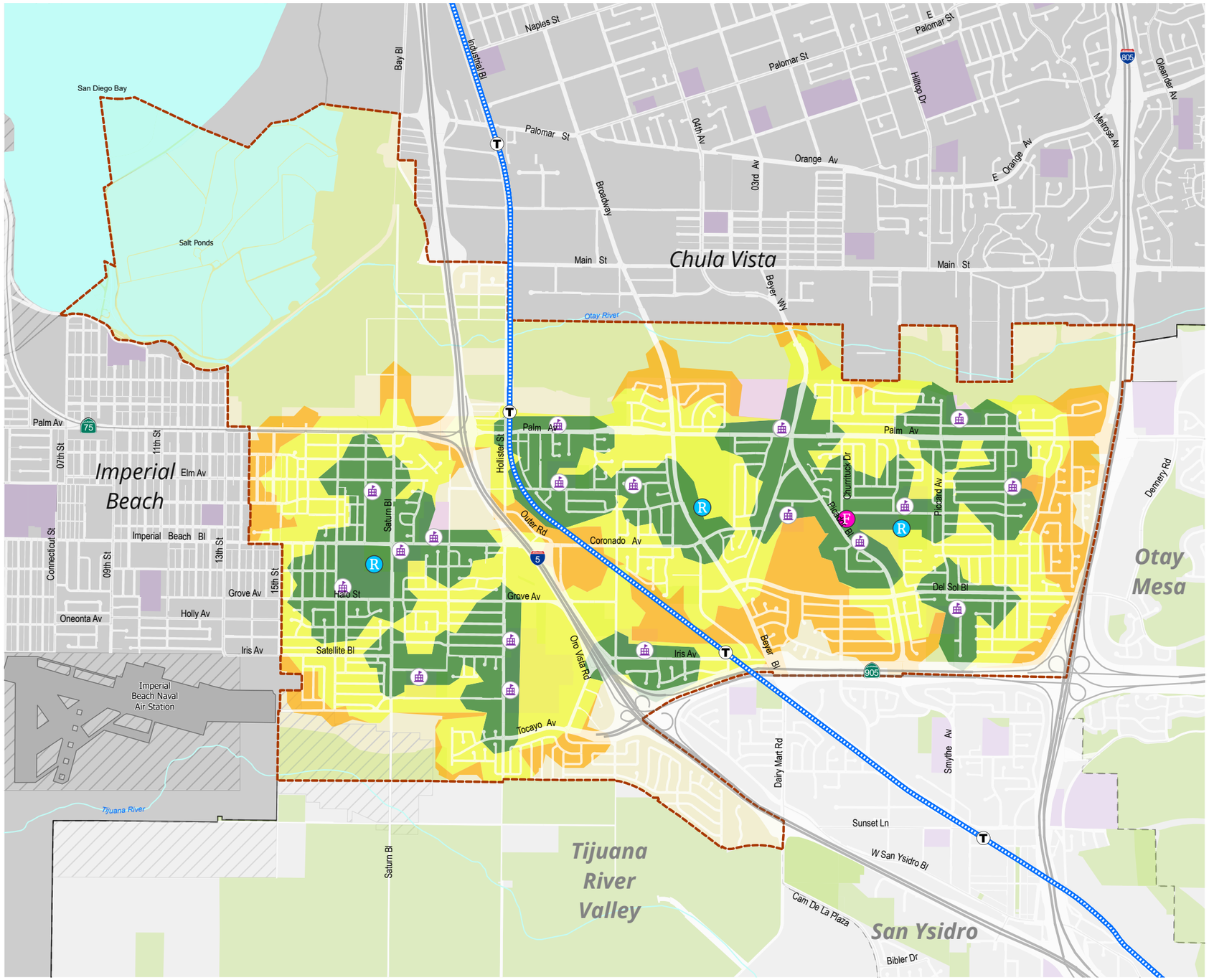


Figure 3-5 Access to Grocery Stores, Schools and Amenities

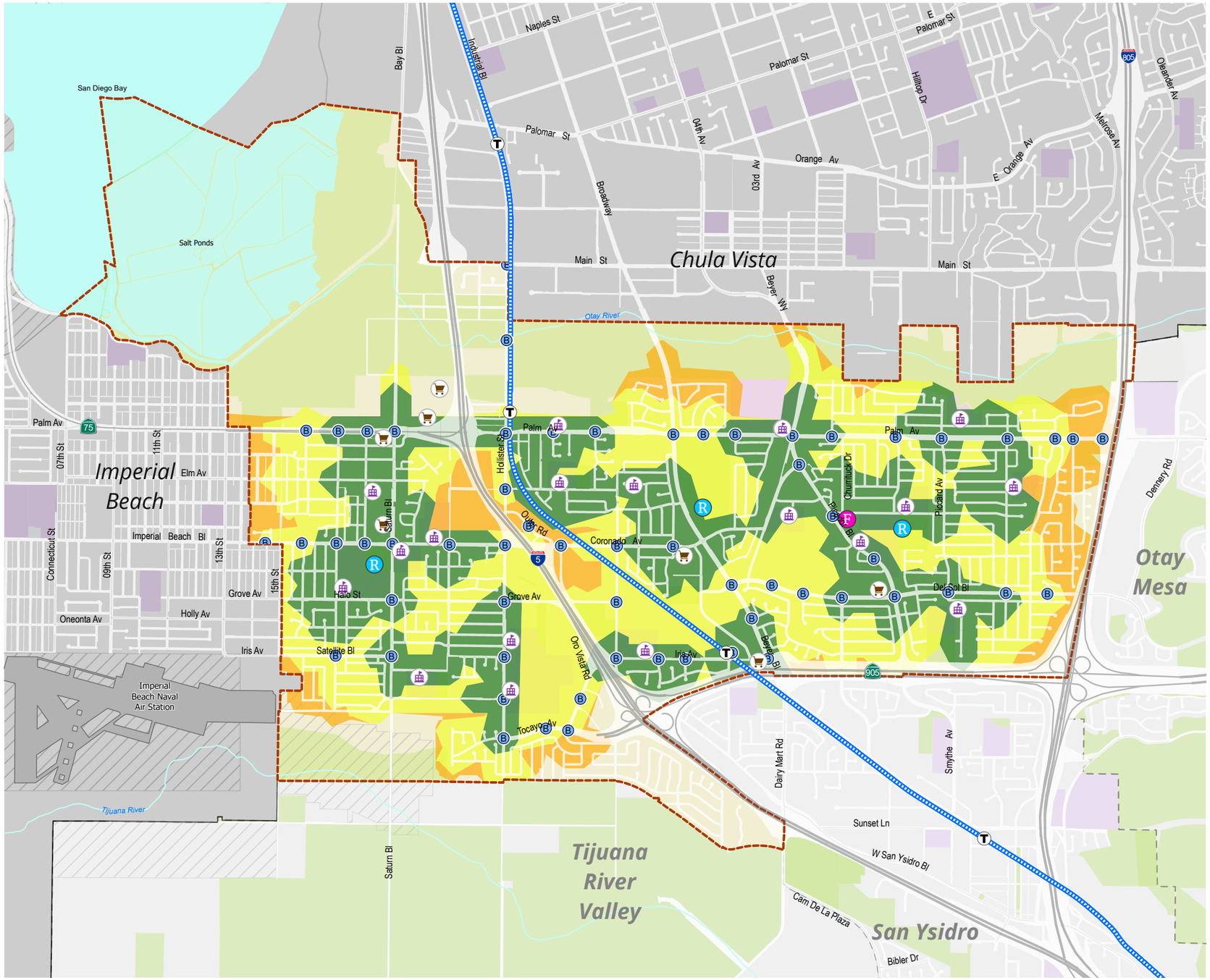
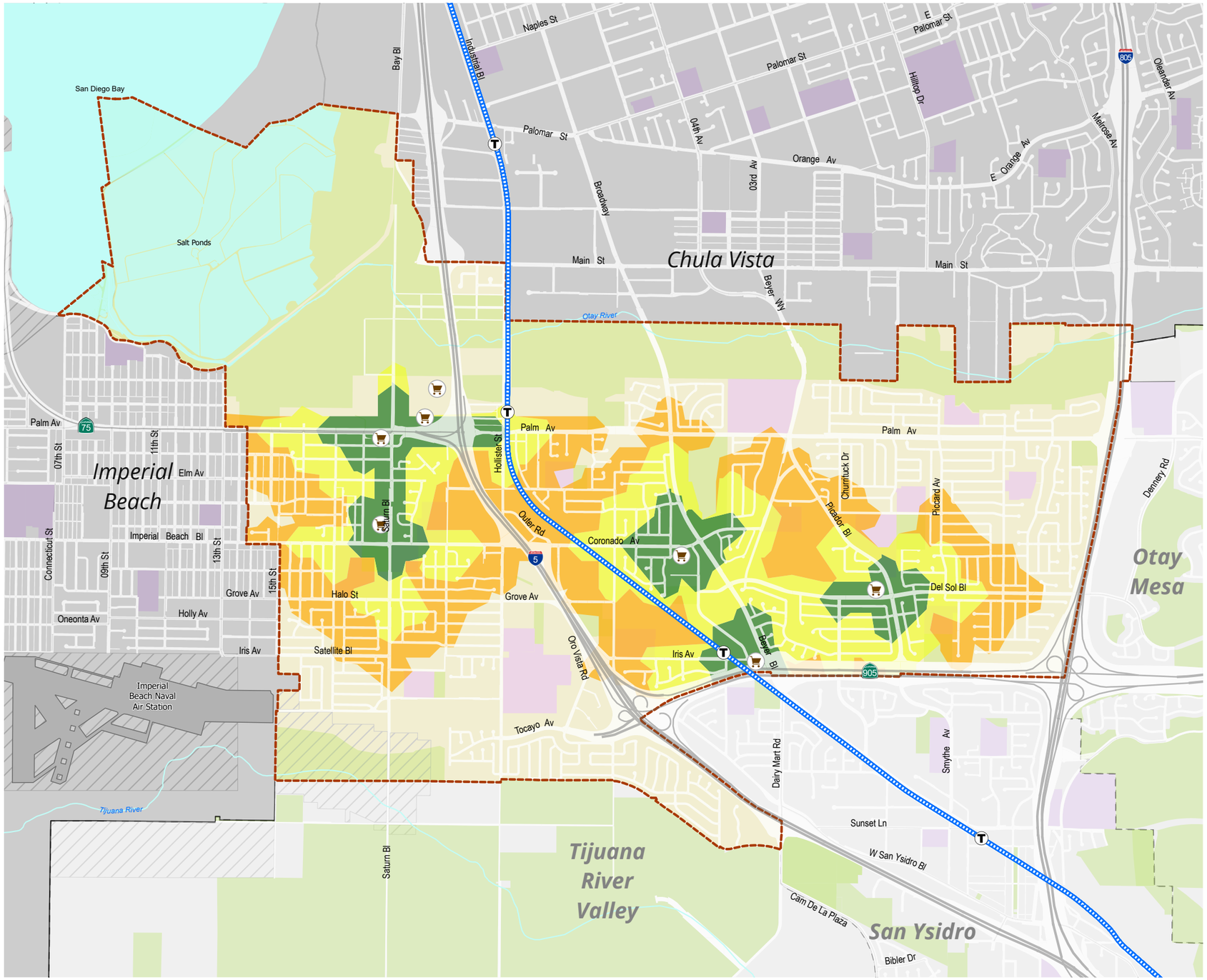


Figure 3-6 Access to Grocery Stores



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3.5 EQUITY

ENVIRONMENTAL JUSTICE COMMUNITIES

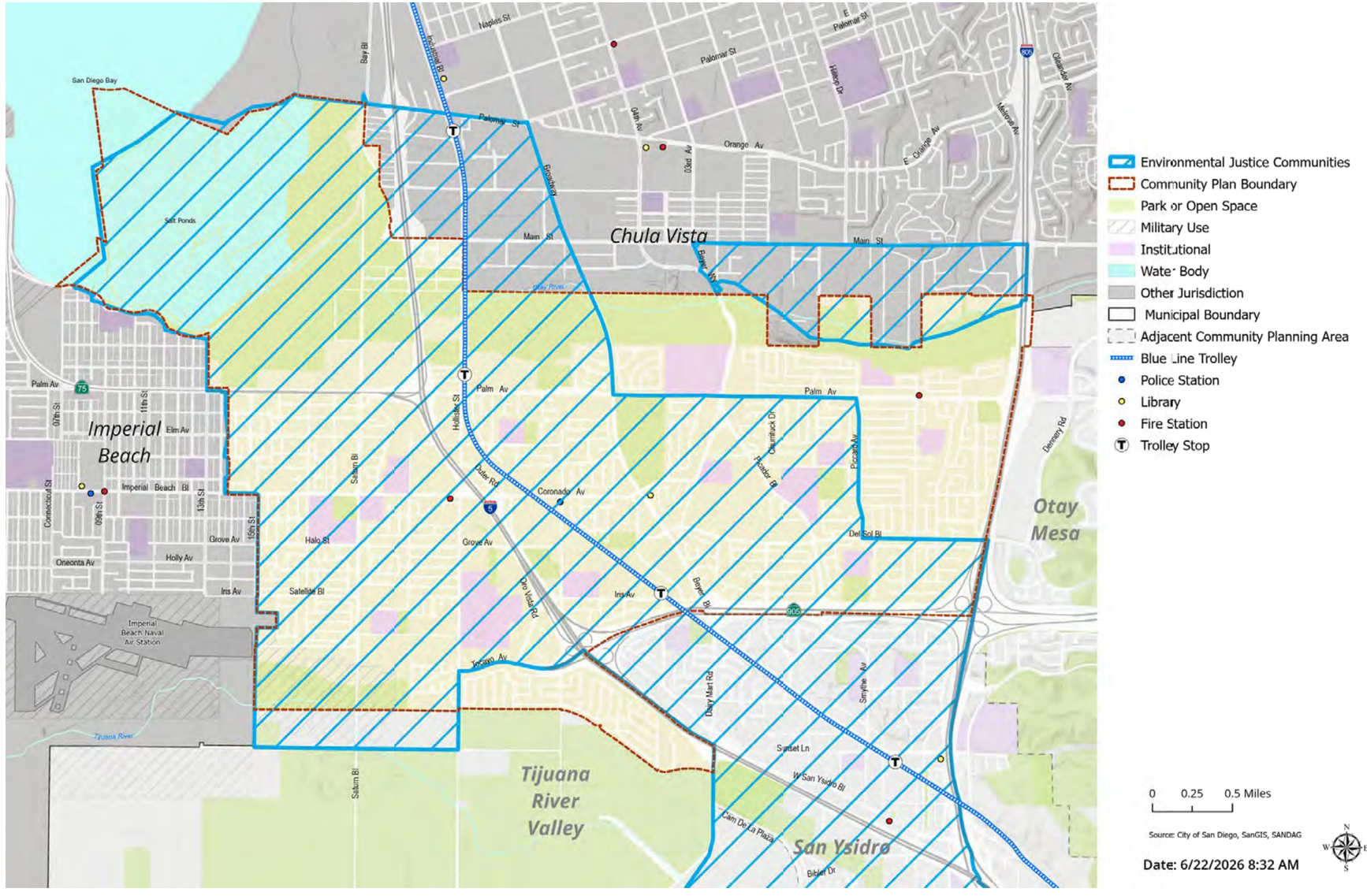
Environmental Justice focuses on reducing pollution exposure, improving air quality, and promoting public facilities, food access, safe and healthy homes, and physical activity, so that people of all races, cultures, and incomes are equally and equitably valued, protected, and served.

Concentrations of residents based on race, ethnicity, income, familial status, and to a lesser degree, disability, can be seen within the Otay Mesa-Nestor planning area. Lower income individuals and people of color are disproportionately concentrated in certain neighborhoods within the community.

The planning area's location near the U.S.-Mexico border presents unique environmental challenges. The San Ysidro Border Crossing and Otay Mesa Port of Entry are major international crossings where vehicle idling and freight activity can contribute to localized air quality impacts. The community is also affected by broader cross-border environmental issues, including ongoing binational efforts to address water quality concerns associated with the Tijuana River Valley. These issues highlight the importance of regional and international collaboration to address environmental burdens that affect residents on both sides of the border.

Together, these demographic and environmental factors contribute to environmental justice concerns within the planning area. More than half of Otay Mesa-Nestor is classified as an Environmental Justice Community today , which describes areas that are most impacted and negatively affected by environmental burdens and associated health risks.[5],[6] Environmental Justice Communities are shown in Figure 3-7.

Figure 3-7 Environmental Justice Communities



[5] City of San Diego. (2024). *Draft Environmental Justice Element.*

[6] California Office of Environmental Health Hazard Assessment (OEHHA). *CalEnviroScreen 4.0*.

3.6 AFFIRMATIVELY FURTHERING FAIR HOUSING

The City is committed to affirmatively furthering fair housing by proactively expanding opportunity, combating historic segregation, and ensuring equitable access to jobs, quality schools, transit and a clean environment.

The California Tax Credit Allocation Committee and Department of Housing and Community Development identify the neighborhoods that score better across eight economic and educational indicators relative to other neighborhoods in the region. These indicators were selected because they have been shown to be associated with positive economic, educational, and health outcomes for low-income families - particularly long-term outcomes for children, which helps to inform efforts to affirmatively further fair housing:

Economic Indicators

- **Above 200 Percent of Poverty - Percentage of population with income above 200 percent of federal poverty line**
- **Adult Education - Percentage of adults with a bachelor's degree or above**
- **Employment - Percentage of adults aged 20-64 who are employed in the civilian labor force or in the armed forces**
- **Median Home Value - Value of owner-occupied units**

Education Indicators

- **Math proficiency - Percentage of 4th graders who meet or exceed math proficiency standards**
- **Reading proficiency - Percentage of 4th graders who meet or exceed literacy standards**
- **High School Graduation Rate - Percentage high school cohort that graduated on time**
- **Student Poverty Rate - Percentage of students not receiving free or reduced-price lunch**

Local environmental conditions are also considered by using a subset of data from the CalEnviroScreen 4.0 tool to identify the geographies that rank in the top 5 percent of regional environmental burden and therefore have the greatest potential to expose vulnerable populations to nearby health and safety threats. See Section 3.11 "Air Quality and Pollution Burden" for more discussion on CalEnviroScreen.

A neighborhood's opportunity score is determined by how many economic and education indicators fall above the median (50th percentile) tract or block group value within each region.

Using this method, the final scores are divided into four primary categories:

9 or 8 = "Highest Resource"

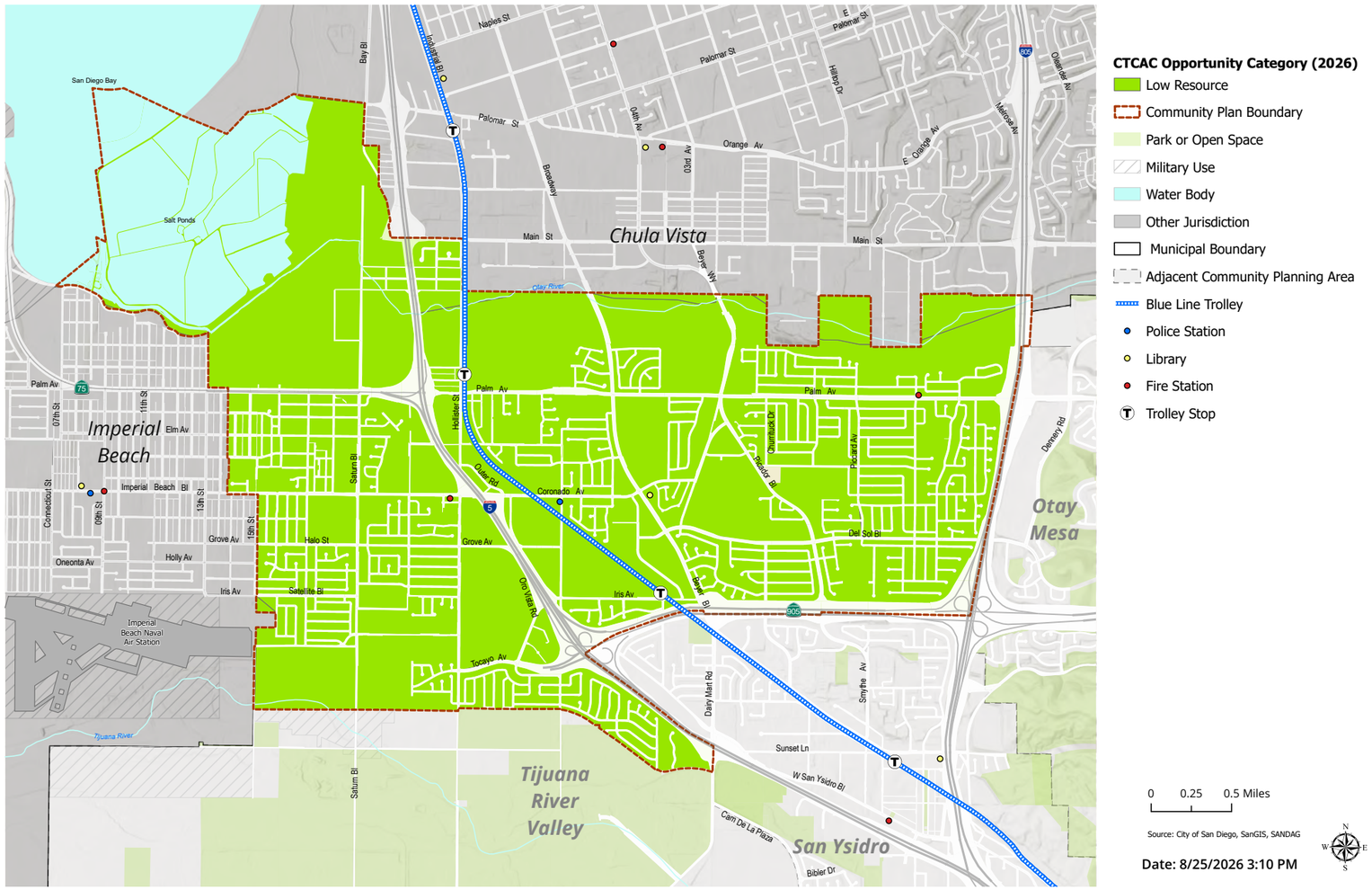
7 or 6 = "High Resources"

5 or 4 = "Moderate Resource"

3 or lower = "Low Resource"

Based on these criteria, all neighborhoods in Otay Mesa-Nestor are categorized as Low Resource, as shown in Figure 3-8.

Figure 3-8 California Tax Credit Allocation Committee Resource Areas

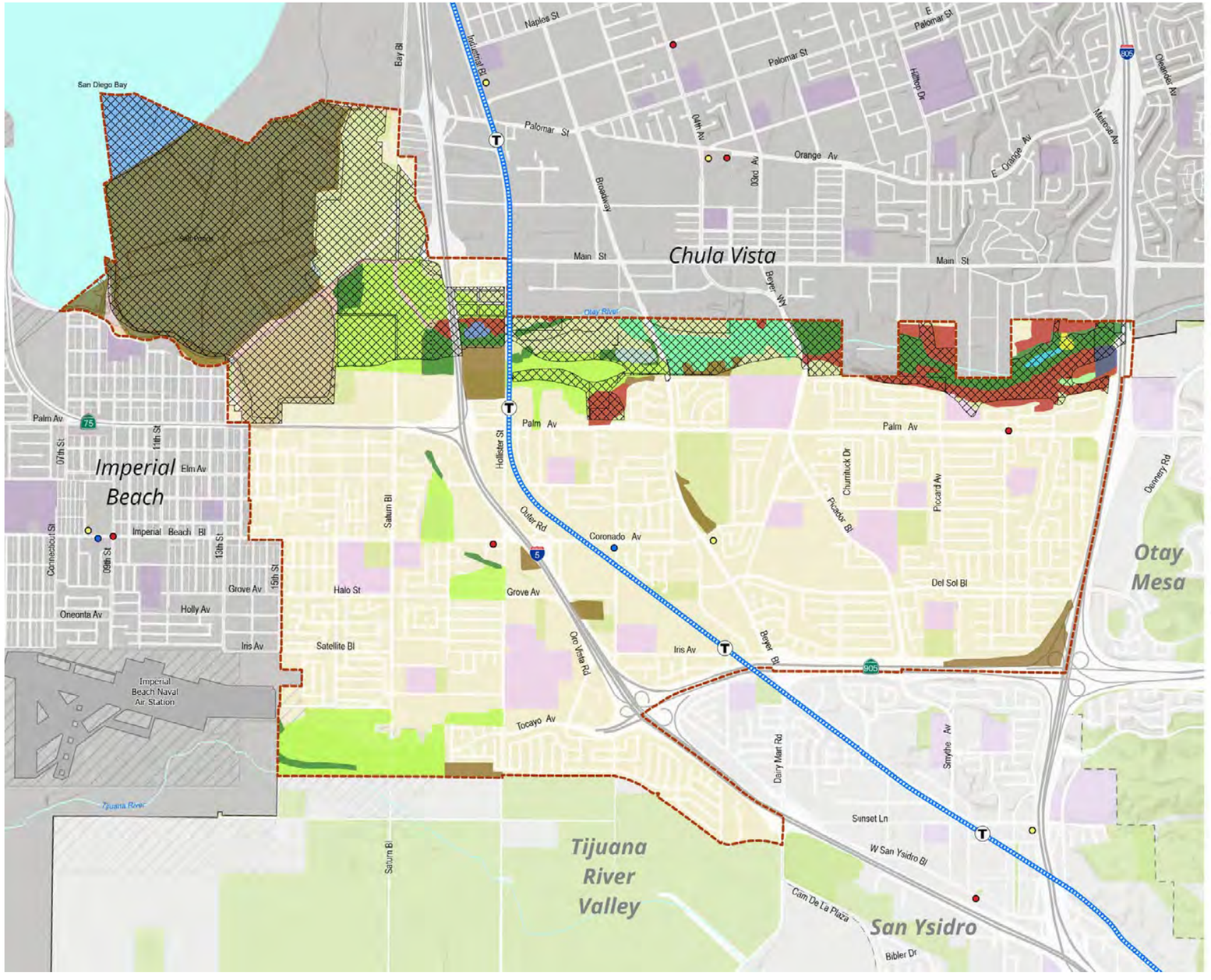


3.7 BIOLOGICAL RESOURCES

OVERVIEW

The Multiple Species Conservation Program Subarea Plan was prepared in coordination with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife to meet the requirements under the Federal Government's Endangered Species Act and the state of California's Natural Communities Conservation Planning) Act of 1992. The MSCP Subarea Plan delineates areas to be conserved as the Multiple Habitat Planning Area (MHPA). Otay Mesa-Nestor planning area has been extensively developed. Most of the planning area consists of disturbed or developed areas. Still, connected undisturbed areas of native and sensitive habitat communities are present, particularly along the northern valley, as shown in Figure 3-9. MHPA within Otay Mesa-Nestor is primarily along the Otay River and connects to the lower portion of the San Diego Bay. Within the MHPA, development is limited to protect and ensure the viability of "covered" species and preserve a network of open space and habitat in San Diego.

Figure 3-9 Vegetation and Multi Habitat Planning Area



WATER SYSTEMS

Otay and Tijuana River Valleys:

The Otay River Valley and Tijuana River Valley form the northern and southern boundaries of the community and are characterized by extensive riparian, wetland, and floodplain habitats shaped by seasonal flows. These biologically rich corridors support a diversity of native plant and wildlife species, provide movement pathways for wildlife, and contribute to regional ecosystem functions. The valleys also play an important role in watershed health, flood management, and water quality. Ongoing conservation efforts, including the Otay Valley Regional Park, help maintain habitat connectivity between inland and coastal ecosystems. The Otay Valley Regional Park Concept Plan is a multi-jurisdictional planning effort in the Otay River Valley by the County of San Diego and Cities of Chula Vista and San Diego that was adopted in 1997 and most recently revised in 2016.

San Diego Bay National Wildlife Refuge and Salt Ponds:

Approximately 1,245 acres in the northwestern portion of the community are located within the South San Diego Bay Unit of the San Diego Bay National Wildlife Refuge. The refuge protects a diversity of endangered, threatened, migratory, and native species, along with their habitats, all within a highly urbanized coastal setting. The refuge preserves some of the last remaining coastal salt marshes and intertidal mudflats in the region, which are critical habitats that once dominated the bay's shoreline. Today, they serve as vital sanctuaries for wildlife and as living reminders of San Diego Bay's natural heritage.

Within the refuge, the salt ponds, historically used for salt production and identified in the current community plan as a major environmental resource, are located where the Otay River and Nestor Creek meet the bay. These ponds support a mosaic of wetland habitats that provide important breeding, foraging, and resting areas for birds and other wildlife. Together with adjacent marshes and mudflats, the salt ponds represent a critical component of the region's coastal ecosystem and contribute to the long-term conservation of biological resources within South San Diego Bay.

Other Water Systems:

Additional water features in the planning area include Otay Lakes, Nestor Creek, and the broader Otay River drainage system, all of which contribute to the region's hydrology. These interconnected waterways support ecological processes by conveying water, sediment, and nutrients through the watershed while providing habitat for aquatic and riparian species. Protection and restoration of these systems contribute to water quality, flood resilience, habitat function, and the overall health of the region's biodiversity.



South Bay Salt Ponds

SPECIAL STATUS SPECIES

The MSCP covers 85 species, including 46 plant and 39 animal species. The City's MSCP, Environmentally Sensitive Lands Regulations and Biology Guidelines work as the regulating documents for development in the Multi-Habitat Planning Area (MHPA) and define the protections for special status species. Special status species are those plants and animals that, because of their acknowledged rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. According to records maintained by the California Natural Diversity Database and the City's Multiple Species Conservation Program Subarea Plan, there are records of thirty-two special status species occurring in Otay Mesa-Nestor.

Plants: Orcutt's bird's beak, Otay tarplant, San Diego barrel cactus, Salt marsh bird's beak, Variegated dudleya, San Diego sagewort, San Diego thorn-mint, Nuttall's acmispon, California adolpia, snake cholla, Palmer's frankenia, beach goldenaster and estuary seablite.

Animals: Saltmarsh skipper, Crotch's bumble bee, Pacific pocket mouse, San Diego black-tailed jackrabbit, Mexican long-tongued bat, western mastiff bat, Belding's savannah sparrow, California gnatcatcher, California least tern, Large-billed savannah sparrow, Least Bell's vireo, Light-footed Ridgeway's rail (clapper rail), Western snowy plover, coastal cactus wren, western burrowing owl, southern California legless lizard, coast horned lizard, orange-throated whiptail and California glossy snake.

More detailed analysis of habitat and sensitive plant and animal species are conducted as part of environmental impact analysis of specific projects, and avoidance and/or mitigation measures are identified to minimize potential impacts in accordance with the City's Environmentally Sensitive Lands Regulations.

3.8 HYDROLOGY, SEA LEVEL RISE, FLOODING AND WILDFIRE

HYDROLOGY

Otay Mesa–Nestor is located within the San Diego Bay Watershed Management Area , with drainage systems that flow to both San Diego Bay and the Pacific Ocean. The community is shaped by key features such as the Otay River Valley, coastal canyons, and local drainage channels, which support flood control, habitat connectivity, and groundwater recharge.

The area also includes the nearby Tijuana River, a significant resource that provides habitat for sensitive species and opportunities for recreation and restoration. Coastal neighborhoods, including Nestor and Palm City, include drainage areas that flow directly to the Pacific Ocean. Together, these watershed systems play an important role in environmental health and community planning.

SEA LEVEL RISE

San Diego's Southern coastal bay environment, located in the northern portion of Otay Mesa-Nestor contains many of the city's most appreciated natural resources, including salt marshes, San Diego Bay, Otay River and coastal canyons. Coastal habitats are also home to many protected and vulnerable plant and animal species that contribute to the region's biodiversity. Additionally, the San Diego coastline provides recreation for the region and supports both tourism and marine-related industries.

Sea level rise risk is concentrated in the low-lying northern portion of the community close to the southern arm of San Diego Bay. As shown in Figure 3-9, by mid century, sea levels in the region are anticipated to rise by about 0.8 feet, increasing the likelihood of periodic inundation during high tides and storm events. Looking further ahead, as shown in Figure 3-10, planning guidance from the California Coastal Commission recommends preparing for as much as 4.9 feet of sea level rise by 2100 for residential and commercial structures.

Under these higher-end scenarios, low lying areas near the bay could face more frequent and more extensive flooding, particularly during strong storm surges. Understanding how these changes may affect local homes, roads, and natural spaces is an essential first step in planning for a resilient future and identifying strategies that protect both residents and the character of the Otay Mesa Nestor area.



Tijuana River

Figure 3-10 Sea Level Rise 2050

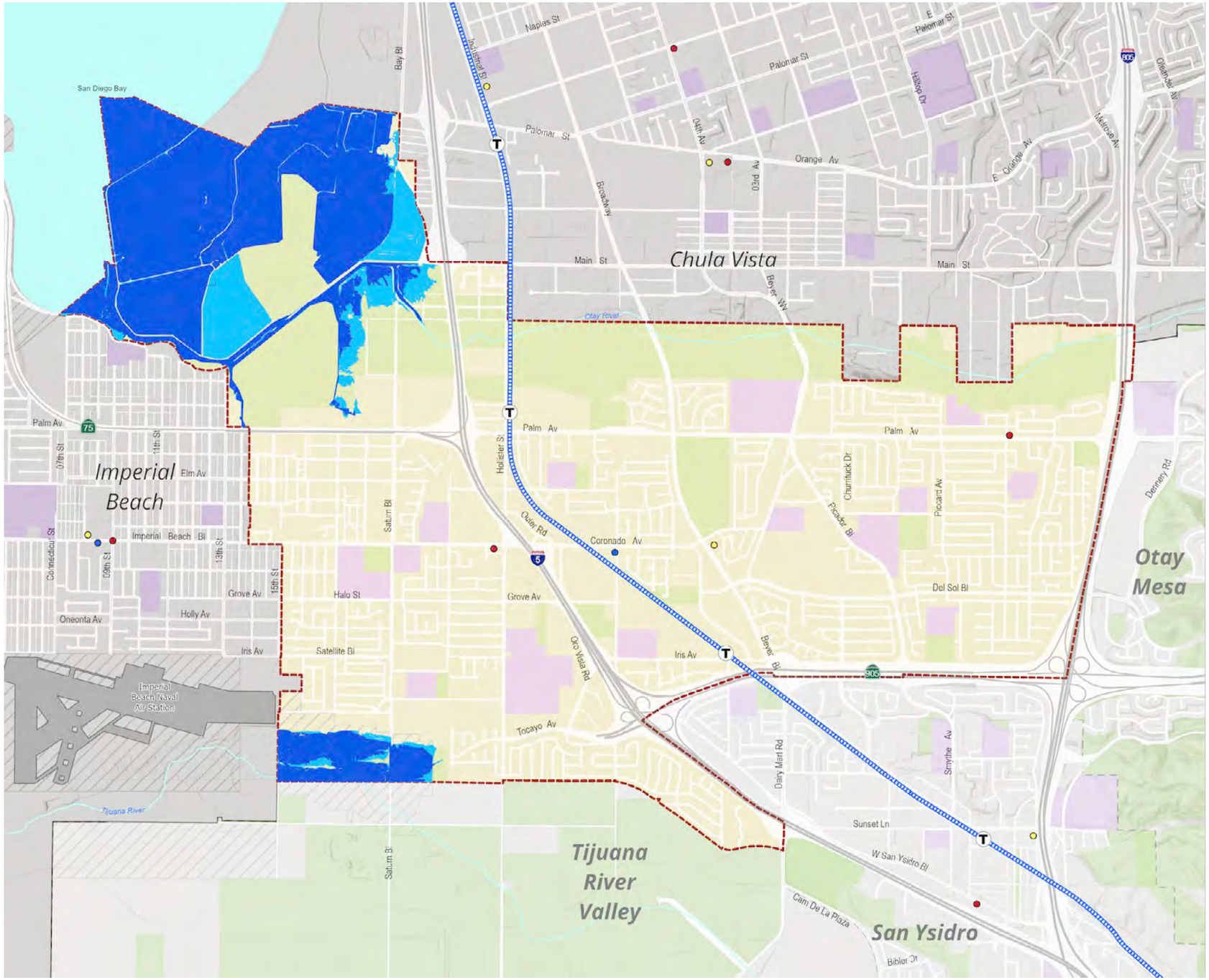
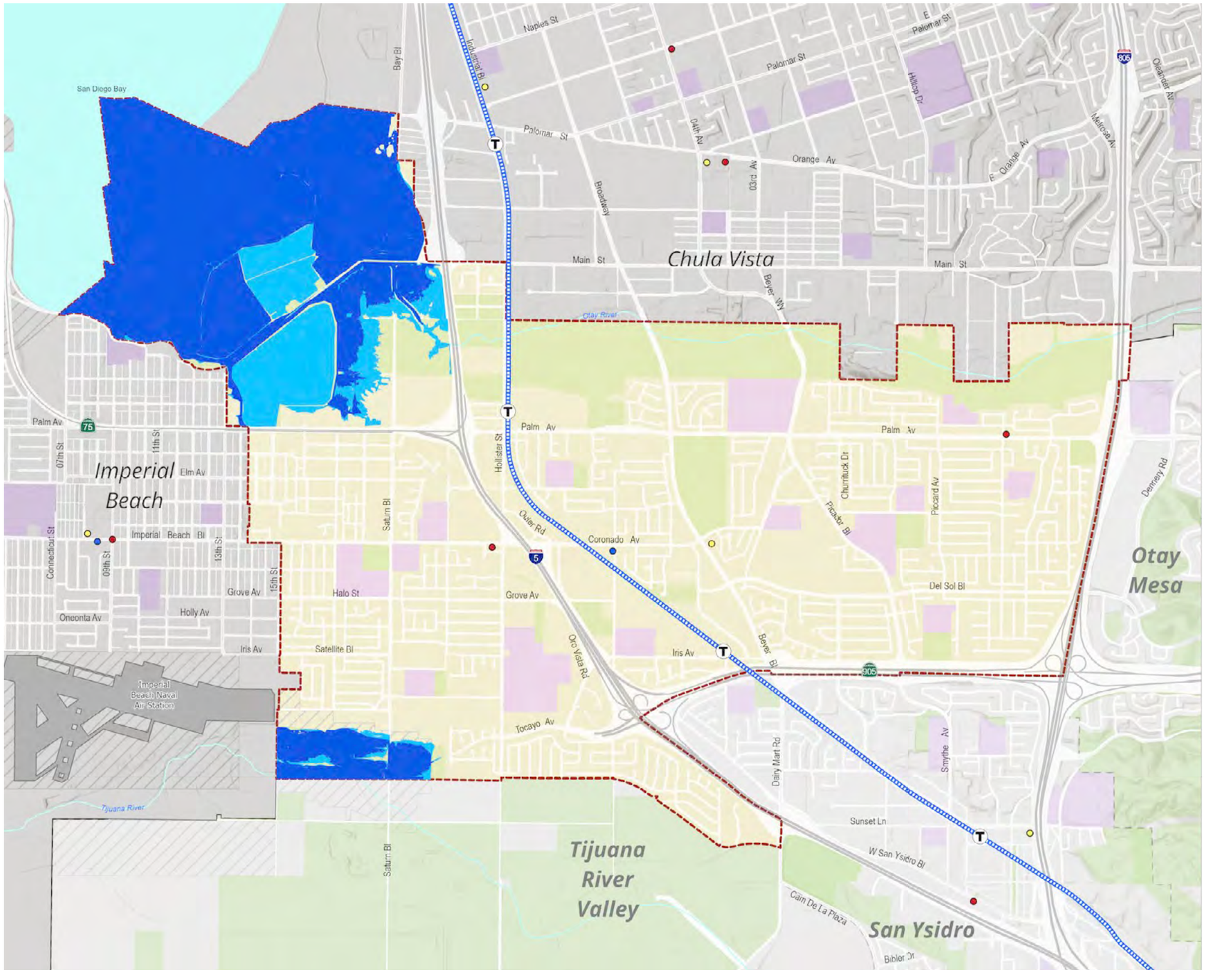


Figure 3-11 Sea Level Rise 2100



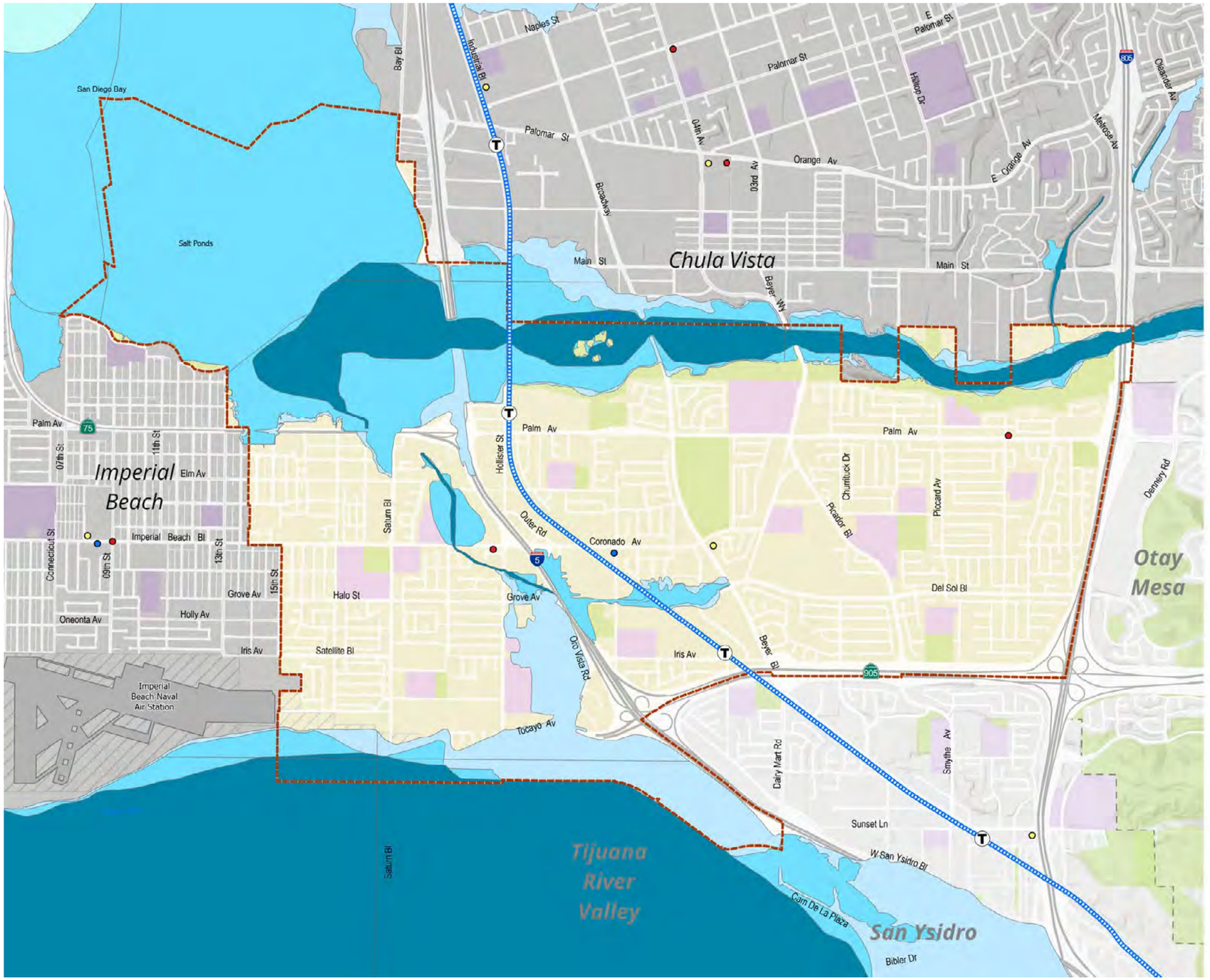
- Sea Level Rise 2100/4.9 ft SLR area (average)
- 100 Year Flood Extent - 2100
- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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Figure 3-12 Hydrology and Flooding



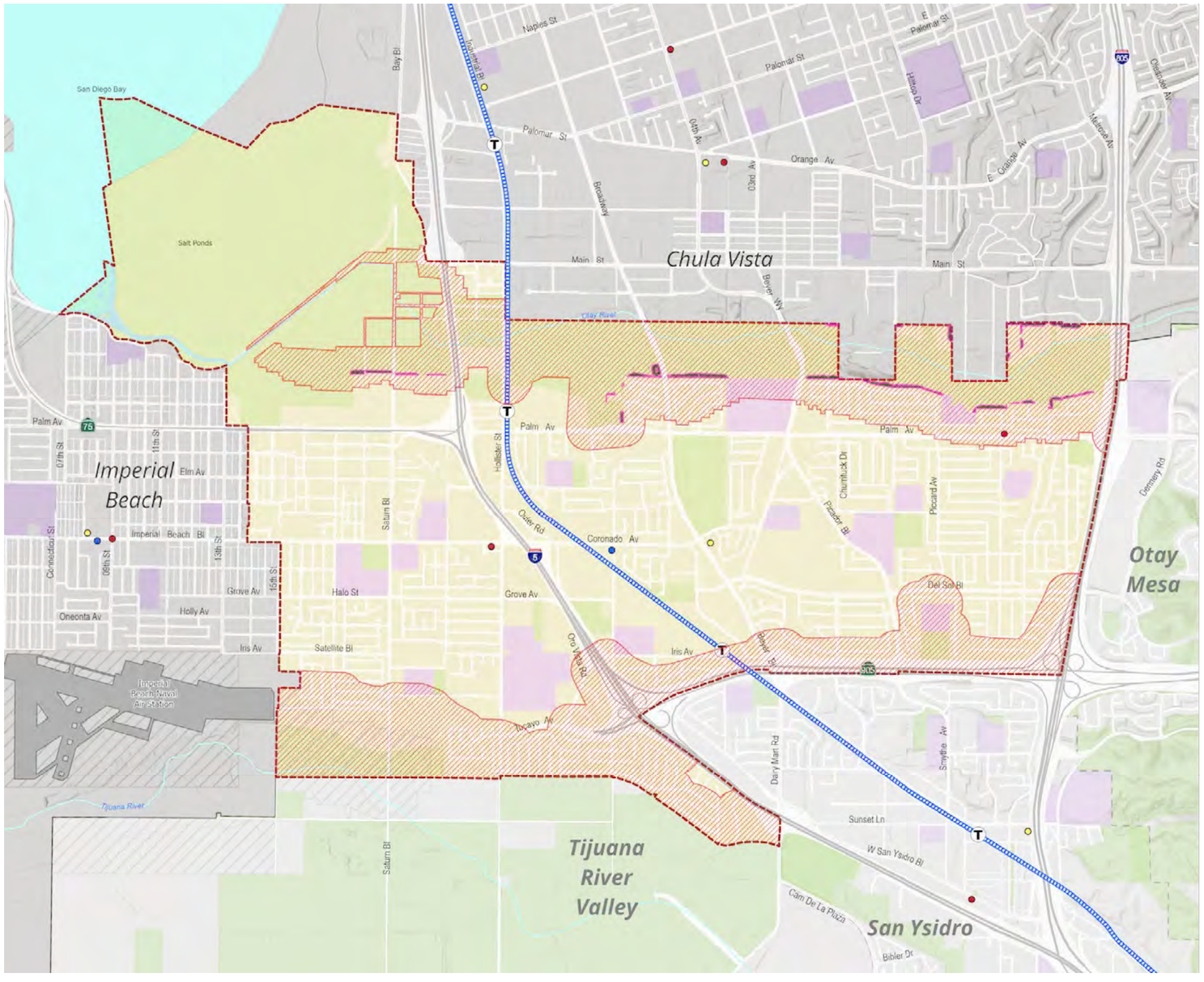
FLOODING

The 100-year floodway, 100-year flood plain, and 500-year flood plain for the Otay Mesa–Nestor Planning Area, as shown in Figure 3-10, are delineated by Federal Emergency Management Agency Flood Insurance Rate Maps. The community is located between the Otay River and Tijuana River, both of which are prone to flooding during heavy precipitation events. In addition, Nestor Creek, a drainage system, is also subject to flooding and has caused localized property damage. Flood risk is primarily concentrated along these river corridors and creek areas.

WILDFIRE

Portions of the community are identified as being within a Very High Fire Hazard Severity Zone by CAL FIRE and the City of San Diego Fire-Rescue Department due to potential hazard from wildland fires. Residents of these areas, especially those adjacent to natural landscapes and freeways, should take additional measures to prepare for the threat of wildland fire. Property owners within both the Brush Management Zone and the Very High Fire Hazard Severity Zone, as shown in Figure 3-13, are required to clear brush and flammable materials. Creating defensible space around structures can help reduce the potential for fire to spread to homes and other buildings. Maintaining vegetation, planting native plants, removing combustible materials near structures, and keeping access routes clear can help improve the ability of firefighters to protect properties during a wildfire. Evacuation readiness is also an important component of wildfire preparedness. Residents should be familiar with evacuation routes and emergency notification systems, maintain an emergency plan and supplies, and be prepared to evacuate early when directed by emergency officials. This is particularly important in areas where access may be constrained by limited roadway connections or where wildfire could affect multiple neighborhoods simultaneously. The community's proximity to the U.S.-Mexico border also highlights the importance of coordinated emergency response, as wildfire events in the border region can affect air quality, transportation, and evacuation conditions. The San Diego Fire-Rescue Department provides information to help safeguard homes and respond during a fire emergency. For more information on primary responders in this area, please visit Chapter 6: Public Facilities, Parks and Open Space.

Figure 3-13 Wildfire and Brush Management



3.9 EXTREME HEAT

OVERVIEW

Areas with limited tree cover and vegetation, and high concentrations of structures and impervious surfaces, such as buildings, roads, and parking lots, tend to absorb and radiate heat more than natural landscapes, resulting in elevated temperatures—often referred to as the urban heat island effect. Local temperatures are also influenced by factors such as surface materials and reflectivity, building density and form, shade, wind patterns, topography, and proximity to the coast. Rising temperatures driven by climate change further increase the frequency, intensity, and duration of extreme heat and can amplify the effects of these local conditions.

Heat vulnerability measures a community's susceptibility to the impacts of extreme heat by considering both environmental exposure as well as social and health factors. These may include age, income, housing conditions, access to cooling and green space, outdoor exposure, and underlying health conditions. Identifying areas with greater heat vulnerability and understanding the environmental and social factors driving that vulnerability can help target strategies and investments to reduce heat exposure, strengthen adaptive capacity, and protect communities from the impacts of extreme heat.

HEAT EXPOSURE

In partnership with NASA DEVELOP, the City developed an Urban Heat Vulnerability Index to better understand heat vulnerability.[7] Figure 3-14 highlights the heat exposure in Otay Mesa-Nestor. Three census tracts concentrated on the southeast side of the planning area have high heat exposure, due to a combination of freeway presence, impervious surfaces, lower tree canopy, and distance from the cooling effects of the coast.[8]

HEAT RISK

The Urban Heat Vulnerability Index calculates heat risk as a measure of heat exposure and heat vulnerability combined. Heat vulnerability considers socio-economic factors, such as income or pre-existing health conditions. To calculate heat risk, values for census tracts are normalized to a range of 0 to 1 with higher scores indicating higher heat risk, as shown in Figure 3-15. The average score for Otay Mesa-Nestor communities is considered high risk at 0.35, while the average across the City is generally low risk at 0.25. This indicates that neighborhoods in Otay Mesa-Nestor face greater risk to extreme heat events, such as heat waves, than other areas of the city. Another tool for understanding heat risk is the San Diego Heat Risk Explorer. The Explorer indicates that key drivers of heat risk in Otay Mesa-Nestor are related to the community's adaptive capacity, particularly the prevalence of air conditioning, income levels, older housing, and lower green spaces and tree canopy coverage. Population sensitivity is another significant driver, reflected in the community's high rate of hospitalizations due to heat related illnesses.

These challenges may be further compounded in older, more developed neighborhoods where outdated building infrastructure may make it more difficult to maintain comfortable indoor temperatures due to poor insulation, older appliances, and less efficient heating and cooling systems.

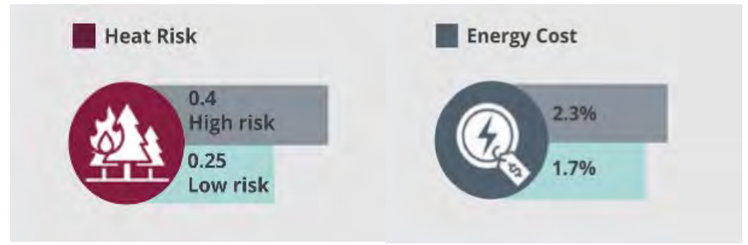
ENERGY COST BURDEN

The energy cost burden, which denotes the proportion of household income spent on energy expenses like electricity and natural gas, disproportionately affects certain households, particularly those with lower incomes. Solar panels can help lower energy costs, but this community has less solar than the city as a whole.[9] Recent changes to state regulations have substantially reduced the financial benefits of rooftop solar systems, particularly for lower-income households that may be unable to afford the battery systems needed to maintain previous levels of cost savings. However, a recent change to state law helps increase access to solar by making small plug-in solar systems much easier and cheaper to adopt. The Plug-and Play Solar Act eliminates expensive fees and complicated approvals associated with traditional solar systems, allowing households to generate some of their own energy at a low cost, directly offset energy usage for appliances like refrigerators and air conditioners, potentially saving hundred of dollars per year.



Parking lot at Southland Plaza Shopping Center

While community members may use cost-effective methods like using fans to circulate air and closing blinds or curtains to stay cool while saving energy, these strategies may not be sufficient during extreme weather events. Establishing a local dataset detailing building ages and areas suffering from high heat risk can provide insights into disparities prevalent in older and less affluent areas to inform future community resilience strategies.



Environmental Justice Communities (gray bar), on average, face higher Heat Risk and Energy Cost Burden compared to the rest of the City (teal bar).

[7] https://storymaps.arcgis.com/stories/d79916f065424f1a91c3663cb486a126
[8] https://www.sandiego.gov/sites/default/files/2024-08/climate-resilient-sd_3-22-24.pdf
[8] See the Socioeconomic-Solar PV systems layer here https://www.sandiego.gov/planning/work/working-on/climate-equity

Figure 3-14 Heat Exposure

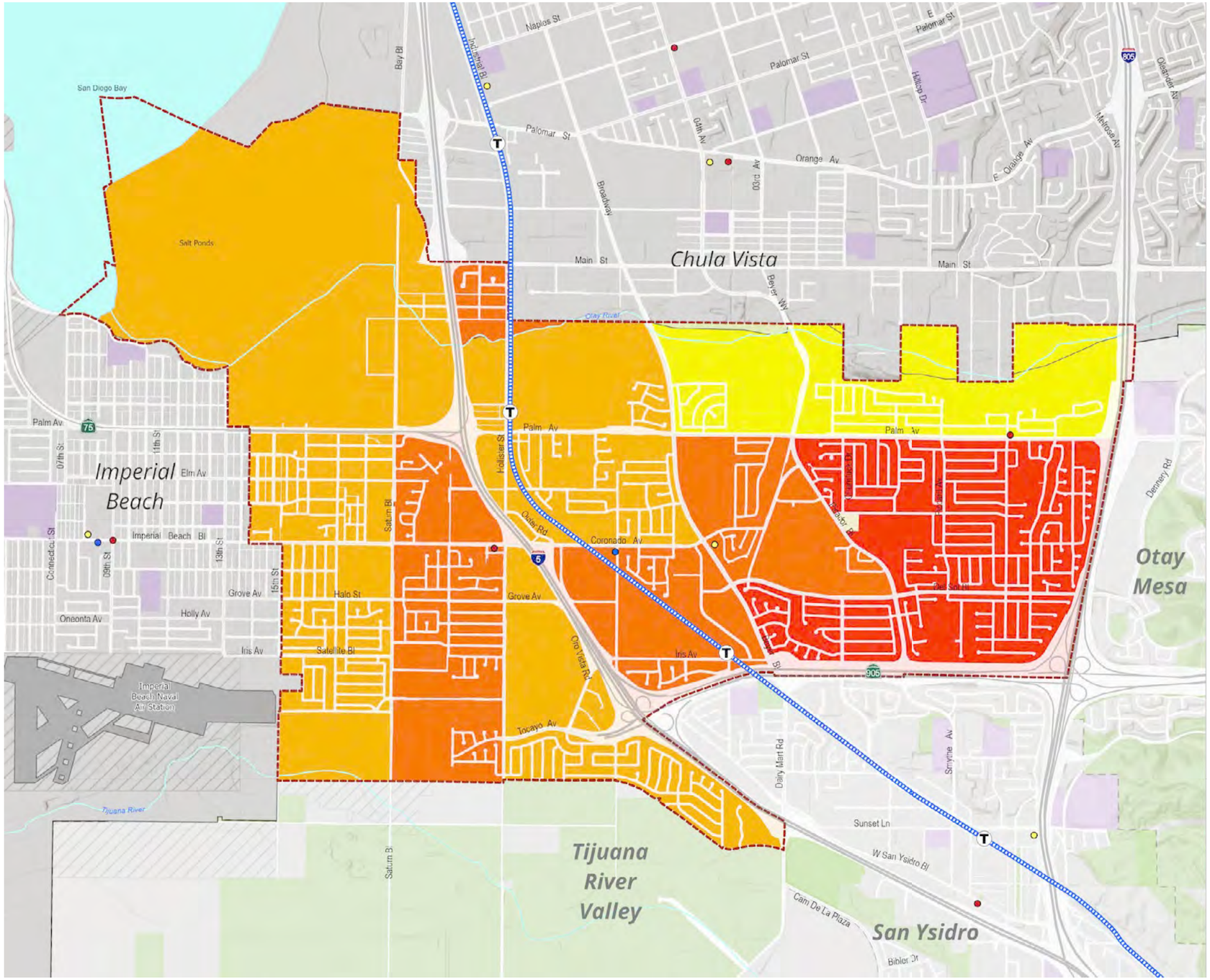
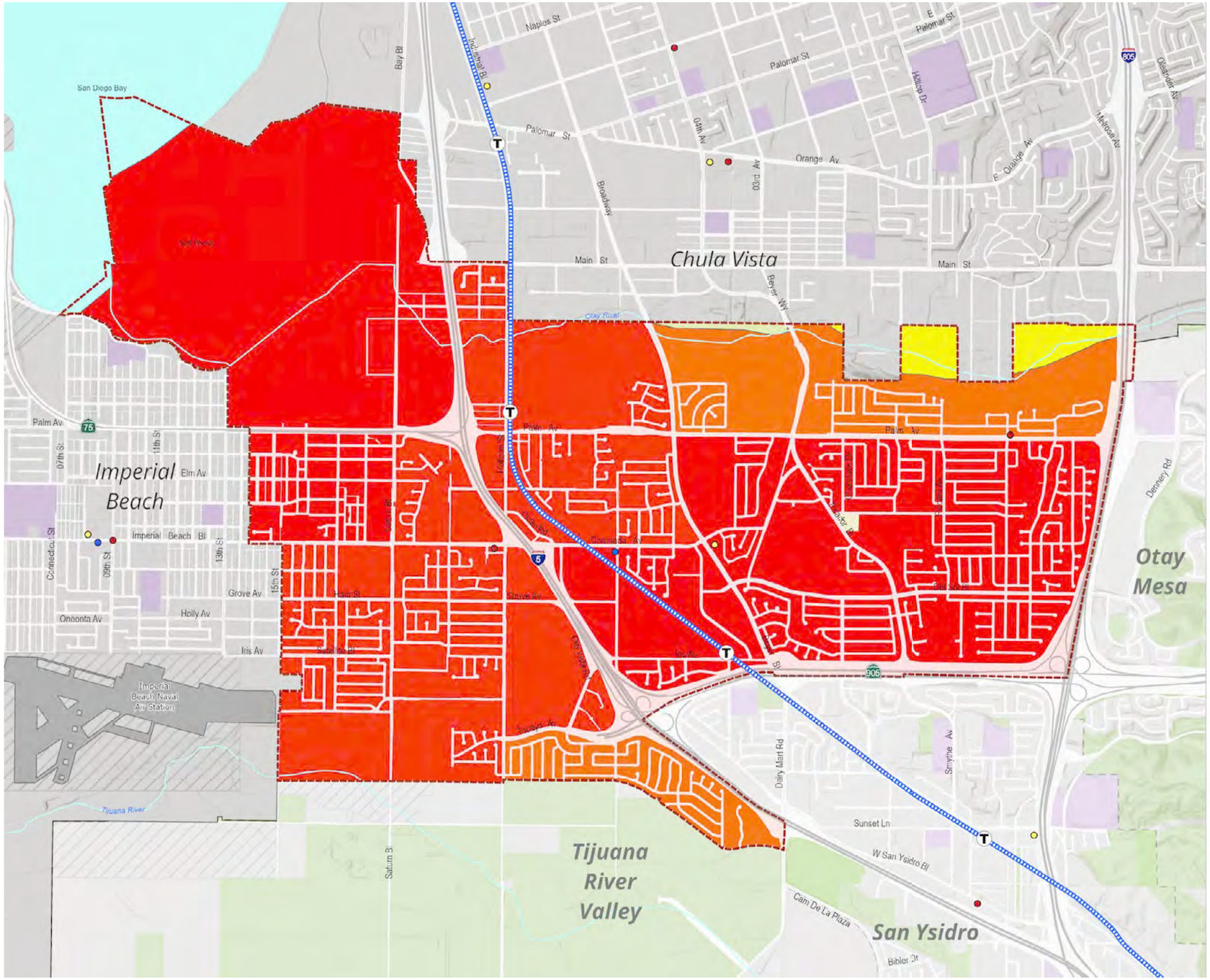


Figure 3-15 Heat Risk



Heat Risk

- Very Low
- Low
- Moderate
- High
- Very High
- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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Tree planting at Otay Mesa-Nestor library.

3.10 URBAN GREENING

Urban greening provides enormous benefits, including:

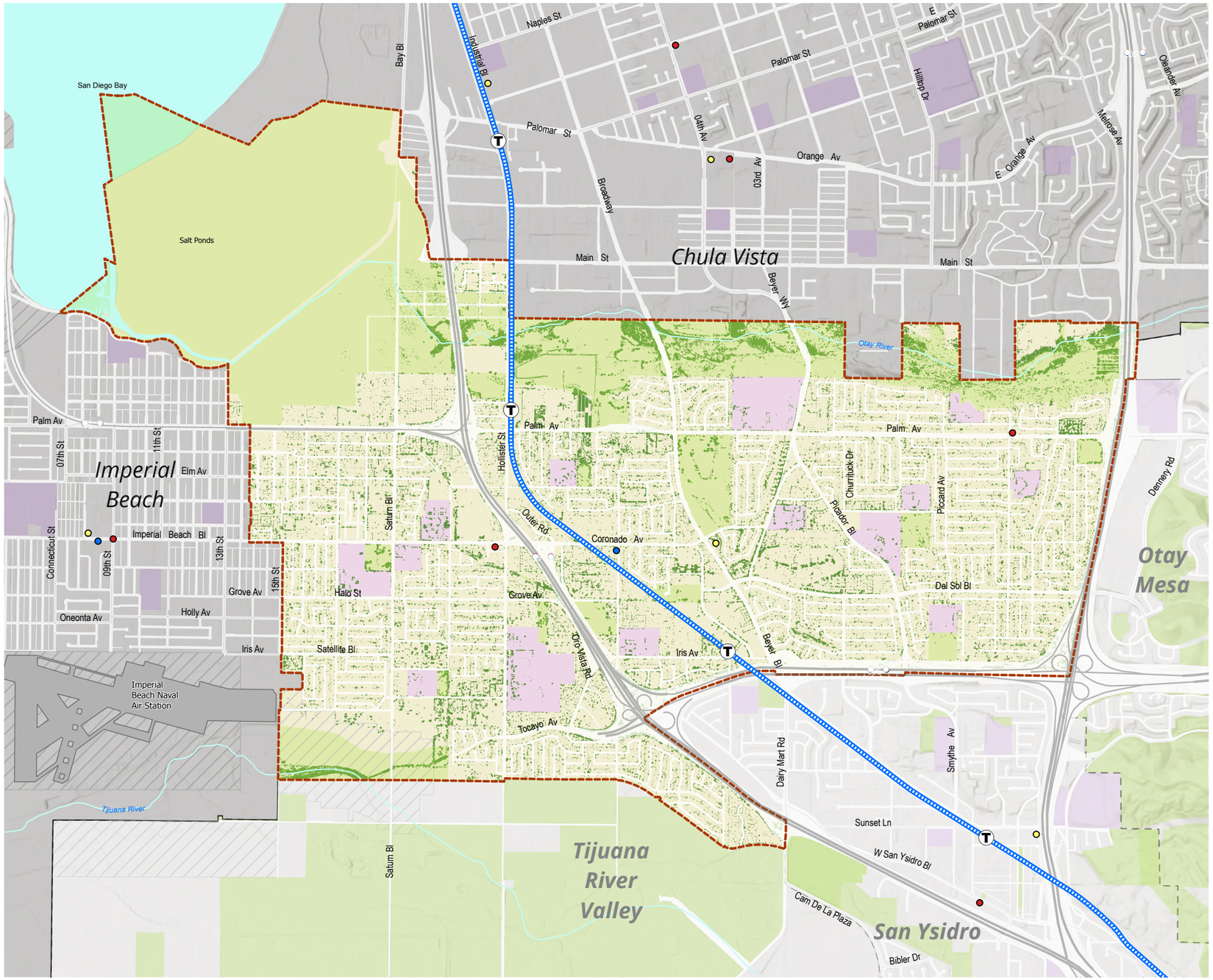
- **Enhanced placemaking and community character**
- **Increased property values**
- **Shade and cooling, while supporting energy conservation**
- **Additional habitat**
- **Health benefits, such as reduced pollution and better air quality**
- **Soil and carbon sequestration**

The City's General Plan establishes the importance of urban forestry. The Conservation Element establishes goals and policies for the protection and expansion of a sustainable urban forest, including retaining and protecting significant and mature trees, planting large canopy shade trees to maximize environmental benefits, requiring the planting of trees with new development, and developing street tree master plans. In 2017, the City Council approved the Urban Forest Management Plan to coordinate the work of multiple City departments . The City's 2022 Climate Action Plan establishes a specific goal to increase urban tree canopy cover with targets of 28 percent by 2030 and 35 percent by 2035, with actions that target increasing tree planting in Communities of Concern, including identifying areas for tree planting, expanding the tree canopy throughout parks, the transportation network, and freeways.

TREE CANOPY COVERAGE

The tree coverage in Otay Mesa-Nestor is shown in Figure 3-13. The mapping is based on City land cover data derived from high resolution aerial imagery and LiDAR. Approximately 8.9 percent of the Otay Mesa-Nestor planning area is covered by tree canopy, which is significantly lower than the City's goal of 28 percent by 2030. It should be noted that palm tree data can be difficult to reflect on a tree canopy map, and does not provide much of a canopy, however the figure is generally representative of an order-of-magnitude analysis for an area of this size.

Figure 3-16 Urban Tree Canopy





Tijuana River

3.11 AIR QUALITY AND POLLUTION BURDENS

Air quality is defined by the concentration of pollutants that affect human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution of air pollutants include terrain, wind, and sunlight. Therefore, in addition to the amount of air pollutant emissions released by existing air pollutant sources, ambient air quality conditions within the local air basin are also influenced by such natural factors as topography, meteorology, and climate. The San Diego Air Basin encompasses all of San Diego County, approximately 4,200 square miles. Harmful air contaminants are most likely to occur in areas of higher population density, heavier traffic patterns, or concentrated industrial sources - particularly in the western portion of the county.

According to the American Lung Association's 2026 "State of the Air" annual air quality report, the nation's two most widespread types of outdoor air pollutants are ozone pollution and fine particulate matter, also referred to as smog and soot, respectively. The report determined that the San Diego metropolitan area ranked ninth for most ozone pollution and fifth for most annual particulate matter (out of the 25 most-polluted cities). Ozone is both naturally occurring through atmospheric reactions as well as pollutants released by transport and industrial activities. Ozone rankings are all based on unhealthy air days, as recorded using the Air Quality Index that was adopted with the 2015 National Ambient Air Quality Standards for Ozone. In 2018, the Environmental Protection Agency (EPA) officially designated all or parts of the 25 most-polluted cities as "nonattainment" areas for that ozone air quality standard. That action requires these areas to take steps to clean up the sources of pollution going forward.

According to the County of San Diego's Air Pollution Control District, the County is currently in nonattainment at both the federal and State pollutant levels for Ozone (8-Hour) and is in nonattainment at the State level for Ozone (1-Hour), Particulate Matter (PM) 10, and PM 2.5. Per the American Lung Association's 2020 "State of the Air" report, the San Diego metropolitan area ranked 40 for 24-hour particle pollution out of 216 metropolitan areas and 41 for annual particle pollution out of 204 metropolitan areas. Attainment indicates that an area complies with the national and/or California Ambient Air Quality Standards. These standards are set by the EPA or the California Air Resources Board (CARB) for the maximum level of a given air pollutant which can exist in the outdoor air without unacceptable effects on human health or the public welfare. The APCD develops strategies and regulations to achieve the pollution emission reductions necessary to meet all health-based standards. Data from monitors throughout the county document the continued downward concentration trends of pollutants.

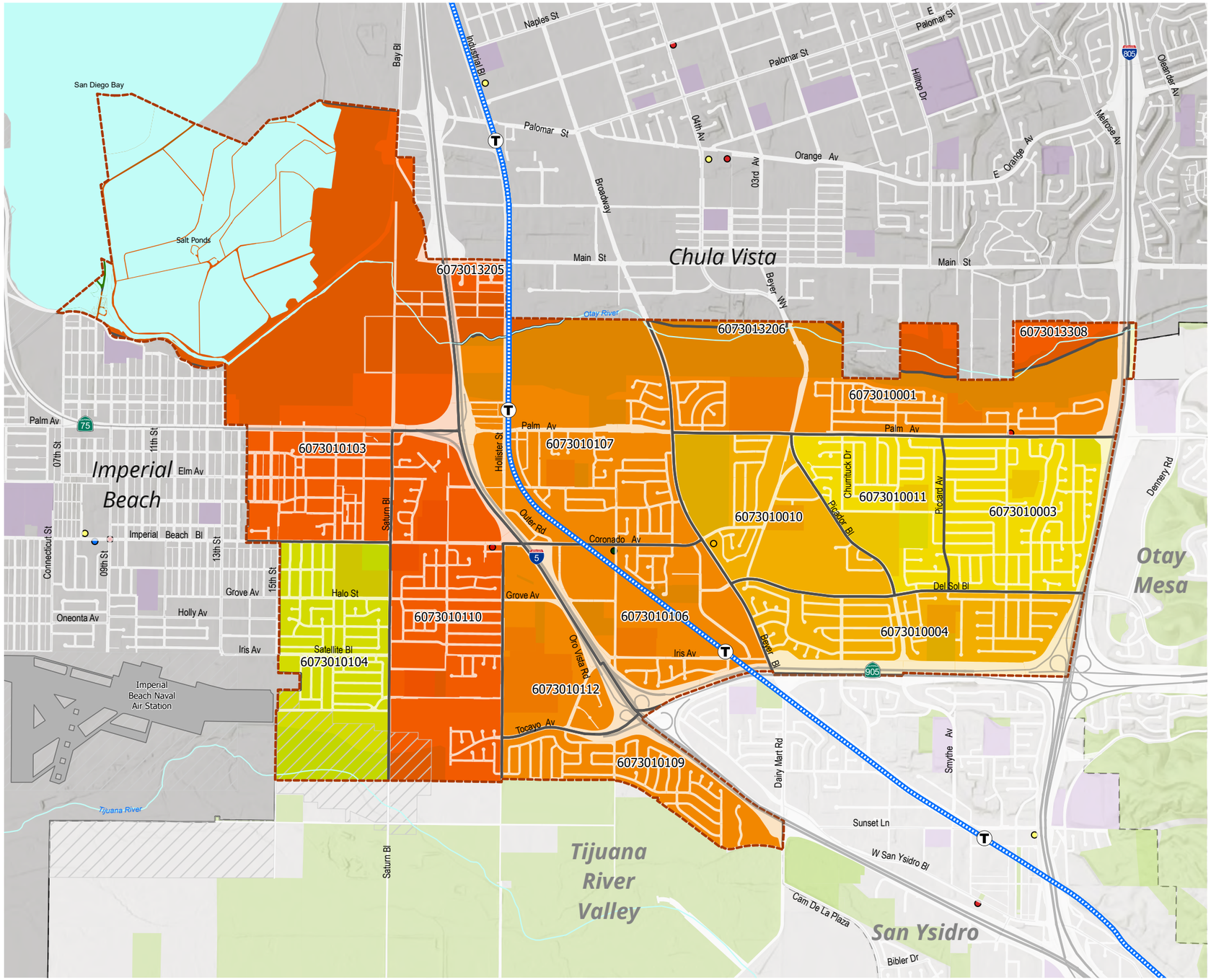
CALENVIROSCREEN AND POLLUTION BURDEN

Disadvantaged communities are communities that are disproportionately affected by a combination of economic, health, and environmental burdens. Senate Bill (SB 1000) specifies the California Communities Environmental Health Screening Tool (CalEnviroScreen) as the primary screening method for identifying disadvantaged communities. Developed by the California Environmental Protection Agency, CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The score assigned to each census tract is a product of adverse environmental effects caused by pollution, the presence of sensitive populations (i.e. those with asthma, cardiovascular disease, or low birthweight infants), and socioeconomic factors (i.e. low household income, low educational attainment, and unemployment) that can disproportionally burden a community. Tracts that score in the top quartile are defined as disadvantaged communities.

Based on the California Communities Environmental Health Screening Tool 5.0, eight census tracts within the Otay Mesa-Nestor Community Planning Area meet the definition of a disadvantaged community. These census tracts are located on the north, west, and south sides of the planning area. Most of the remaining census tracts within the planning area score between the 50th and 70th statewide percentiles. Only one census tract falls below the 50th percentile, which is located on the east side of the planning area, south of Palm Avenue, as shown in Figure 3-17 and Table 3-2.

Some parts of Otay Mesa-Nestor are more affected by certain environmental health exposures than others, and some areas are home to communities that are more vulnerable to these negative effects. When these scores are broken down by Pollution Burden and Population Characteristics, certain tracts score comparatively higher than others. Population Characteristics represent biological traits, health status, or community characteristics that can result in increased vulnerability to pollution. Census tracts located west of Interstate 5 generally have higher overall CalEnviroScreen and Pollution Burden scores than tracts to the east, largely due to greater exposure to particulate matter associated with freeway traffic and proximity to impaired water bodies. Census Tract 6073013205 also scores highly in Population Characteristics, driven in part by elevated rates of asthma, low birth weight, and linguistic isolation.

Figure 3-17 CalEnviroScreen and Pollution Burden



Draft CalEnviroScreen 5.0

Percentile (Puntuación)

High

- > 80 – 90
- > 70 – 80
- > 60 – 70
- > 50 – 60
- > 40 – 50
- > 10 – 20

Low

- Community Plan Boundary
- Census Tracts
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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Table 3-2 CalEnviroScreen and Pollution Burden

Tract	Overall CalEnviroScreen Percentile Range	Pollution Burden Percentile	Population Characteristics Percentile
Tract 6073010103	89.99	82.28	87.3
Tract 6073010104	49.8	43.88	48.81
Tract 6073010110	81.75	73.31	79.74
Tract 6073010109	71.53	61.94	69.64
Tract 6073010112	75.61	54.82	82.72
Tract 6073013205	87.86	76.03	88.76
Tract 6073010107	73.32	69.72	67.08
Tract 6073010106	77.64	51.69	88.29
Tract 6073010004	64.26	46.79	68.29
Tract 6073010010	65.13	33.52	81.75
Tract 6073010001	78.69	74.08	73.01
Tract 6073010011	53.01	32.41	61.76
Tract 6073010003	53.96	59.65	46.35
Tract 6073013308	87.72	87.38	78.77
Tract 6073013206	79.68	57.31	87.91

Data Source: California Communities Environmental Health Screening Tool 5.0 (Draft)

3.12 Sustainability, Equity, Resilience and Conservation Summary

This section summarizes the key information related to sustainability, equity and climate resilience for the Otay Mesa-Nestor planning area presented in this chapter.

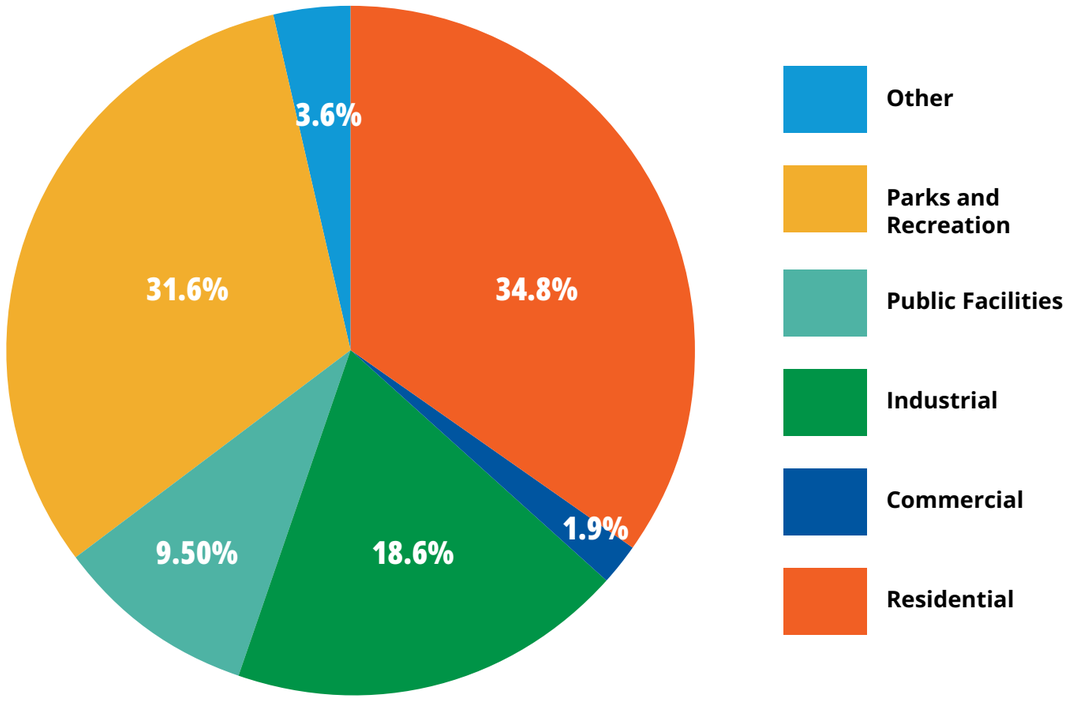
- Residents and employees of Otay Mesa-Nestor **drive less miles for their daily trips** compared to the San Diego regional average.
- Most of the planning area is within a **Transit Priority Area**.
- Most residential areas in Otay Mesa-Nestor are **within walking distance** of an **existing park**.
- Most residences in Otay Mesa-Nestor are located **within a half-mile walking distance of a school**.
- **Access to grocery stores is limited** in the southwestern and northeastern portions of the community, and **access to fitness and recreation centers** is limited throughout much of the planning area.
- Approximately half of Otay Mesa-Nestor is considered **a disadvantaged community**, and more than half of Otay Mesa-Nestor is considered an **Environmental Justice Community**.
- All neighborhoods are categorized as **Low Resource**.
- Although most of the planning area has been extensively developed, the **remaining connected natural landscapes**, mostly along the creeks and waterways of the Otay River Valley, are protected under the City's planned habitat preserve, the **Multi-Habitat Planning Area**.
- Socially vulnerable populations **face disproportionate and unequal risk** to climate change and environmental hazards such as particulate air pollution, **extreme heat** and flooding.
- **Flood risk** is concentrated along the Otay River, Tijuana River, and Nestor Creek, while **wildfire risk** is highest in canyon-adjacent areas designated as Very High Fire Hazard Severity Zones.
- **Extreme heat risk** is high due to lower urban tree canopy and high coverage of impervious surfaces.

04 Land Use and Development

4.1 EXISTING LAND USE

Otay Mesa-Nestor has over 4,500 acres. The breakdown of existing land uses is shown in Table 4-1, while Figure 4-1 summarizes the existing land uses, excluding public rights-of-way and utilities. Housing is the primary existing land use in Otay Mesa-Nestor, covering nearly 35 percent (1,955.7 acres) of the community, closely followed by parks and recreation at almost 32 percent (1,778.3 acres). Industrial land makes up almost 19 percent (1,042.3 acres), public facility uses account for almost 10 percent (533.6 acres), agriculture and vacant developable land take up almost 4 percent (201.7 acres) and commercial land uses account for the remaining 2 percent (108.9 acres), as shown in Table 4-1 and Figure 4-1. The overall pattern of existing land uses across the community is shown in Figure 4-2.

Figure 4-1 Existing Land Use by Acreage

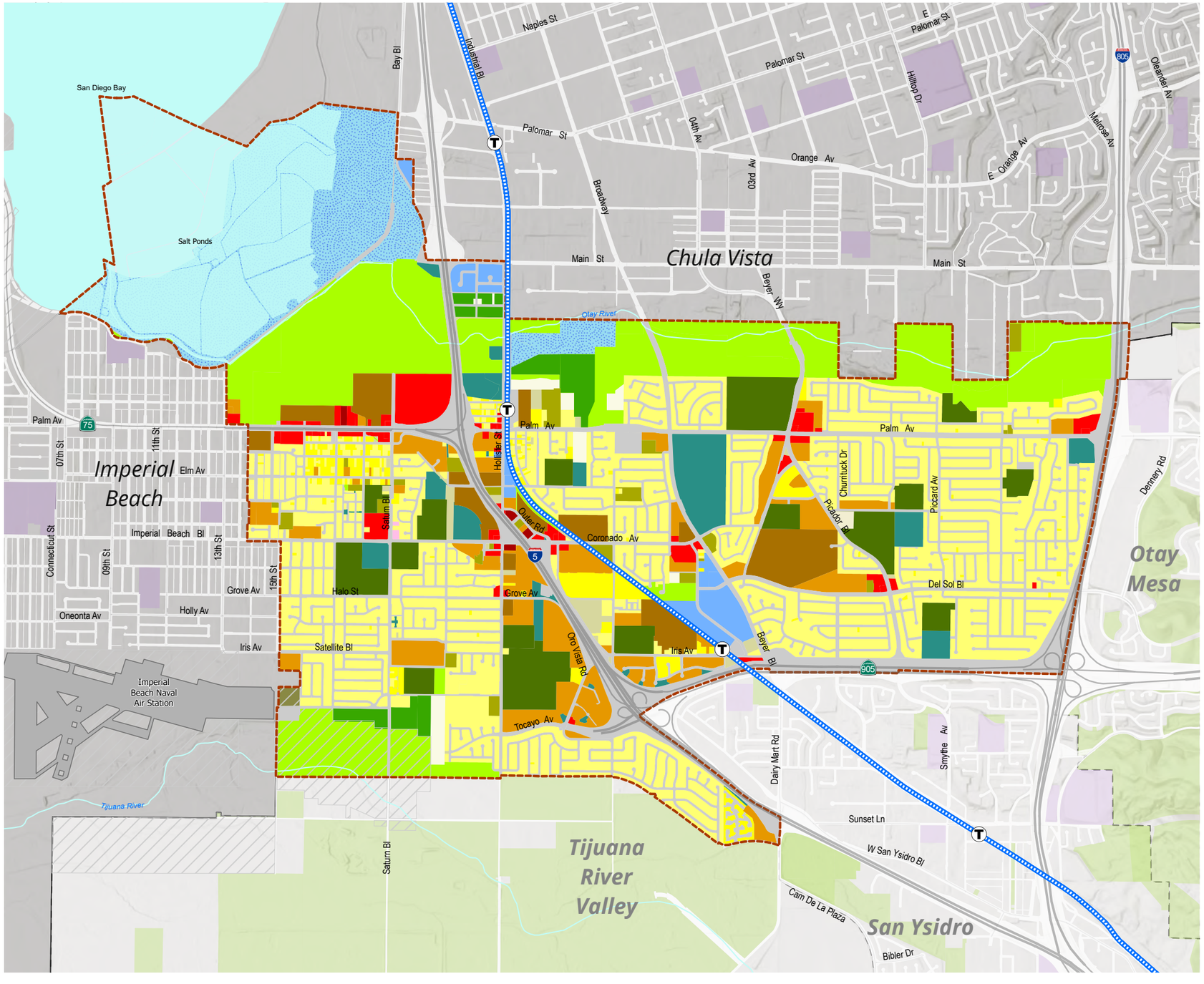


Source: SANDAG (2025)

Table 4-1 Existing Land Use by Acreage

Existing Land Use Categories	Acres	Percentages
RESIDENTIAL	1,955.7	34.8%
Spaced Rural Residential	34.4	0.6%
Single Family Detached	1,357.2	24.1%
Single Family Attached	102.2	1.8%
Multiple Family	289.5	5.2%
Mobile Home Park	172.4	3.1%
COMMERCIAL	108.9	1.9%
Retail, Regional, Wholesale Commercial	103.2	1.8%
Visitor Commercial	4.6	<1%
Office Commercial	1.1	<1%
INDUSTRIAL	1,042.3	18.60%
Light Industry	150.4	2.7%
Extractive Industry	891.9	15.9%
PARKS AND RECREATION	1,778.3	31.6%
Recreation	169.1	3.0%
Open Space Parks	1,609.2	28.6%
PUBLIC FACILITIES	533.6	9.5%
Institutions	76.1	1.4%
Education	276.8	4.9%
Government use	180.7	3.2%
OTHER	201.70	3.6%
Agriculture	138.5	2.5%
Undeveloped	63.2	1.1%
TOTAL	5,620.5	100%

Figure 4-2 Existing Land Use



Existing Land Use 2019

RESIDENTIAL
- Spaced Rural Residential
- Single Family Detached
- Single Family Attached
- Multiple Family
- Mobile Home Park

COMMERCIAL
- Retail, Regional, Wholesale Commercial
- Vistior Commercial
- Office Commercial

INDUSTRIAL
- Light Industry
- Extractive Industry

PARKS AND RECREATION
- Recreation
- Open Space Parks

PUBLIC FACILITIES AND UTILITIES
- Transportation, Communications, Utilities
- Institutions
- Education
- Government use

AGRICULTURE
- Agriculture

UNDEVELOPED
- Undeveloped
- Community Plan Boundary
- Military Use
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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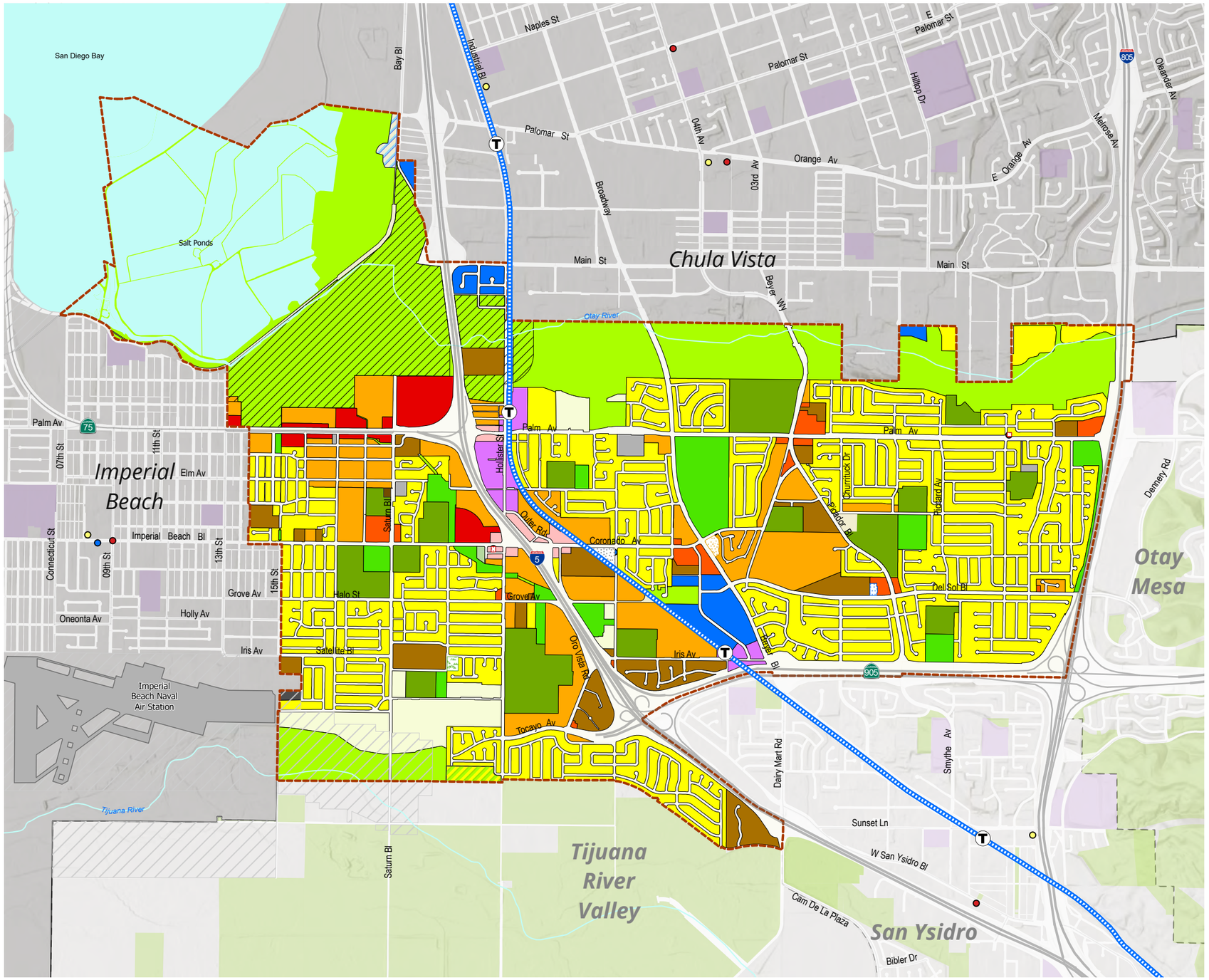
4.2 OTAY MESA-NESTOR COMMUNTIY PLAN

The current Otay Mesa-Nestor Community Plan was adopted in 1997 and has been amended four times. The community plan identifies key issues, goals, and implementation actions for the Otay Mesa-Nestor Community. These include improving how people walk, ride, take transit and drive in the community; balancing housing and jobs with infrastructure needs; providing a balanced mix of residential, commercial, and industrial uses; and supporting economic development, particularly cross-border activity. It also emphasizes the importance of protecting environmental resources, including sensitive habitats and open space, while encouraging well-designed buildings and providing community facilities and services that meet daily needs.

Land Use Designations

The Community Plan land use diagram, shown in Figure 4-3, shows the Plan's land use designations. As shown in Figure 4-3, the majority of the Community is designated for residential use (47 percent) and open space (40 percent), while land designated for commercial uses only accounts for 3 percent, as shown in Figure 4-3 and Figure 4-4. The specific land use designations are described in Table 4-2.

Figure 4-3 Adopted Community Plan Land Uses



1997 Plan Land Uses

- Very Low Density Residential (0-5 DU/Ac)
- Low Density Residential (5-10 DU/Ac)
- Low-Medium Density Residential (10-15 DU/Ac)
- Medium Density Residential (15-30 DU/Ac)
- High Density Residential (45-73 DU/Ac)
- Community Commercial
- Neighborhood Commercial
- Visitor Commercial
- Mixed Use
- Industrial
- Utility
- School
- Park
- Open Space
- Salt Works
- Low Density Res or OS
- Government Facility
- Historical/Institutional
- Cemetery
- Fire Station
- Police Station
- Library
- Post Office
- Special Study Area
- Community Plan Boundary
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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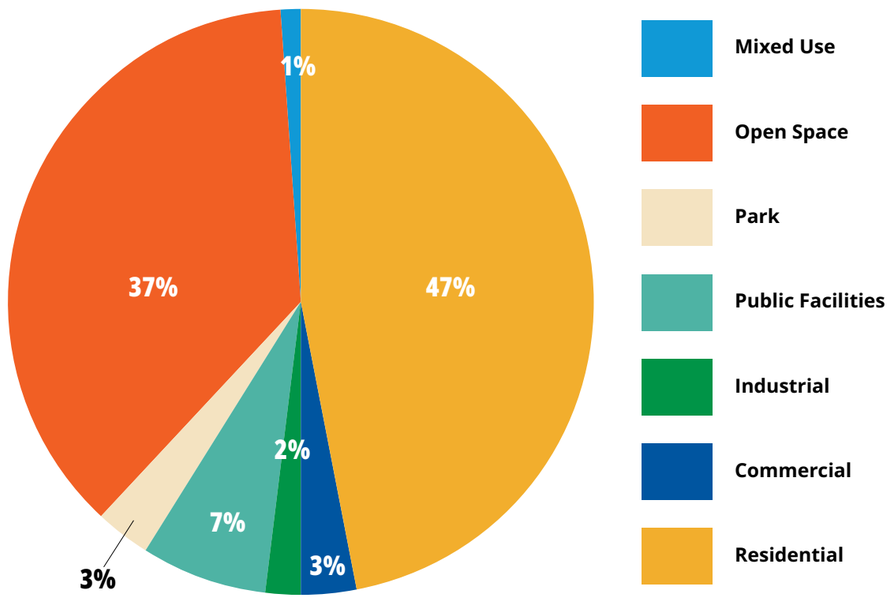
Table 4-2 Adopted Community Plan Land Uses by Acreage

Land Use Designation	Description	Acres	Percentages
RESIDENTIAL		**2,041**	**47%**
Very Low Density Residential (0-5 dwelling units per acre)	This land use designation occurs on the fringes of the river valleys bordering the community and is distinguishable by larger lots.	**132**	**3%**
Low Density Residential (5-10 dwelling units per acre)	This land use designation is characterized by low-density housing typified by conventional single-family homes.	**1,319**	**30%**
Low Medium Density Residential (10-15 dwelling units per acre)	This land use designation is characterized by lower-intensity multifamily housing, such as duplexes, as well as mobile home parks.	**409**	**9%**
Medium Density Residential (15-30 dwelling units per acre)	This land use designation is characterized by medium-low intensity multifamily housing, such as garden apartments, stacked flats and walk-up apartments, some with surface parking or tuck-under parking.	**180**	**4%**
High Density Residential (45-73 dwelling units per acre)	This is the highest density land use designation in the community and is located on a single 0.8 acre parcel along Saturn Boulevard. This density supports compact medium-intensity housing. Development typically includes common areas and parking is typically a mix of shared garages and/or surface parking.	**1**	**<1%**
COMMERCIAL		**132**	**3%**
Community Commercial	Provides a wide variety of everyday goods and services including retail, professional, financial, and repair services, and recreational facilities typically in a strip mall or shopping center.	**69**	**2%**
Neighborhood Commercial	Provides a range of everyday goods and services for people living nearby, such as personal and repair services usually on individual sites or in small shopping centers.	**45**	**1%**
Visitor Commercial	Provides places for visitors and locals to enjoy recreation, entertainment, shopping, and hotels, generally located near freeways or major streets.	**18**	**<1%**
MIXED-USE	Provides a mix of everyday goods and services, including retail, offices, dining, and recreation, with some residential uses in a walkable, transit-friendly setting. Land designated for mixed-use is located near the two trolley stations.	**41**	**1%**
INDUSTRIAL	Supports a range of light industrial, manufacturing, research, storage, distribution, and transportation uses, along with multi-tenant industrial spaces and corporate offices.	**74**	**2%**
	Industrial	**67**	**2%**
	Salt Works	**7**	**<1%**
PUBLIC FACILITIES	Provides spaces for public services and community needs, including schools, government and civic facilities, libraries, public safety, utilities, cemeteries, and other community-serving uses.	**305**	**7%**
	Schools	**279**	**6%**
	Government Facility	**3**	**<1%**
	Historical/Institutional	**2**	**<1%**
	Cemetery	**2**	**<1%**
	Fire Station	**1**	**<1%**

Table 4-2 Adopted Community Plan Land Uses by Acreage - continued:

Land Use Designation	Description	Acres	Percentages
	Police Station	**3**	**<1%**
	Library	**2**	**<1%**
	Post-Office	**1**	**<1%**
	Utility	**12**	**<1%**
PARK	Provides spaces for recreation, relaxation, and community activities.	**152**	**3%**
OPEN SPACE	Preserves natural, scenic, and culturally important areas, with opportunities for passive recreation, conservation, and open space.	**1629**	**37%**
TOTAL		**4,374**	**100%**

Figure 4-4 Adopted Community Plan Land Uses Summary



Source: City of San Diego



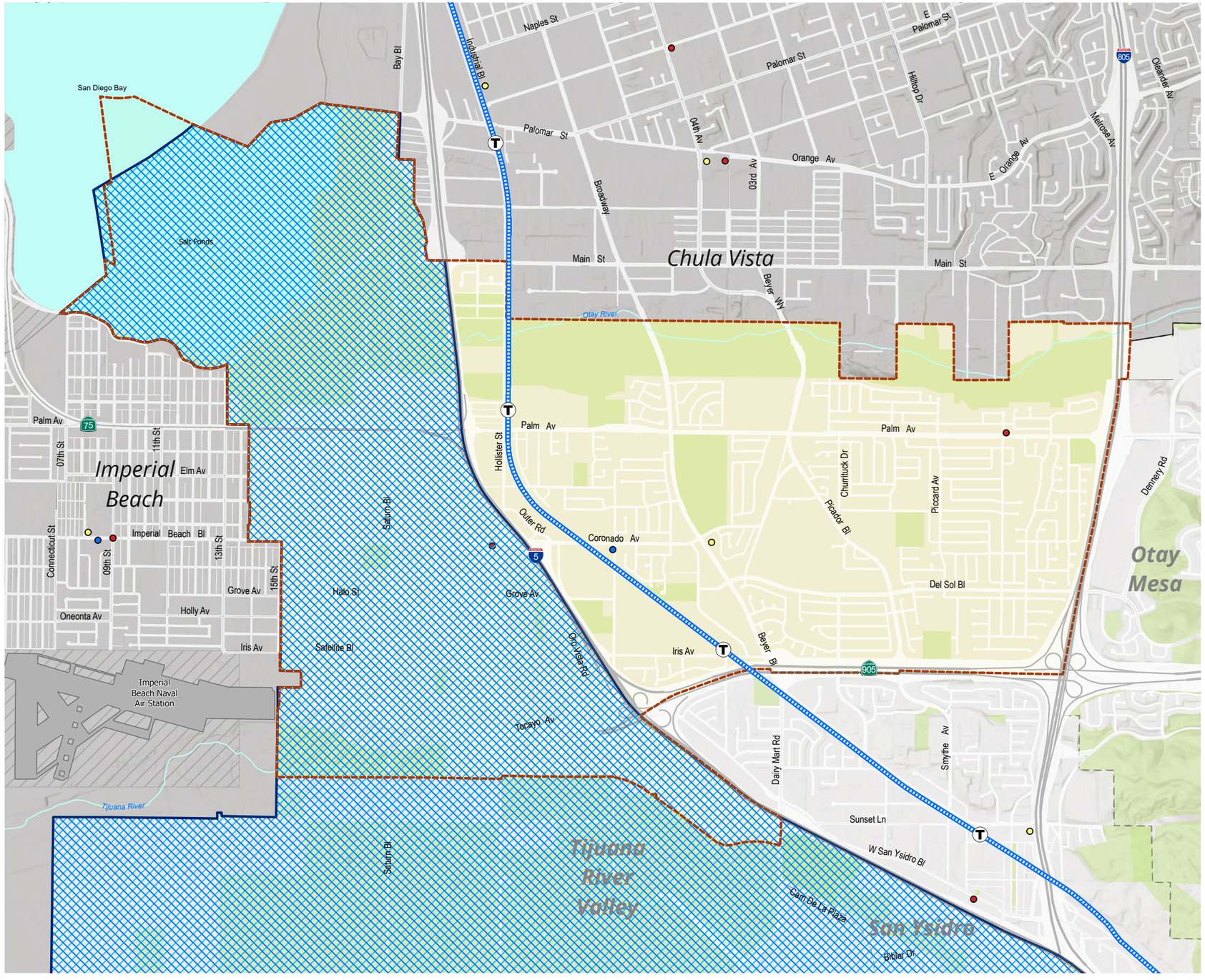
ZONING

Every land use designation listed in Table 4-2 is matched with a zone in the San Diego Municipal Code. The zoning is intended to implement the community plan's vision and policies by setting requirements that address things like allowed uses, how many homes can be built, the size and height of a building, or how far a building needs be set back from a street.

Beyond the standard zoning rules, some areas have "overlay zones" that apply additional requirements. The western part of Otay Mesa-Nestor is within the voter-enacted Coastal Height Limit Overlay Zone, which restricts all buildings to 30 feet or less, as shown in Figure 4-5. Lower height limits can serve as significant barriers to property development.

Consistent with the land use designations, most of the current zoning in Otay Mesa-Nestor is residential. The current zoning designations in Otay Mesa-Nestor are shown in Figure 4-6 and described in Table 4-3. Please refer to the official City of San Diego Official Zoning Map and Municipal Code for further information.

Figure 4-5 Coastal Height Limitation Overlay Zone



- Coastal Height Limitation Overlay Zone
- Community Plan Boundary
- Park or Open Space
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop

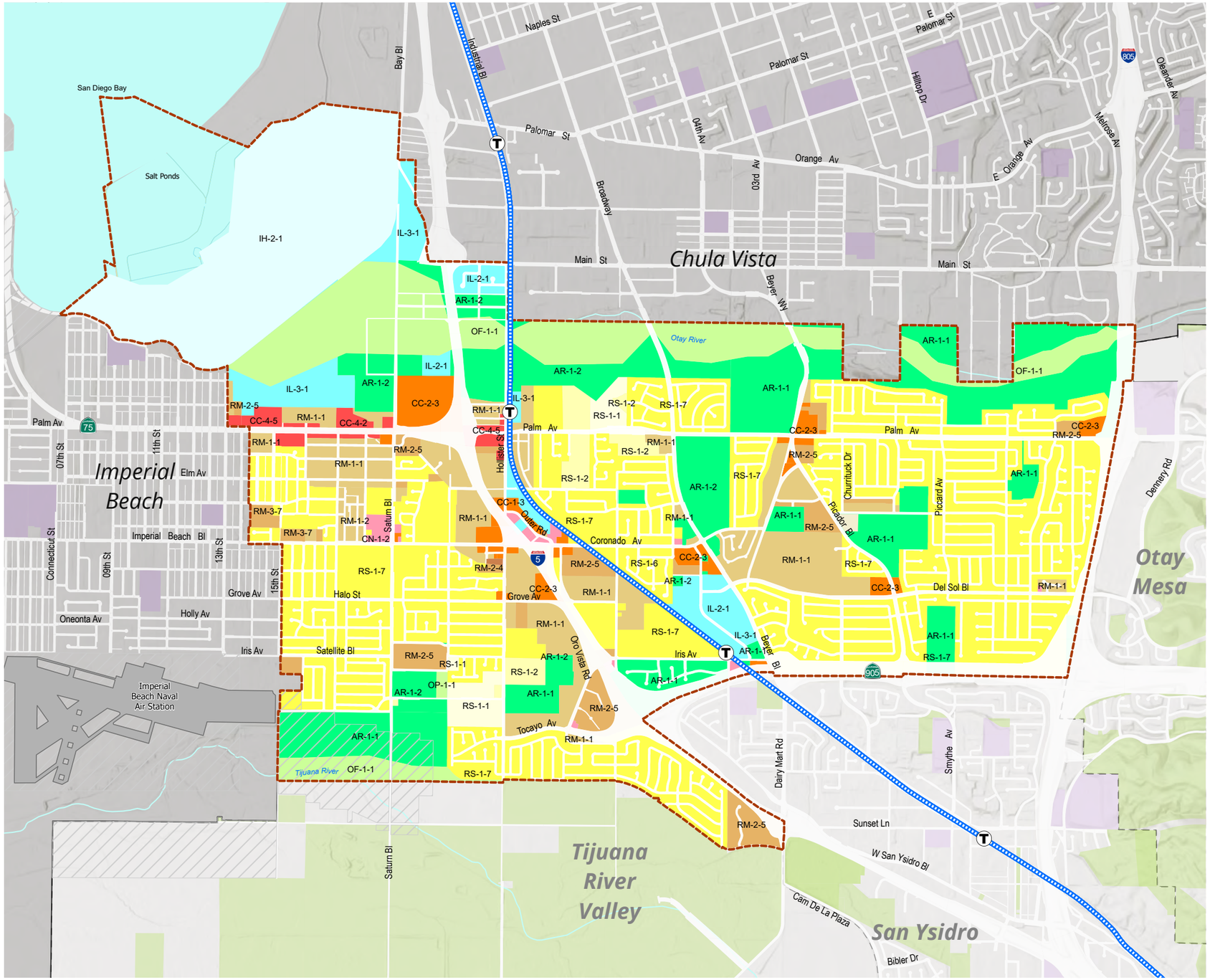
For illustrative purposes only.
Refer to the City of San Diego's online zoning map for the official zoning map.

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Source: City of San Diego, SanGIS, SANDAG

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Figure 4-6 Zoning



Current Zoning

- AR-1-1
- AR-1-2
- CC-1-3
- CC-2-1
- CC-2-3
- CC-4-2
- CC-4-5
- CN-1-2
- CO-1-2
- CV-1-1
- IH-2-1
- IL-2-1
- IL-3-1
- OF-1-1
- OP-1-1
- RM-1-1
- RM-1-2
- RM-2-4
- RM-2-5
- RM-3-7
- RM-4-10
- RM-5-12
- RS-1-1
- RS-1-2
- RS-1-3
- RS-1-5
- RS-1-6
- RS-1-7
- Community Plan Boundary
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

For illustrative purposes only. Refer to the City of San Diego's online zoning map for the official zoning map.

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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Table 4-3 Existing Zoning Designations

Zone	Description	Maximum Allowed Residential Density (dwelling units per acre)	Maximum Floor Area Ratio	Maximum Building Height
AGRICULTURE				
AR-1-1	Allows for agricultural uses and low-density homes on lots of at least 10 acres.	**0.1**	**--**	**30**
AR-1-2	Allows for agricultural uses and low-density homes on lots of at least 1 acre.	**1**	**--**	**30**
COMMERCIAL				
CC-1-3	Allows for a mix of community-serving commercial uses and residential uses designed for people arriving by car.	**29**	**0.75**	**45**
CC-2-1	Allows for a mix of community-serving commercial uses and residential uses, typically with strip malls or shopping centers.	**29**	**0.75**	**30**
CC-2-3	Allows for a mix of community-serving commercial uses and limited residential uses, designed for people arriving by car.	**29**	**0.75**	**45**
CC-4-2	Allows for a mix of high-intensity commercial uses and residential uses, typically with strip malls or shopping centers.	**29**	**2.0**	**60**
CC-4-5	Allows for a mix of high-intensity commercial uses and residential uses designed for people walking.	**29**	**2.0**	**100**
CN-1-2	Allows for residential uses with limited convenient retail and personal service uses, designed for people arriving by car.	**29**	**1.0**	**30**
CO-1-2	Allows for a mix of office and residential uses that serve as an employment center.	**29**	**1.5**	**60**
CV-1-1	Allows for a mix of hotels, dining, recreation, visitor attractions for tourists and residential uses.	**29**	**2.0**	**60**
INDUSTRIAL				
IH-2-1	Allows for large-scale manufacturing industrial uses with some office uses.	**--**	**2.0**	**--**
IL-2-1	Allows for a wide range of manufacturing and distribution industrial uses mixed with office and limited commercial uses.	**--**	**2.0**	**--**
IL-3-1	Allows for a wide range of manufacturing and distribution industrial uses mixed with office, and commercial uses.	**--**	**2.0**	**--**
OPEN SPACE				
OF-1-1	Allows for limited development within floodplains that will not create a dangerous condition or impede the flow of flood waters.	**--**	**--**	**--**
OP-1-1	Allows for active parks.	**--**	**--**	**--**

Table 4-3 Existing Zoning Designations - continued:

Zone	Description	Maximum Allowed Residential Density DU/AC	Maximum Floor Area Ratio	Maximum Building Height
RESIDENTIAL				
RM-1-1	Allows for lower-density multifamily housing designed to look and feel like a single-family neighborhood.	15	0.75-1.25	30
RM-1-2	Allows for lower-density multifamily housing designed to look and feel like a single-family neighborhood.	17	0.90- 1.25	30
RM-2-4	Allows for medium-density multifamily housing.	25	1.20- 1.25	40
RM-2-5	Allows for medium-density multifamily housing.	29	1.35	30
RM-3-7	Allows for medium-density multifamily housing with limited commercial uses.	44	1.8	40
RM-4-10	Allows for high-density multifamily housing in an urban setting with limited commercial uses.	109	3.6	-
RM-5-12	Allows for hotels or medium-density multifamily housing.	44	1.8	-
RS-1-1	Allows for single-family homes on lots of at least 40,000 sf.	1	0.45	24/30
RS-1-2	Allows for single-family homes on lots of at least 20,000 sf.	2	varies	24/30
RS-1-3	Allows for single-family homes on lots of at least 15,000 sf.	3	varies	24/30
RS-1-5	Allows for single-family homes on lots of at least 8,000 sf.	5	varies	24/30
RS-1-6	Allows for single-family homes on lots of at least 6,000 sf.	7	varies	24/30
RS-1-7	Allows for single-family homes on lots of at least 5,000 sf.	9	varies	24/30

4.3 EXISTING DENSITY AND INTENSITY

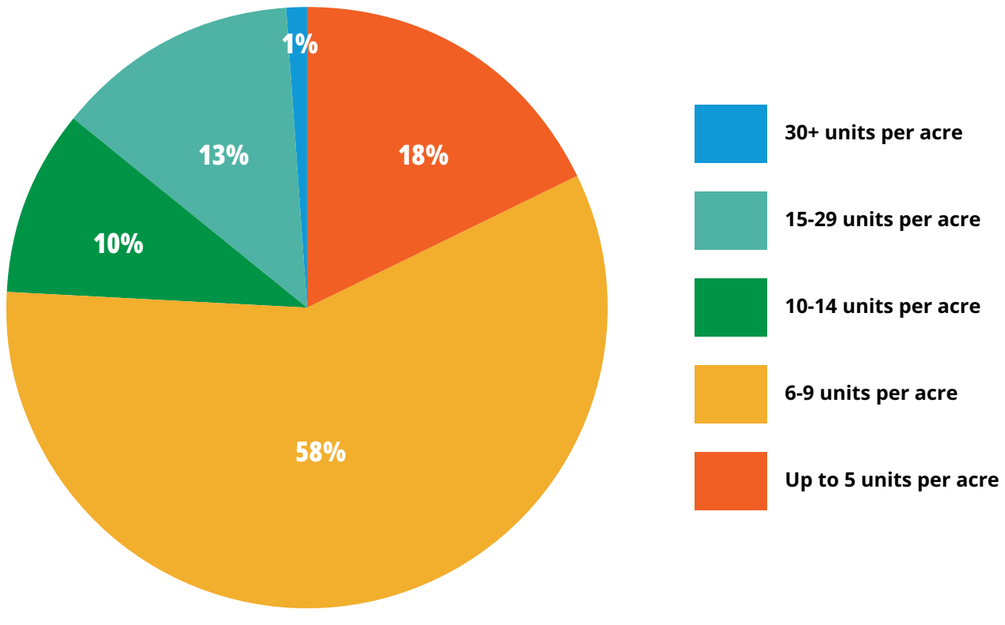
Residential Density (Homes Per Acre)

The breakdown of existing residential density by total residential land (acres) in Otay Mesa-Nestor is shown in Figure 4-7 and Table 4-4; the share of homes in the community at each density range relative to the total share of homes is shown in Table 4-4. The locations of existing residential density are shown in Figure 4-8.
The residential share of residential land and total homes is further broken down between single family homes and multi-family homes below:

- **Single-Family homes account for 73 percent of all residential land and 53 percent of all homes**
  - ◊ 1 to 5 homes per acre or less – 18 percent of all residential land and 5 percent of all homes
  - ◊ 6 to 9 homes per acre – 58 percent of all residential land and 48 percent of all homes
- **Multi-Family homes account for 24 percent of all residential land and 47 percent of all homes**
  - ◊ 10 to 14 homes per acre – 10 percent of all residential land and 14 percent of all homes
  - ◊ 15 to 29 homes per acre – 13 percent of all residential land and 29 percent of all homes
  - ◊ 30 or more homes per acre – 1 percent of all residential land and 4 percent of all homes

Overall, Otay Mesa-Nestor has an average housing density of about 9 homes per acre: the average density of single family homes is 6.4 homes per acre and the average density for multi-family homes is 17.4 homes per acre.

Figure 4-7 Existing Residential Density

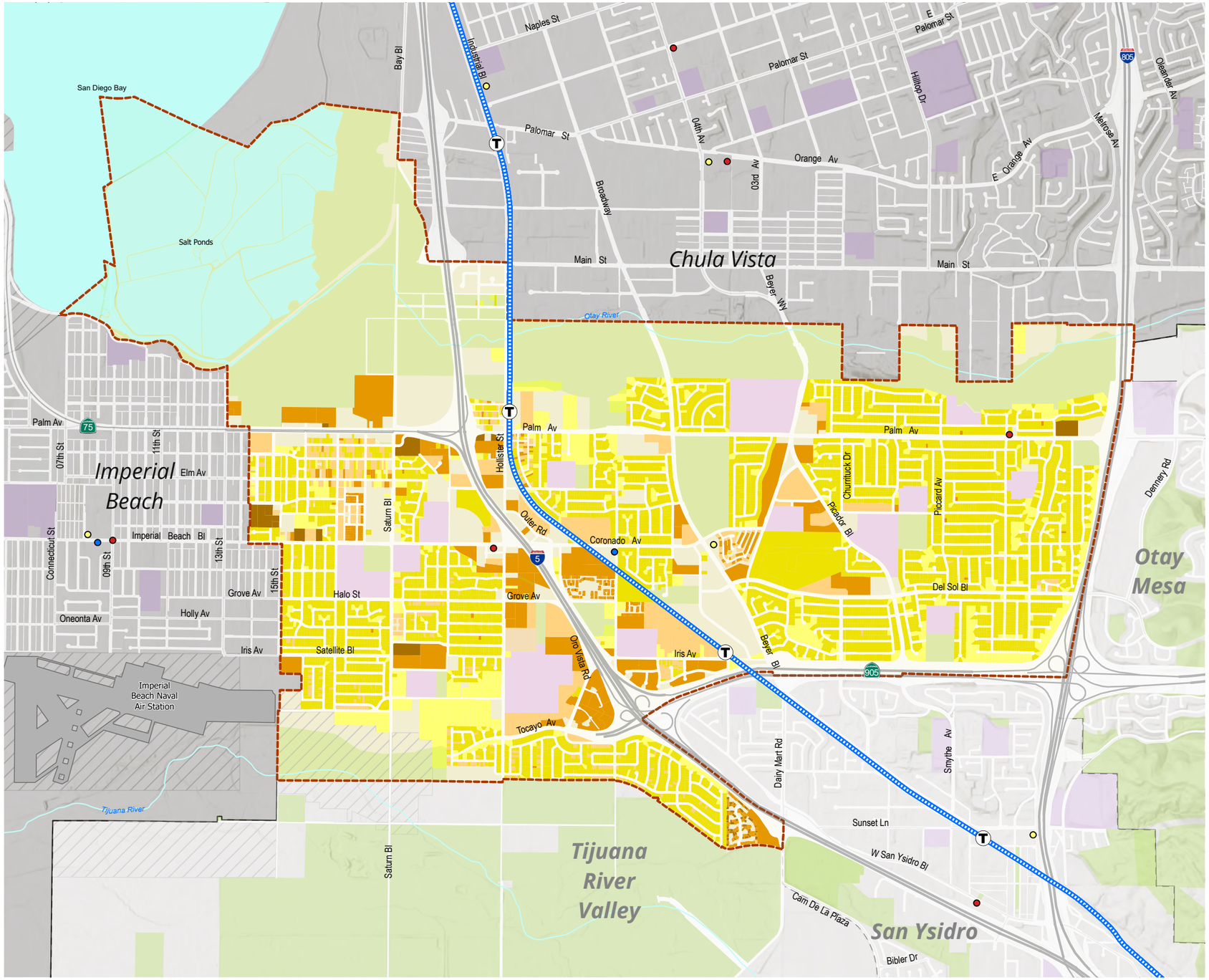


Source: City of San Diego

Table 4-4 Residential Land and Homes by Density Range

Density Range	Total Acres	Share of Residential Acres	Total Homes	Share of Total Homes
SINGLE FAMILY HOMES				
Up to 5 Homes per Acre	**338**	**18%**	**929**	**5%**
6 to 9 Homes per Acre	**1,133**	**58%**	**8,433**	**48%**
Subtotal	**1,471**	**76%**	**9,362**	**53%**
MULTI-FAMILY HOMES				
10 to 14 Homes per Acre	196	**10%**	**2,399**	**14%**
15 to 29 Homes per Acre	258	**13%**	**5,176**	**29%**
30 or More Homes per Acre	*20*	**1%**	**669**	**4%**
Subtotal	**474**	**24%**	**8,244**	**47%**
Total	**1,945**		**17,606**	

Figure 4-8 Existing Residential Density



Residential Density

- Up to 5 units per acre
- 6-9 units per acre
- 10-14 units per acre
- 15-29 units per acre
- Over 30 units per acre
- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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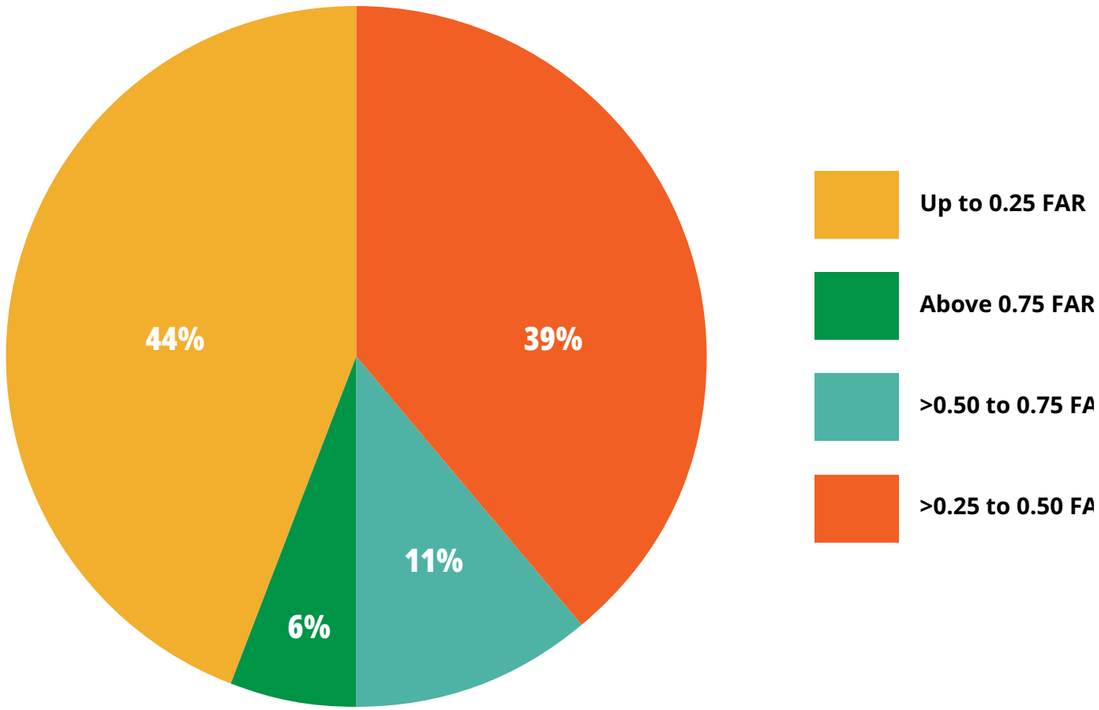
Non-Residential Floor Area Ratio

Floor Area Ratio (FAR) compares the total floor area of a building to the size of the property it is built on. For example, an FAR of 2.0 means the building square footage is equal to twice the area of the property. The breakdown of existing FARs) by acre in Otay Mesa-Nestor is shown in Figure 4-9. The location of existing non-residential FAR is shown in Figure 4-10. The median FAR in Otay Mesa-Nestor is 0.32. There is no non-residential land with an FAR greater than 1.2.

Table 4-5 Non-Residential Floor Area Ratio

FAR	Percentage
up to 0.25 FAR	43.6%
0.26 FAR and 0.50 FAR	39.4%
0.51 FAR and 0.75 FAR	10.6%
0.76 FAR and 1.2 FAR	6.4%

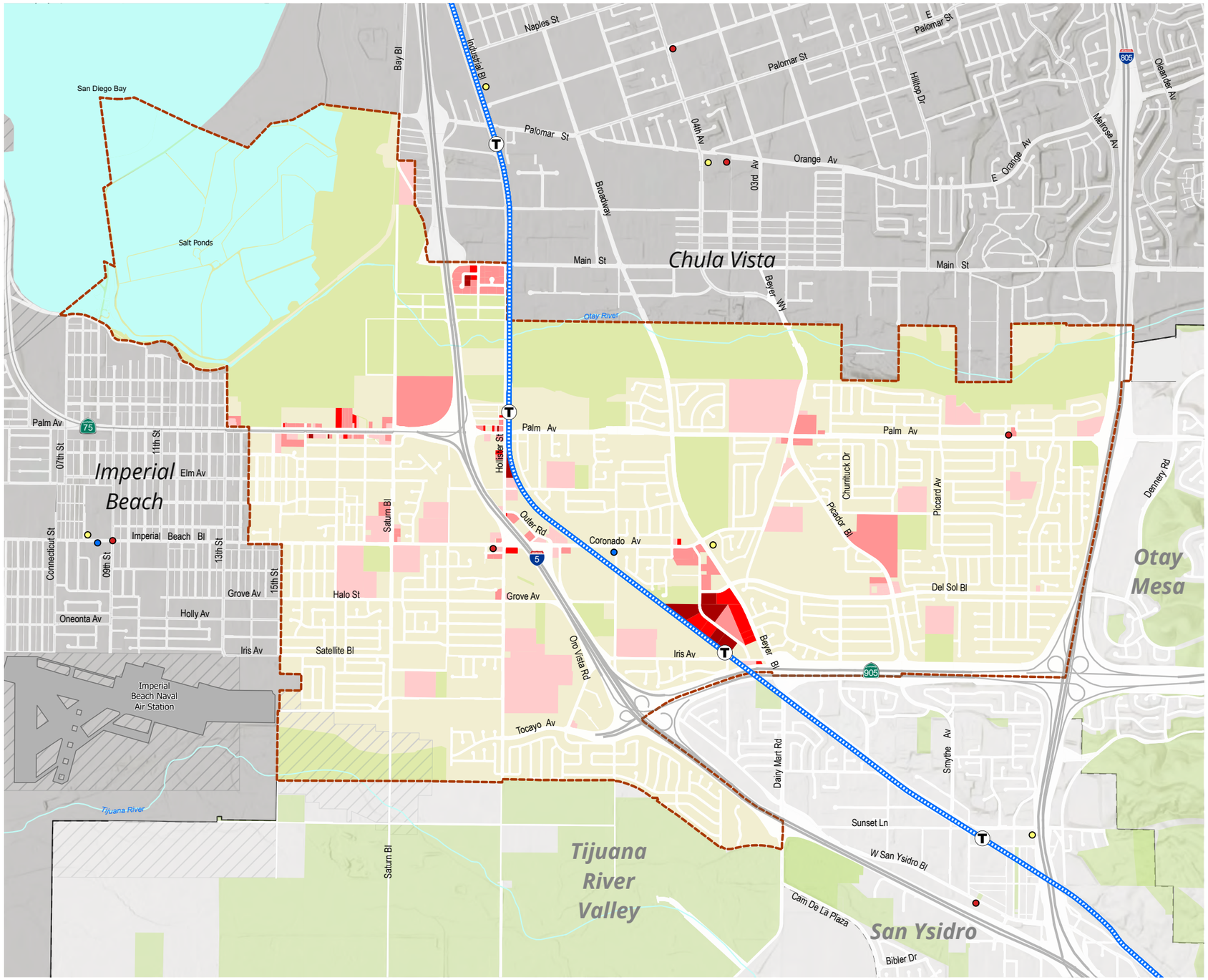
Figure 4-9 Non-Residential Floor Area Ratio



Source: City of San Diego



Figure 4-10 Non-Residential Floor Area Ratio



Floor Area Ratio (FAR)

- Up to 0.25 FAR
- > 0.25 to 0.50 FAR
- > 0.50 to 0.75 FAR
- Above 0.75 FAR
- Community Plan Boundary
- Park or Open Space
- Military Use
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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4.4 COMMERCIAL, BUSINESS AND EMPLOYMENT

Commercial uses which include retail, regional, wholesale, visitor and office commercial account for around 1.9 percent of the land use in Otay Mesa-Nestor as shown in Figure 4-1. Commercial uses are mostly located along major corridors like Palm Avenue and Coronado Avenue, particular at intersections with major streets like Saturn Boulevard, Hollister Street and Byer Boulevard and near freeways as shown in Figure 4-11.

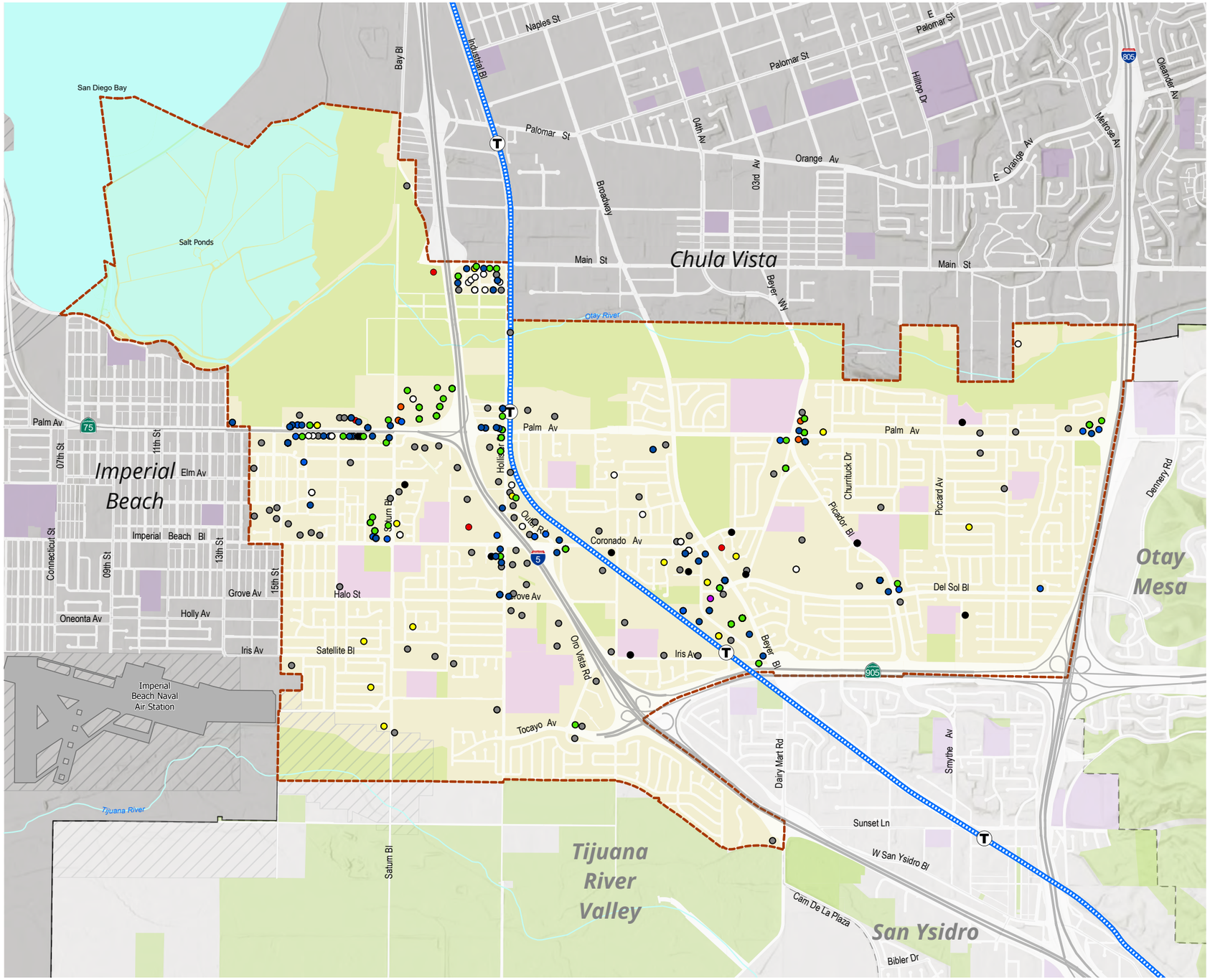
As of 2023, Otay Mesa-Nestor provided about 6,300 jobs with most centered around Palm Avenue, freeways, and the Iris Avenue Transit Center, as shown on (Figure 4-10). Table 4-4 shows industry sectors in Otay Mesa-Nestor and the number of jobs within each industry sector and the relative share of each industry's jobs to the total within Otay Mesa-Nestor. Over half of all jobs in the Community are in retail (27 percent) or education and health care (26.8 percent) followed by accommodation and food services (11.3 percent), and professional, scientific, information and technical services (2.4 percent).

Table 4-6 Employment Profile (2023)

Industry Sector	Count	Share
Agriculture, Forestry, Fishing and Hunting	56	0.9%
Mining, Quarrying and Oil and Gas Extraction	5	0.1%
Utilities	0	0.0%
Construction	513	8.1%
Manufacturing	365	5.8%
Wholesale Trade	461	7.3%
Retail Trade	1,244	19.7%
Transportation and Warehousing	204	3.2%
Information	39	0.6%
Finance and Insurance	124	2.0%
Real Estate and Rental and Leasing	100	1.6%
Professional, Scientific and Technical Services	150	2.4%
Management of Companies and Enterprises	1	0.0%
Administrative and Support and Waste Management and Remediation Services	280	4.4%
Educational Services	47	0.7%
Health Care and Social Assistance	1,648	26.1%
Arts, Entertainment and Recreation	9	0.1%
Accommodation and Food Services	713	11.3%
Other Services (excluding Public Administration)	348	5.5%
Public Administration	0	0.0%
Total	**6,307**	**100%**

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (2023)

Figure 4-11 Location of Jobs



Location of Jobs

- Arts, Entertainment, Recreation
- Educational Services
- Financial Services
- Food Services
- Medical and Healthcare Services
- Professional Services
- Public Agency
- Retail
- Vehicle Services
- Other
- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

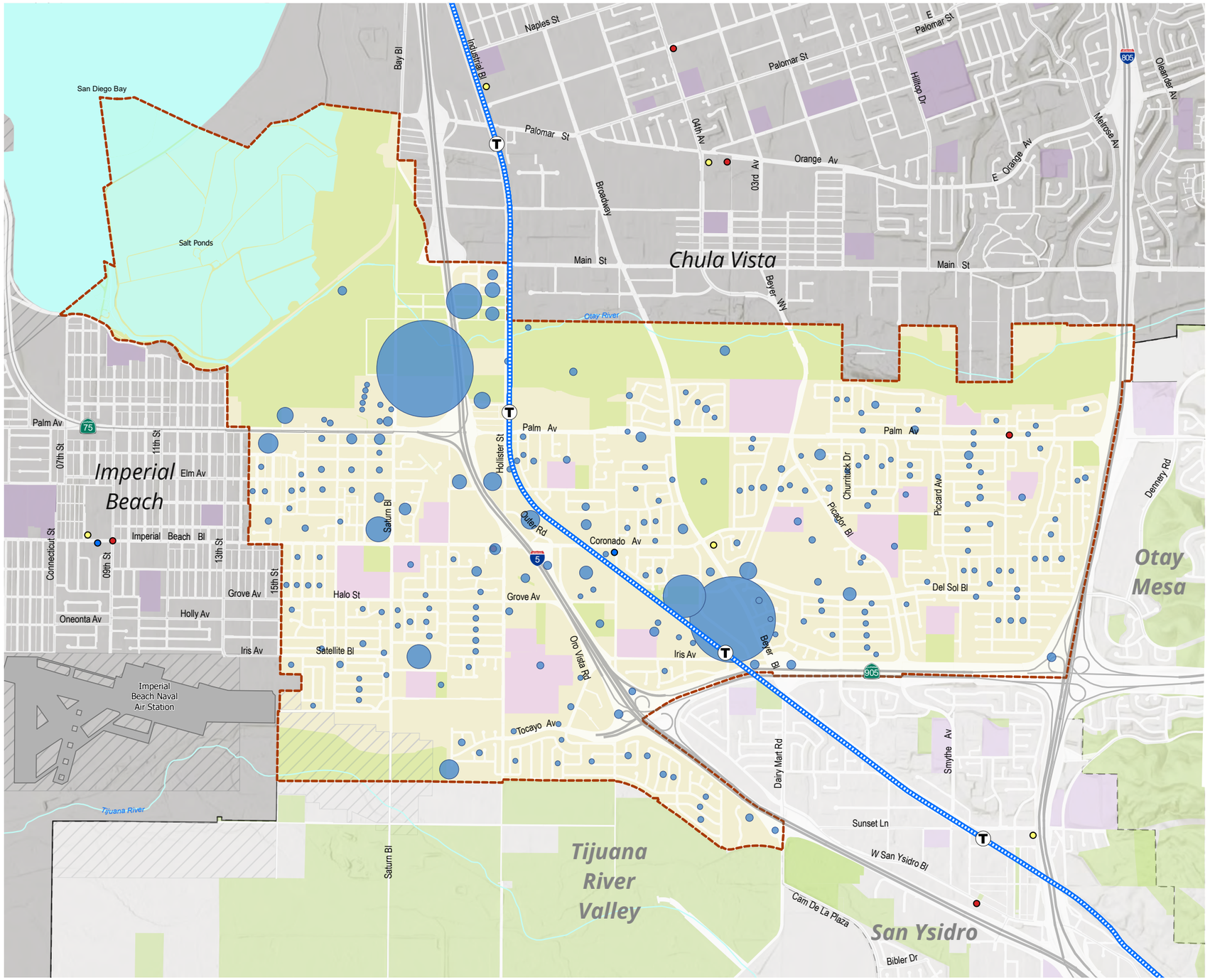
Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

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Figure 4-12 Jobs



Total Number of Jobs (OnTheMap 2023)

- 1
- 10
- 50
- 100
- 1,000

- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Police Station
- Library
- Fire Station
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

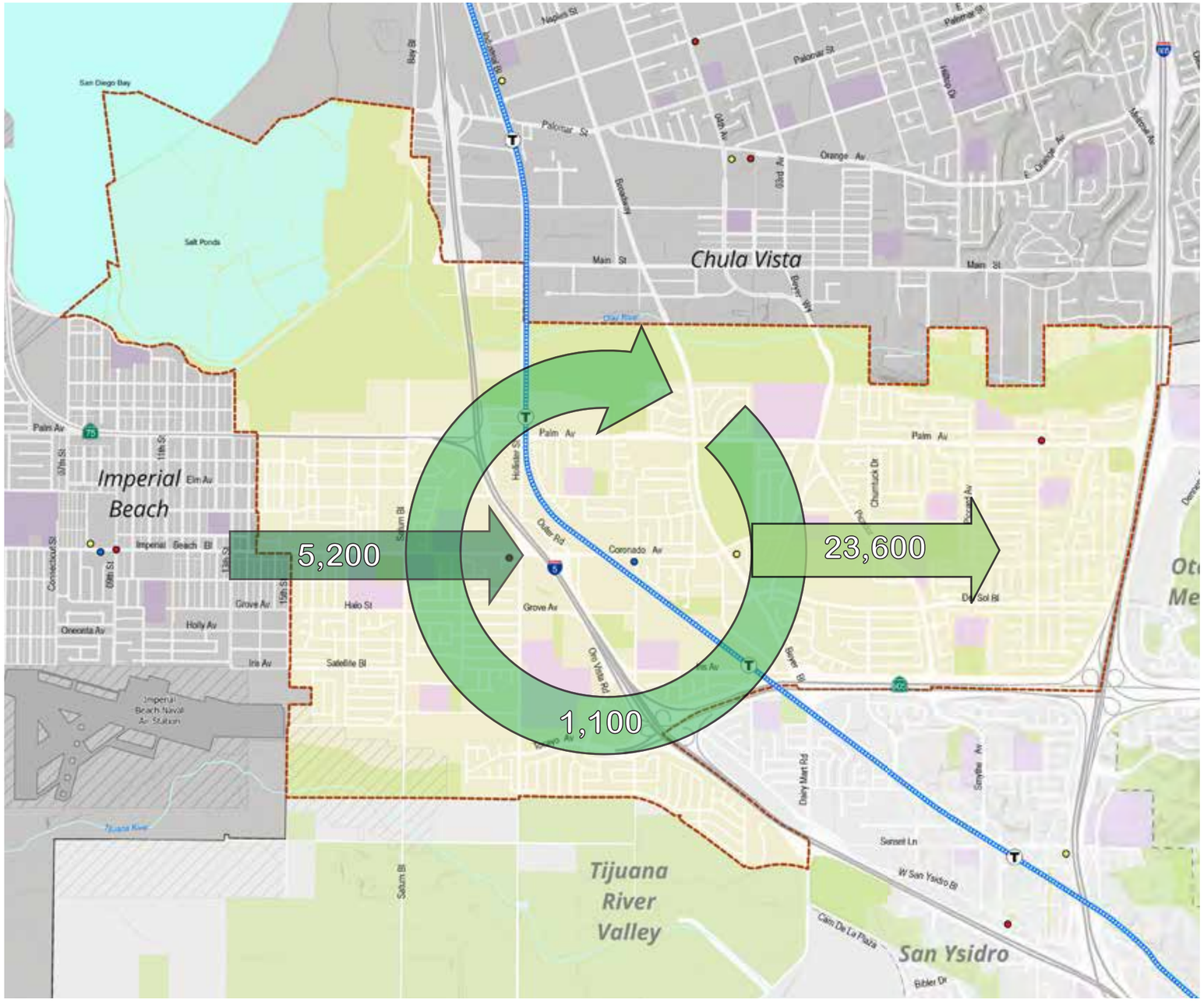
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4.5 BALANCE OF HOMES, JOBS AND COMMUTES

A healthy balance of homes and jobs allows people the chance to live near where they work and supports shorter commutes and opportunities for some people to commute without a car, which can save time and money. There are less jobs in Otay Mesa-Nestor than homes: for every home in Otay Mesa-Nestor, there are 0.4 jobs; citywide, there are 1.5 jobs for every home – substantially more jobs per home.

People in Otay Mesa-Nestor commute to jobs outside of the community at a very high rate. Out of the approximately 6,300 jobs in Otay Mesa-Nestor, only approximately 1,120 workers live and work within the community (only 18 percent), as shown in Figure 4-13. The remaining 82 percent of the jobs in Otay Mesa-Nestor (approximately 5,190) are held by workers who commute from somewhere else. The rest of the working population who live in Otay Mesa-Nestor (23,620 people) commute to work outside of the community.

Figure 4-13 Commuter Inflow/Outflow



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (2023)

4.6 LAND USE AND DEVELOPMENT SUMMARY

This section summarizes the key information related to land use for the Otay Mesa-Nestor planning area presented in this chapter.

- **Residential use is the most prominent** existing land use in Otay Mesa-Nestor, occupying 1,933 acres.
- Around **9.5 acres of land are vacant and developable** in Otay Mesa-Nestor.
- The current Otay Mesa-Nestor Community Plan was adopted in 1997 and has been **amended four times** in 2014, 2023, and twice in 2024.
- The adopted community plan designates **a majority** of land for either **residential (47.0 percent) or open space (37 percent)**.
- **58 percent of residential land in Otay Mesa-Nestor** has a density of **6 to 9 homes** per acre.
- Approximately 27 percent of jobs within Otay Mesa-Nestor are in **education and health care**.
- Approximately **17 percent of the total jobs** in Otay Mesa-Nestor are **held by workers** who commute into Otay Mesa-Nestor while **23,620 workers commute out** of Otay Mesa-Nestor.


Service Alert:
BLUE
TO AMERICA PLAZA
NOW
UC San Diego
Blue Line
To
America
Plaza/
UTC
Palm Avenue
5006
BLUE LINE
4048
DOWNTOWN SD
health.ucsd.edu

05 Mobility



5.1 OVERVIEW

This chapter describes the existing transportation system in Otay Mesa-Nestor for pedestrians, bicycles, transit riders, and cars. The section also highlights transportation improvements and safety.

5.2 PEDESTRIAN WALKABILITY

Walking in Otay Mesa-Nestor is influenced by the size of blocks and location in the community. Walking is easier on flat and continuous sidewalks to neighborhood destinations like grocery stores, schools, parks, recreation centers, the library, and transit stops. Walking is more difficult in areas that lack complete sidewalks or where people must walk longer distances to reach destinations. Interstate-5, Interstate-805, State Route-905, and the rail corridor disrupt the community's street network, which makes it harder for people to walk to destinations and between neighborhoods.

The existing sidewalk network and locations with missing sidewalks within Otay Mesa-Nestor are shown in Figure 5-1. Missing sidewalks are concentrated in the western area of Otay Mesa-Nestor and in areas adjacent to the rail corridor, where sidewalk gaps and unpaved streets constrain walking. Despite these gaps, the Community's sidewalk network generally provides connections to neighborhood destinations. As discussed in Chapter 3, most neighborhoods are within a 5-, 10-, and 15-minute walk of many community facilities.

5.3 BICYCLE

Bikeways are planned and constructed by the City to implement the City's Bicycle Master Plan, while regional bikeways are planned and constructed by the San Diego Association of Governments (SANDAG).

EXISTING BIKEWAY NETWORK

Bikeways are classified based on the level of protection they offer to bike riders. The existing bike network in Otay Mesa-Nestor consists primarily of Class II bikeways, with some Class I and Class III bikeways, as shown in Figure 5-3. A brief description of each bikeway class is provided below.

Class I - Bike Path

Bike paths, also known as shared-use or multi-use paths, are paved, off-street paths completely separated from cars for people bicycling and walking/rolling.

Class II - Bike Lane

Bike lanes are on-street striped lanes with markings and signage for one-way bike travel, adjacent to car lanes. They are often enhanced with painted buffers.

Class III - Bike Route

Bike routes provide shared use with cars within the same travel lane and are marked with shared lane markings ("sharrows") and signage.

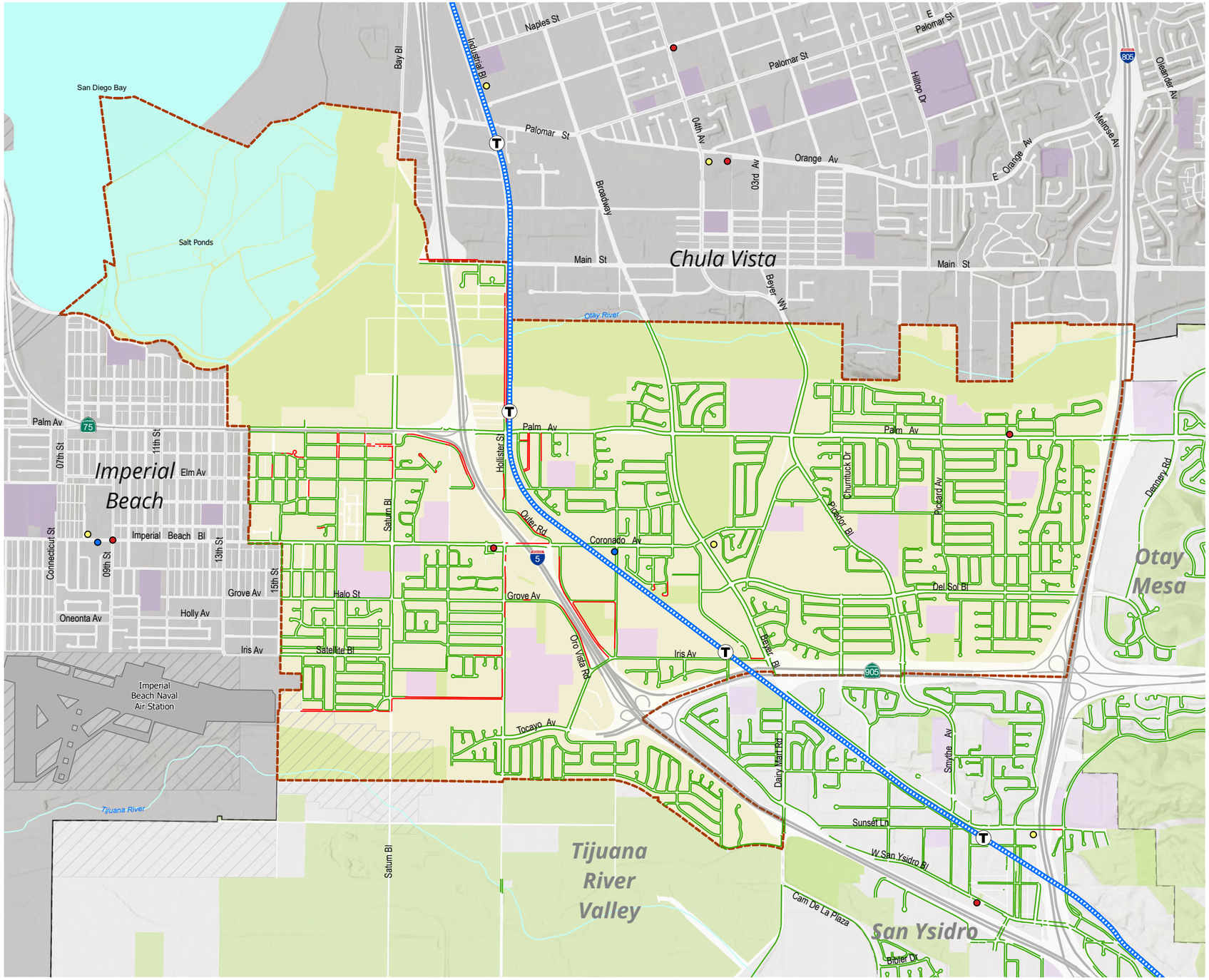
Bicycle Boulevard – Class III Enhanced

Enhanced Bike Routes, or bicycle boulevards, are bikeways with additional features that facilitate safe bike travel, such as traffic calming features including speed humps and diverters to slow cars.

Class IV - Separated Bikeway

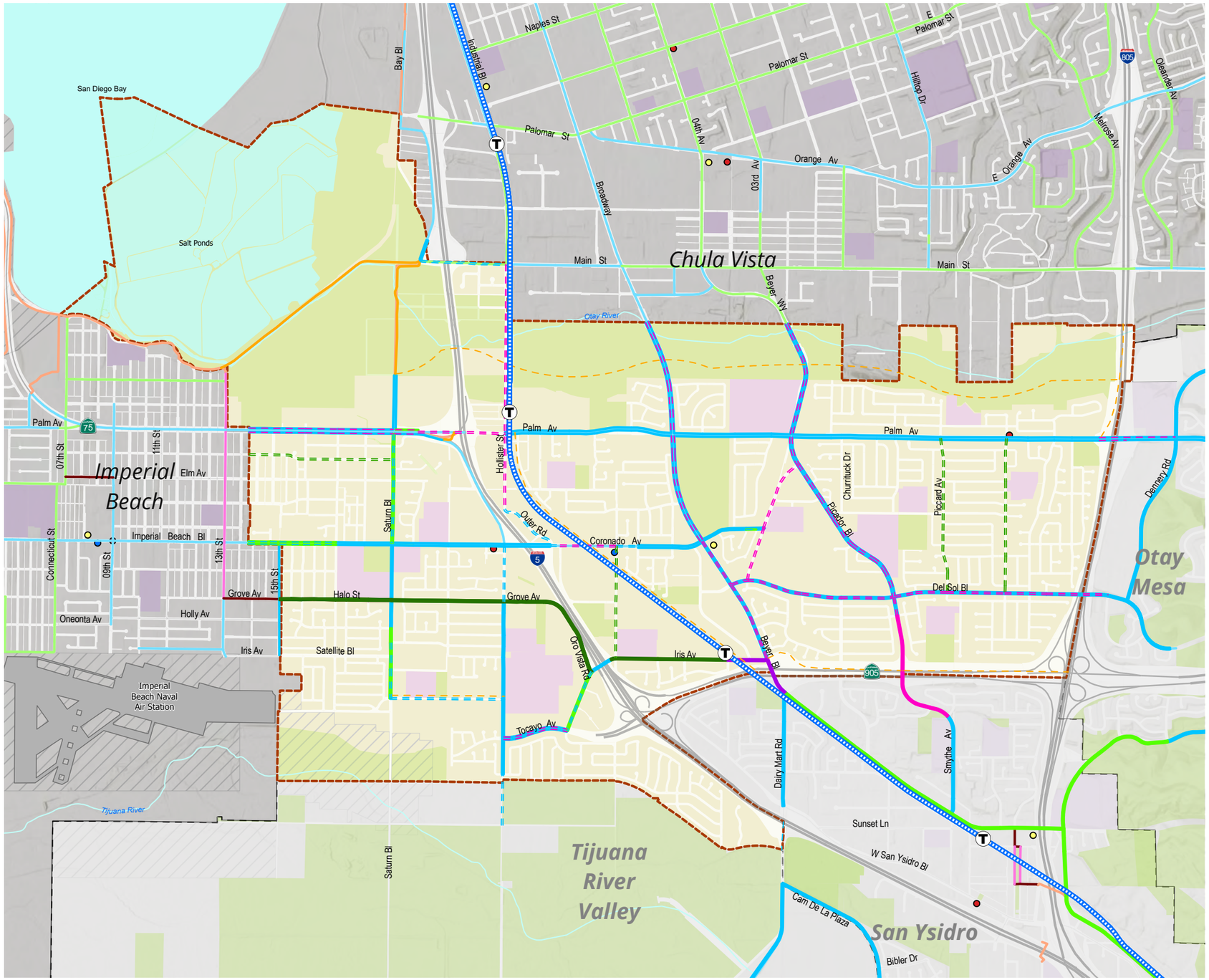
Separated bikeways, also known as cycle tracks, are on-street bikeways that provide physical barriers from car traffic, like flex posts, concrete curbs, parking, or bollards. They may be constructed at street or sidewalk level and can be designed for one-way or two-way bicycle travel.

Figure 5-1 Sidewalks



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Figure 5-2 Bicycle Network



REGIONAL BIKEWAYS

The San Diego regional bicycle network consists of bikeways that provide connections between major transit centers, employment hubs, neighborhoods, and other key destinations across the region. The network includes off-street paths, separated bikeways, and bicycle boulevards. The major regional bikeways that cross within and through Otay Mesa-Nestor are described below.

Bayshore Bikeway

The Bayshore Bikeway is a 24-mile regional bicycle system that loops around the San Diego Bay, providing a vital and scenic connection to major bayfront employment centers, recreational areas, and visitor destinations. Within the Otay Mesa-Nestor, the Bayshore Bikeway consists of a continuous, paved path for people walking or riding/rolling that crosses the northern part of the community between the Salt Ponds and Otay River and is accessible from Main Street and 13th Street, as well as the Saturn Boulevard multi-use path.

Border to Bayshore Bikeway

The Border to Bayshore Bikeway is a 6.7-mile regional bikeway between the Bayshore Bikeway in Imperial Beach, the Otay Mesa-Nestor and San Ysidro, and the border at the San Ysidro Port of Entry. Within the Otay Mesa-Nestor, parts of the bikeway include: the enhanced bike route along Halo Street, Grove Avenue, Ingrid Avenue, and Oro Vista Road; bike lanes and an enhanced bike route along a section of Iris Avenue; and a two-way cycle track on the southern portion of Beyer Boulevard connecting to San Ysidro.

PLANNED BIKEWAY NETWORK

The proposed bikeway network in Otay Mesa-Nestor focuses on strengthening connections between community amenities, services, and other key destinations while upgrading bicycle facilities to provide a safer and more comfortable riding experience (illustrated in Figure 5-2).The list below highlights corridors with proposed separated bikeways.

- **Palm Avenue**
- **Beyer Boulevard**
- **Beyer Way**
- **Coronado Avenue**
- **Del Sol Boulevard**
- **Hollister Street**
- **Iris Avenue**
- **Picador Boulevard**



5.4 TRANSIT

EXISTING TRANSIT NETWORK

Transit options within Otay Mesa-Nestor include the Trolley, a Rapid Bus route, and several local bus routes, as shown in Figure 5-4. Together, these services provide connections within the community, to trolley stations, neighboring communities, and destinations throughout the region. Many local bus routes converge at the Iris Avenue and Palm Avenue Transit Centers, providing convenient transfers to the Trolley.

EXISTING LIGHT RAIL SERVICE

Otay Mesa-Nestor is served by the Blue Line trolley light rail, which is operated by the San Diego Metropolitan Transit System (MTS), with stations on Palm Avenue and Iris Avenue. The Blue Line provides direct service to destinations from the community to the Border, Downtown, and the University of California, San Diego. The Iris Avenue Transit Center is also one of the busiest trolley stations in the system, serving as a major transit hub.

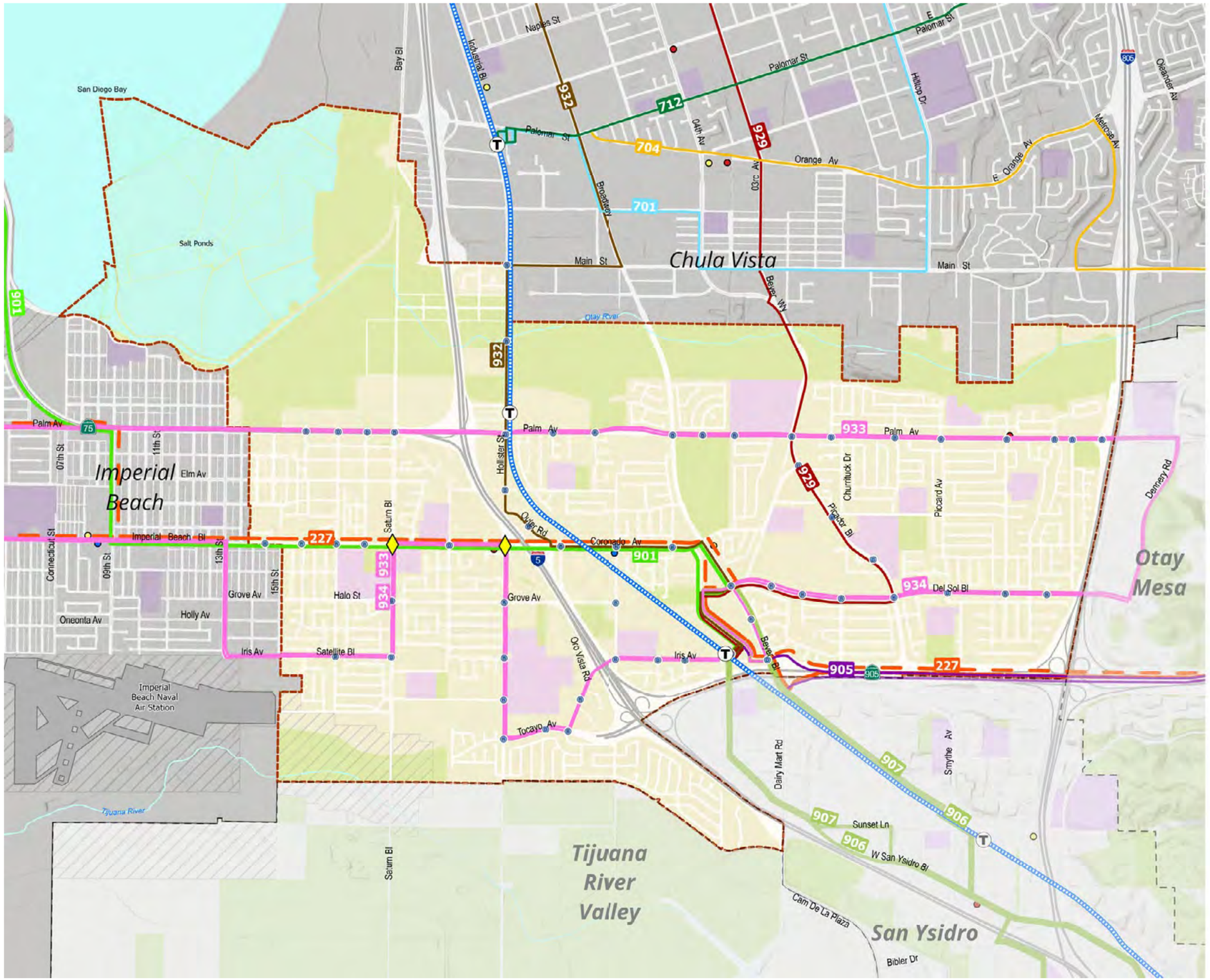
RAPID BUS SERVICE

Rapid 227 is an approximately 13-mile Rapid Route that connects the communities of Otay Mesa, Otay Mesa-Nestor, and Imperial Beach, with direct service to the Blue Line Trolley at the Iris Avenue Transit Center. Operated with an all-electric bus fleet, the route is designed to provide faster, more reliable transit through limited stops and improved connections in the South Bay corridor. For example, Rapid 227 provides a 15-minute trip between the Otay Mesa Port of Entry and the Iris Avenue Transit Center, offering a convenient connection between the international border and the trolley network.

PLANNED TRANSIT NETWORK

SANDAG'S 2025 Regional Plan outlines a 25-year vision for how the region will grow and invest in transportation infrastructure to improve mobility, accessibility, safety, health, equity and sustainability. To make public transit a faster, more reliable, convenient, and attractive alternative to driving, the Regional Plan includes investments in new and expanded transit services, such as improvements to regional rail, light rail, and a range of bus services,

Figure 5-3 Transit Network



Planned Transit Network, continued:

such as Rapid, express, local, community circulator, and rural. The Regional Plan also identifies flexible fleet services, which are shared, on-demand transportation options that provide first- and last-mile connections to transit and major destinations. These services are intended to improve mobility in areas that are difficult to serve with traditional transit, reduce the need to drive for short trips, and complement or replace underperforming bus routes where needed.

About 5 percent of Otay Mesa-Nestor workers commute by transit, a slightly higher share than the citywide average of 3 percent and the countywide average of 2 percent. To support existing and future transit demand, the Regional Plan proposes continued investments in transit infrastructure and service throughout the planning area, including improvements to local bus service and the Blue Line Trolley. Planned enhancements include increased service frequencies during peak and off-peak periods, extended service hours, and the introduction of new transit service to improve regional connectivity.

The following transit services are planned to serve Otay Mesa-Nestor:

- **Purple Line Trolley – A new Trolley light rail line connecting San Ysidro to Mission Valley.**
- **Express Route 121 – Express bus service between Cross Border Xpress (CBX) and the Iris Avenue Transit Center.**
- **Rapid Route 630 – Rapid Bus service connecting the Iris Avenue Transit Center and Kearny Mesa.**
- **Rapid Route 638 – Rapid Bus service connecting the Iris Avenue Transit Center and Otay Mesa.**
- **Rapid Route 640 – Rapid Bus service connecting San Ysidro to Santa Fe Depot via the I-5 Freeway.**
- **Rapid Route 688 – Rapid Bus service connecting San Ysidro to UTC Transit Center via I-805 Freeway.**
- **Micro-transit Services – Potential on-demand micro-transit services serving areas near the community boundaries with Imperial Beach and San Ysidro.**



5.5 STREET AND FREEWAY

The street and freeway network allows for people and goods to travel within and through the community. Streets and freeways also provide connections to other transportation options, including local bus services and the trolley. The existing street classifications within the Otay Mesa-Nestor Community Planning Area are shown in Figure 5-4.

FREEWAY NETWORK

Otay Mesa-Nestor is served by three freeways that provide connections to regional employment centers and destinations.

Interstate 5

Interstate 5 is a north-south freeway that bisects Nestor from Otay Mesa. Interstate 5 has eight travel lanes, with four lanes in each direction, with access at Palm Avenue, Coronado Avenue, Tocayo Avenue, and Dairy Mart Road.

Interstate 805

Interstate 805 is a north-south freeway at the eastern edge of the community. Interstate 805 consists of eight travel lanes with four lanes in each direction, with access at Palm Avenue.

State Route 905

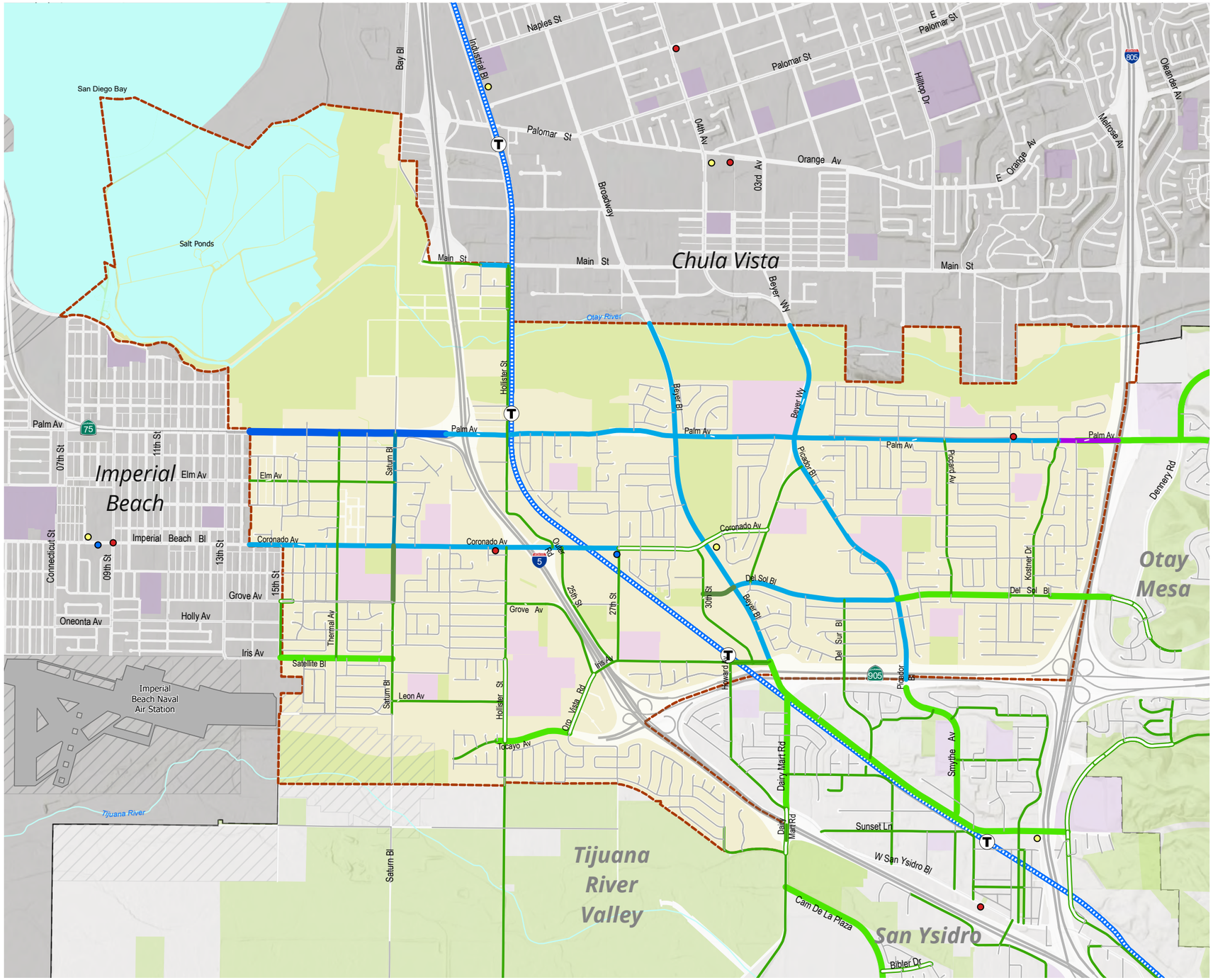
State Route 905 is an east-west freeway at the southern edge of the community, which connects Interstate 5 and Interstate 805. State Route 905 generally consists of four travel lanes, with two lanes in each direction, with at Beyer Boulevard and Picador Boulevard/Smythe Avenue. State Route 905 ends at Tocayo Avenue.

MAJOR STREETS

Major streets provide connections from other streets to the freeway system and adjacent communities. They have 4 to 6 car lanes, a raised center median, and intersections with traffic signals. They are designed for moderate to heavy traffic. Major streets also provide access to community destinations. Major streets in Otay Mesa-Nestor include:

- **Beyer Boulevard**
- **Coronado Avenue**
- **Palm Avenue**
- **Picador Boulevard**

Figure 5-4 Street Classifications





Saturn Boulevard Connection to the Bayshore Bikeway

5.6 MULTIMODAL ACCESS TO COASTAL AREAS

Multimodal access to the biological, cultural, and recreational resources offered by beaches and other coastal areas is important for people who live, work, and visit Otay Mesa-Nestor. Providing a range of transportation options to these destinations supports equitable access to coastal resources, particularly for people who may not have access to a car, as well as people of different ages and abilities.

Roadways that provide direct vehicle access to the Imperial Beach coastline from Otay Mesa-Nestor include Coronado Avenue and Palm Avenue. In particular, Palm Avenue terminates at the coast with direct coastal access with a paved walkway.

Direct bicycle access is primarily provided through bicycle lanes along Palm Avenue and Coronado Avenue, with some short segments requiring bicyclists to share the roadway with vehicles. The Bayshore Bikeway and Border to Bayshore Bikeway are regional bikeways accessible to the community and connect to a broader network of coastal destinations, including San Diego Bay and Coronado. Within the community, direct access to the Bayshore Bikeway is available via the Saturn Boulevard multi-use path and through connections to access points on Main Street and 13 Street, as shown in Figure 5-2.

Transit also provides additional access to coastal destinations. Existing MTS bus services connecting the community to coastal destinations include Routes 227, 933, and 934, which provide service to the Imperial Beach Pier, and Route 901, which provides access to Silver Strand State Beach and Coronado, as shown in Figure 5-3. The Blue Line Trolley and Route 929 also provide connections to other transit services and ultimately, other coastal destinations.

Ongoing investment in multimodal connections and future mobility planning should continue to support equitable coastal access by considering improvements to walking, rolling, bicycling, and transit within and around the Otay Mesa-Nestor community.

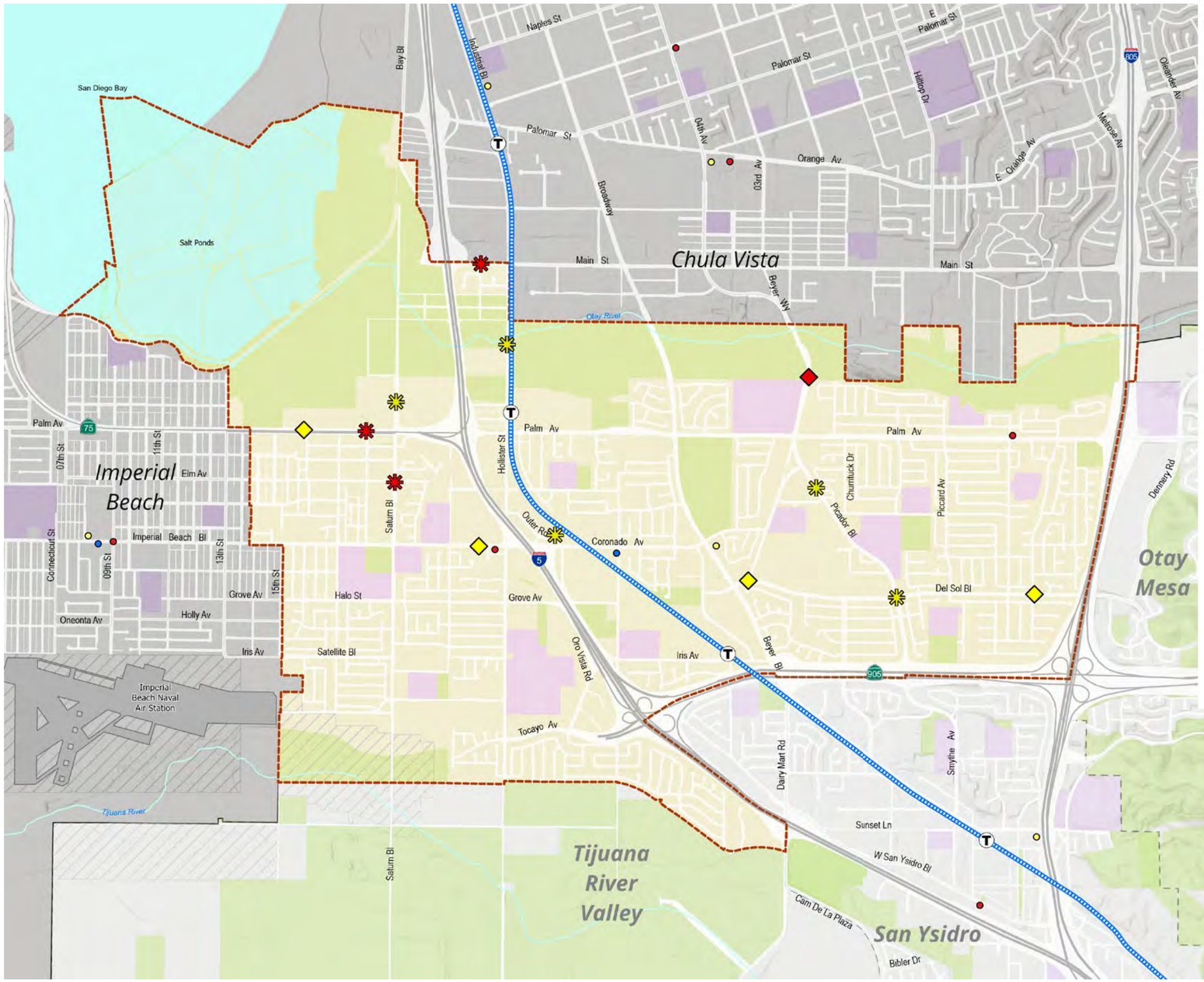
5.7 SAFETY DATA

The City collects and analyzes safety data, including traffic accident data, to identify locations where safety improvements may be needed. This data helps inform the evaluation and implementation of street improvements that reduce the number and severity of traffic accidents while improving safety for people walking, riding, taking transit, or driving. In Otay Mesa-Nestor, the City has implemented a variety of safety measures to enhance conditions for people walking/rolling, bicycling, and driving, including high-visibility crosswalks, traffic warning devices, and traffic signal timing that prioritizes people walking.

COLLISIONS INVOLVING PEDESTRIANS OR BICYCLISTS

According to the accident data, Otay Mesa-Nestor had 13 pedestrian- and bicycle-involved accidents resulting in severe injury or fatality over five years between 2021 and 2025, as shown in Figure 5-5. Major streets with two or more of these accidents, indicating elevated safety concerns, include Palm Avenue, Del Sol Boulevard, Saturn Boulevard, Beyer Way, and Picador Boulevard. For 2025, the intersection of Palm Avenue and Saturn Boulevard was also one of the intersections with the most injury crashes citywide. While these crashes are not limited to pedestrians and bicyclists, the intersection represents a priority location for safety improvements.

Figure 5-5 Pedestrian and Bicycle Collisions Resulting in Severe Injuries or Fatalities



5.8 HOUSEHOLD TRANSPORTATION CHARACTERISTICS

HOW PEOPLE GET TO WORK

About 72 percent of workers living in the Otay Mesa-Nestor planning area get to work by driving alone, while 13 percent carpool, 5 percent use public transit, 1 percent walk, and 0.1 percent bike, as shown in Table 5-1. Overall, about 6.1 percent of workers get to work by walking, biking, or transit, which is slightly below the citywide average of 7 percent. An average of 8 percent of workers in Otay Mesa-Nestor work from home, which is lower than the citywide average of 21 percent and the regionwide average of 19 percent.

COMMUTE TO WORK TIME

It takes people in Otay Mesa-Nestor an average of about 29.1 minutes to get to work, which is longer than both the citywide and countywide averages, as shown in Table 5-2. Around 9 percent of people in Otay Mesa have a work commute of 10 minutes or less.

VEHICLE OWNERSHIP

Vehicle ownership patterns can also reflect how people travel. About 2 percent of households do not own a vehicle, compared to 3 percent citywide, as shown in Table 5-3. About 53 percent of households own three or more vehicles, representing a higher share than the citywide and regionwide overall. This shows the community's stronger reliance on automobiles.

Table 5-1 How People Get to Work for Otay Mesa-Nestor, Citywide, Regionwide during 2020 to 2024

How People Get to Work	Otay Mesa-Nestor	Citywide	Regionwide
Drove alone	72%	63%	66%
Carpooled	13%	8%	8%
Transit	5%	3%	2%
Walked	1%	3%	3%
Bicycle	<1%	1%	1%
Taxicab, motorcycle, or other means	1%	2%	2%
Worked from home	8%	21%	19%

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-Year Estimates. Commuting Characteristics by Sex. (ACSST5Y2024.S0801)

TRANSPORTATION COSTS

Transportation costs as a percentage of annual household income are shown in Figure 5-6. Households in Otay Mesa-Nestor spend between 14 and 19 percent of their yearly income on transportation, compared to the San Diego region which spends between 11 and 23 percent. Transportation costs can represent a significant financial burden, particularly for lower-income households, which can spend a larger share of their income on transportation than higher-income households. These characteristics further highlight the importance of also providing affordable transportation options to reduce household costs while improving access to work, school, grocery stores, and other destinations.

Table 5-2 Travel Time to Work for Otay Mesa-Nestor, Citywide, Regionwide during 2020 to 2024

Travel Time	Otay Mesa-Nestor	Citywide	Regionwide
Travel time to work less than 10 minutes (percent)	9%	8%	9%
Mean travel time to work (minutes)	29.1	23.5	25.5

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-Year Estimates. Commuting Characteristics by Sex. (ACSST5Y2024.S0801

Figure 5-6 Household Transportation Spending

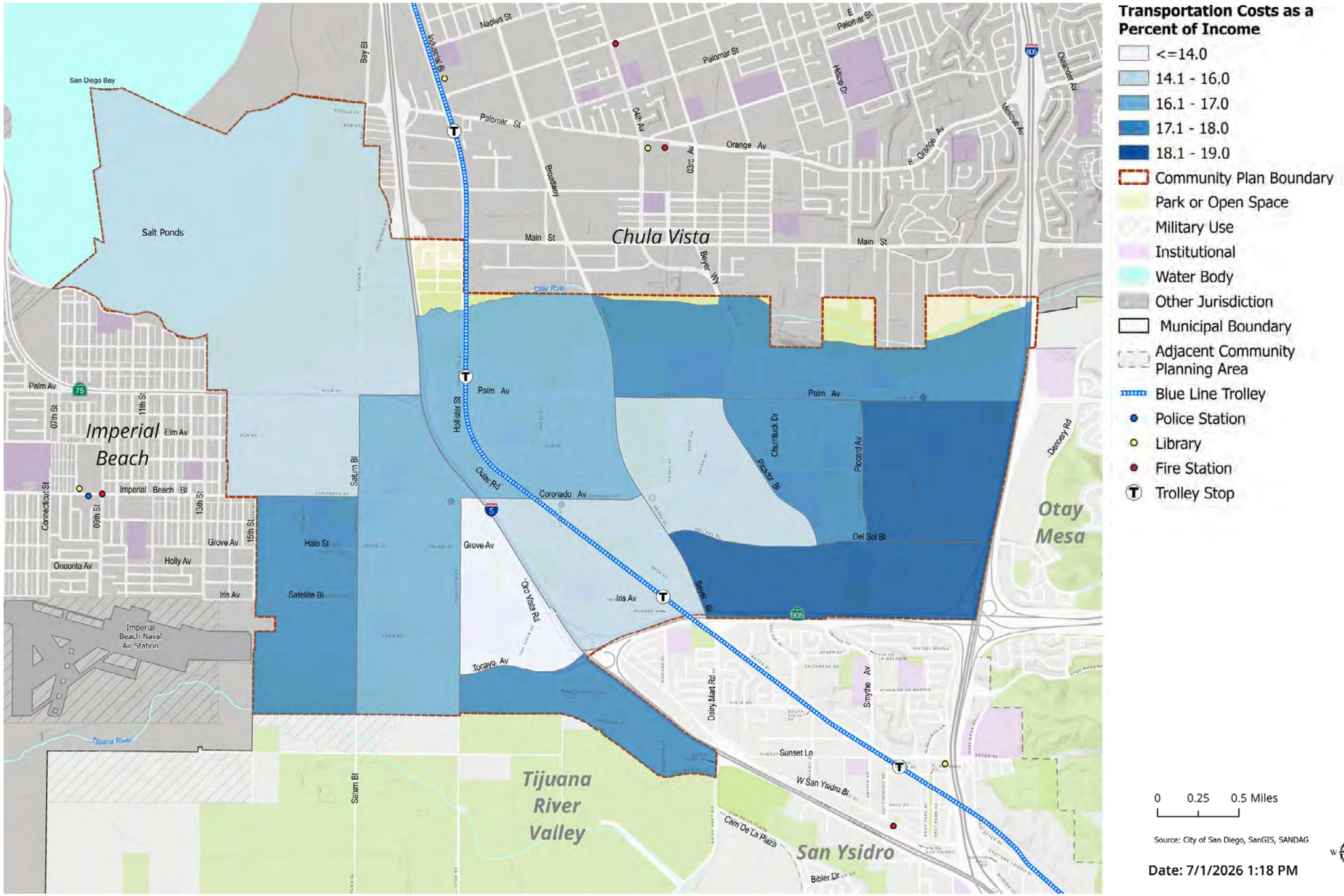




Table 5-3 Vehicles Ownership for Otay Mesa-Nestor, Citywide, Regionwide during 2020 to 2024

Number of Vehicles	Otay Mesa-Nestor	Citywide	Regionwide
None	2%	3%	3%
1 vehicle	14%	23%	19%
2 vehicles	31%	42%	41%
3 or more vehicles	53%	32%	38%

Source: U.S. Census Bureau, 2020-2024 American Community Survey 5-Year Estimates. Commuting Characteristics by Sex. (ACSST5Y2024.S0801)

5.9 MOBILITY SUMMARY

This section summarizes the key information related to mobility for the Otay Mesa-Nestor planning area presented in this chapter.

- The **freeways, wide thoroughfares, the rail corridor., and gaps in the sidewalk network are the primary barriers** to pedestrian walkability in Otay Mesa-Nestor.
- The existing bike network in Otay Mesa-Nestor is primarily a combination of **Class II and Class III** facilities, although a **Class IV – Two-Way Cycle Track has been recently installed** along portions of Iris Avenue and Beyer Boulevard.
- Transit within Otay Mesa-Nestor is provided by **local and Rapid Bus service and the Blue Line Trolley**.
- **Approximately 5 percent of Otay Mesa-Nestor workers commute by transit**, compared to the citywide average of 3 percent.
- The **street and freeway network** form the basis of mobility in Otay Mesa-Nestor.
- The **Palm Avenue and Saturn Boulevard intersection** was identified **as a high-injury crash location** for calendar year 2025.
- Around **14 percent of Otay Mesa-Nestor workers either commute by walking, bicycling, public transit, or work from home**.
- Approximately **17 percent of the total jobs** in Otay Mesa-Nestor are held by workers who commute into Otay Mesa-Nestor while **23,620 workers commute out** of Otay Mesa-Nestor.

06 Parks and Public Facilities

6.1 OVERVIEW

This section describes the existing community facilities and open space for Otay Mesa-Nestor. Today, residents have access to schools, fire and police stations, parks, recreational facilities, trails and open space that supports daily life and provides places for outdoor activities. Parks and natural spaces contribute to local air and water quality, offer wildlife habitat, and serve as natural buffers within the community.

6.2 PARKS AND RECREATION

EXISTING PARKS

Otay Mesa-Nestor's system of existing parks mostly has community and neighborhood parks, and the Otay Valley Regional Park, as shown in Table 6-1 and Figure 6-1. The types of parks are addressed below:

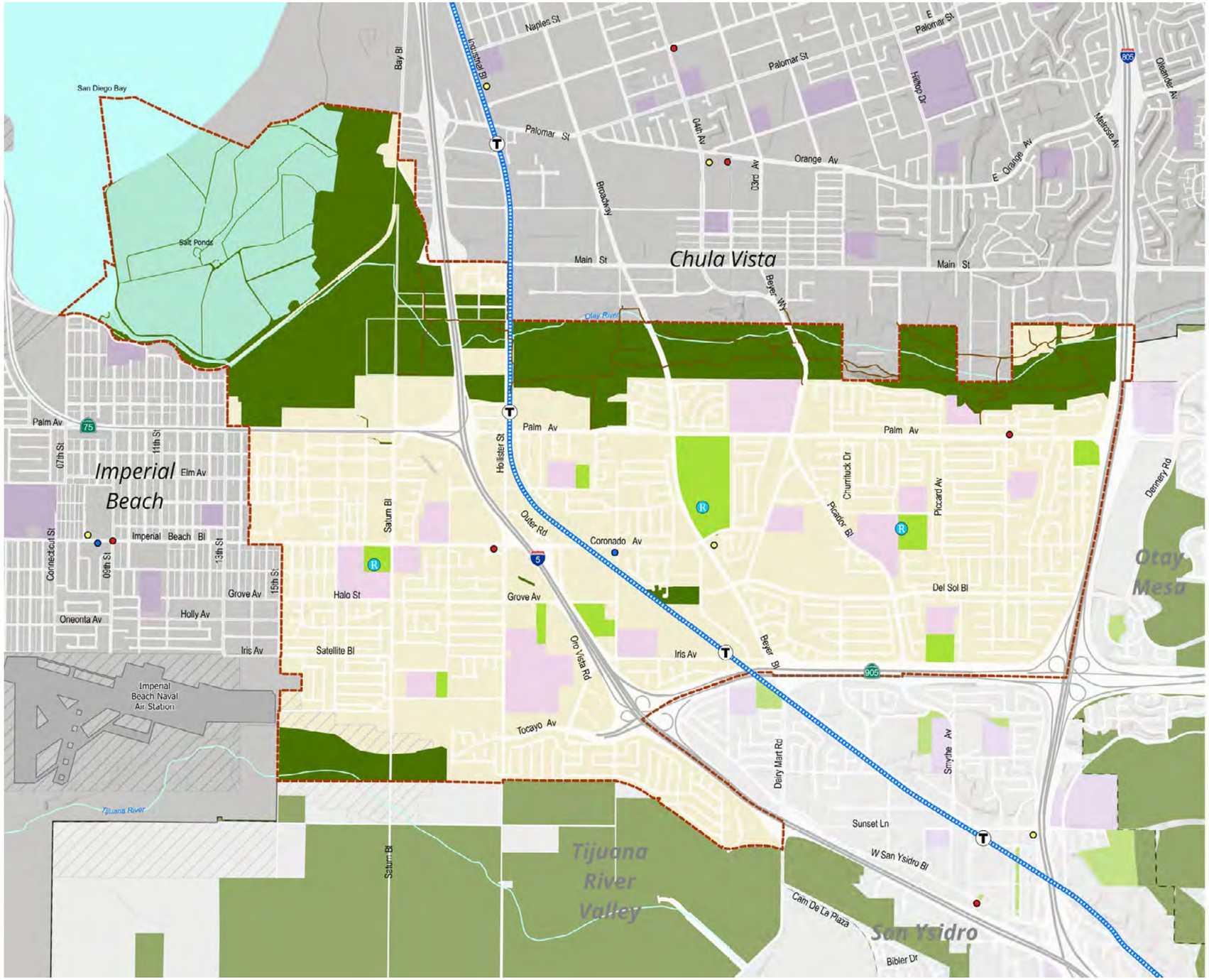
- **Neighborhood, Community, and Mini Parks are population-based parks that have facilities and services near residential areas. They serve the daily needs of the neighborhood and community.**
- **Joint-use parks/facilities provide recreational space for schoolchildren when a school is in session and the public when school is not in session. The City has an agreement with the participating school district to allow for the joint use of the park.**
- **Linear parks, plazas, trailhead pocket parks, trails, or privately-owned public open spaces can also provide some of the community's population-based park needs.**
- **Resource-based parks are located at, or centered on, beaches, canyons, river parks, habitat systems, lakes, historic sites, and/or cultural facilities and are intended to serve the Citywide population, as well as visitors.**
- **Open space parks are generally City-owned lands located throughout the City, consisting of canyons and mesas. Open space parks preserve and protect native plants and animals, while providing public access and enjoyment through hiking, biking, and equestrian trails.**



Table 6-1 Existing Parks

Park	Description	Recreational Value	Park Size
COMMUNITY PARK			
Montgomery-Waller Community Park	An existing community park consisting of a recreation center, restrooms, ballfields, basketball courts, multi-purpose turf areas, children's play area, picnic tables, shade structures, and walkways.	**1113**	**58.87 Acres**
Egger-South Bay Community Park	An existing community park next to Mar Vista Academy, consisting of a recreation center, ballfields, basketball courts, exercise equipment, multi-purpose turf areas, children's play area, picnic tables, shade structures, and walkways.	**371**	**8.87 Acres**
NEIGHBORHOOD PARK			
Sunnyslope Neighborhood Park	An existing neighborhood park next to Sunnyslope Elementary School, consisting of a basketball court, multi-purpose turf areas, children's play area, picnic tables, and walkways.	**112**	**4.23 Acres**
Silver Wing Neighborhood Park	An existing neighborhood park next to Montgomery Middle School and the Border View YMCA, consisting of a recreation center, restrooms, basketball courts, hard courts, lit ballfields, multi-purpose turf areas, children's play area, picnic tables, and walkways.	**364**	**13.02 Acres**
Berry Neighborhood Park	An existing neighborhood park next to Berry Elementary School, consisting of multi-purpose turf areas, picnic tables, and walkways.	**70**	**3.69 Acres**
Nestor Neighborhood Park	An existing neighborhood park next to Nestor Language Academy Charter School, consisting of multi-purpose turf areas, a children's play area, picnic tables, and walkways.	**133**	**4.98 Acres**
Palm Ridge Neighborhood Park	An existing neighborhood park consisting of basketball courts, ballfields, a restroom, multi-purpose turf areas, children's play area, picnic tables, and walkways.	**301**	**8.15 Acres**
REGIONAL PARK			
Otay Valley Regional Park	An existing Regional Park consisting of 8.3 miles of existing trails, playing fields, picnic areas, biking, and horse riding.	**105**	**N/A**

Figure 6-1 Existing Parks, Open Space, and Recreation Centers



PLANNED PARKS

Otay Mesa-Nestor includes two designated park sites planned for future development:

- **Grove Neighborhood Park (formerly known as Southwest Neighborhood Park) would provide approximately 11.5 acres of population-based park land.**
- **Los Altos Neighborhood Park would provide approximately 10 acres of population-based park land. The approved general development plan includes basketball courts, a ballfield, playground, and a multi-purpose sports field.**

EXISTING RECREATION FACILITIES

Recreation Centers

As shown in Table 6-2 and Figure 6-1, Otay Mesa-Nestor has three existing recreation centers.

Swimming Pool

Otay Mesa-Nestor does not have a swimming pool facility; however, the community can use the Vista Terrace Pool in neighboring San Ysidro.

PARK MASTER PLAN RECREATION VALUE BASED PARK STANDARD

The City measures parks needs using a recreational value point system. Instead of only looking at the size of a park, this standard also looks at how much value a park provides for the community.

Parks receive points for things such as their size, sports and recreation activities, how easy they are to reach, playgrounds and other amenities, special events, and other features. This system considers the value of different types of parks, including large sports fields, small neighborhood parks, and trails.

For Otay Mesa-Nestor , the City calculated points for the parks that already exist. These points were then compared with the Citywide goal of 100 park points for every 1,000 residents, as shown in Table 6-2.

The City also looks at whether there are enough recreation centers and swimming facilities for the number of people living in an area. The City's goal is to have 17,000 square feet of recreation center space for every 25,000 people. For aquatic facilities, the goal is to have one aquatic complex for every 50,000 people. These standards are also shown in Table 6-2.



Montgomery-Waller Recreation Center

Table 6-2 Existing Parks

Recreation Center	Usable Square Footage
Montgomery-Waller Recreation Center	10,845
South Bay Recreation Center	14,750
Silver Wing Recreation Center	2,030

Table 6-3 Otay Mesa-Nestor Existing Parks and Recreation Facilities Summary

Total Population (2025)	57,400
Recreation Value Points Goal, 100 points per thousand	5,930
Current Recreation Value Points	2,219
Recreation Center Goal – 17,000 SF per 25,000 people	39,032
Current Recreation Center square footage	27,630
Aquatic Complex Goal – 1 complex per 50,000 people	1
Current number of Aquatic Complex	0



Otay Valley Regional Park Sign



Otay Valley Regional Park

OTAY VALLEY REGIONAL PARK

The Otay Mesa-Nestor includes a portion of the Otay Valley Regional Park in the northern part of the community. The Otay Valley Regional Park is an open space corridor extending approximately 13 miles from Otay Reservoirs on the east, connecting westward to the southern San Diego Bay. As described in the current Otay Mesa-Nestor Community Plan, the park serves as a regional wildlife corridor that links coastal and inland areas while preserving the Otay River Valley's natural character across multiple jurisdictions.

The park's planning framework emerged in the 1990s through a joint effort among the City of San Diego, City of Chula Vista, and County of San Diego, with the current community plan emphasizing habitat conservation, floodplain management, and the development of a continuous trail system. Today, the park provides 9 miles of multi-use trails, staging areas, and opportunities for passive recreation such as hiking, biking, and wildlife viewing. Key issues identified since the current plan include habitat disturbance, water quality concerns, and limited access in some segments. Ongoing and future improvements focus on habitat restoration, trail connectivity, and expanded public access to trails and recreation opportunities while maintaining ecological integrity.

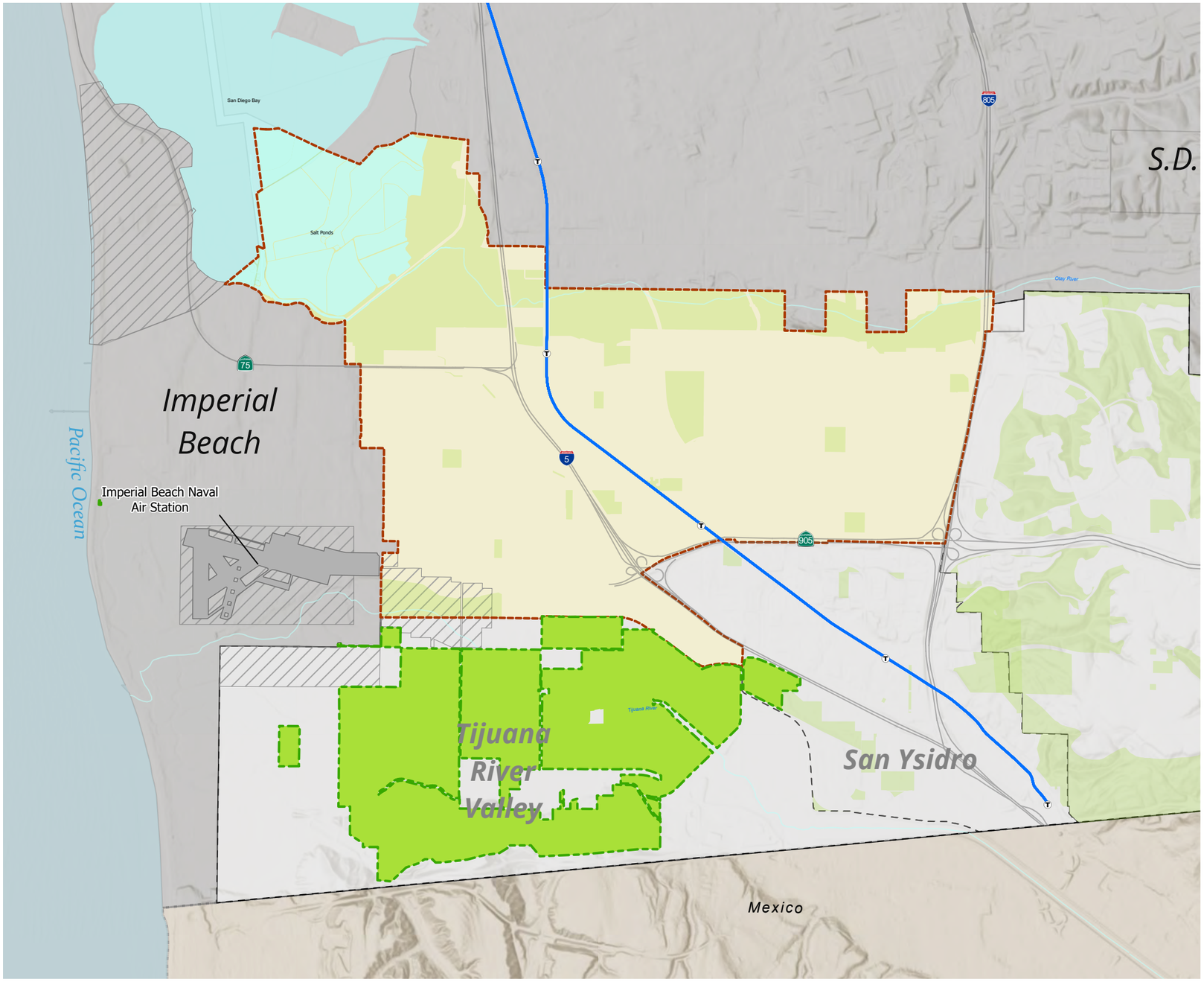
TIJUANA RIVER VALLEY REGIONAL PARK

The southern part of Otay Mesa-Nestor is adjacent to the Tijuana River Valley Regional Park. The Tijuana River Valley Regional Park is a broad open space system spanning approximately 1,800 acres in the southwestern portion of San Diego County, extending from the foothills east of Interstate 5 westward to the Pacific Ocean at Border Field. The park functions as a significant ecological and recreational resource centered around the Tijuana River National Estuarine Research Reserve, supporting one of the largest intact coastal wetland systems in Southern California while providing a critical wildlife corridor along the international border.

The park's framework has evolved through coordinated efforts among the County of San Diego, City of San Diego, and state and federal agencies, with an emphasis on habitat restoration, flood management, and low-impact recreation. Today, the park offers 22.5 miles of multi-use trails, campgrounds, community gardens, and equestrian facilities, supporting activities such as hiking, biking, birdwatching, and horseback riding. Key issues include sedimentation, water quality challenges from cross-border flows, and habitat degradation, with ongoing efforts focused on ecological restoration, improved trail connectivity, and enhanced public access while preserving the valley's sensitive natural systems.

COASTAL ACCESS

Otay Mesa-Nestor's proximity to the Pacific coast and San Diego Bay offers residents a valuable opportunity for recreation, connection to nature, and respite. As part of the plan update, the City will study how the Otay Mesa-Nestor Community Plan could strengthen recreational opportunities by connecting neighborhoods to the Silver Strand, South San Diego Bay, and Pacific Ocean shoreline through safer walking, rolling, biking, and transit routes along Palm Avenue and Coronado Avenue. Better crossings, continuous sidewalks and bikeways, and clear wayfinding would make these destinations easier to reach for residents of different ages, abilities, and transportation means. The network could also connect south to Tijuana River Valley Regional Park and Tijuana River National Estuarine Research Reserve, expanding access to trails, nature, and outdoor recreation. Coordinating these connections across jurisdictions would help ensure that nearby coastal and open-space resources are accessible to the whole community.



Tijuana River Valley Regional Park



Otay Mesa-Nestor Branch Library



Otay Mesa-Nestor Branch Library Courtyard



Fire-Rescue Department Station 6

6.3 PUBLIC SERVICES, FACILITIES AND SAFETY

OVERVIEW

As shown in Figure 6-2, the Otay Mesa-Nestor Plan Area has one library, two fire stations, fifteen public schools, two private schools, and the Southern Area Police Station and community relations storefront.

FIRE AND RESCUE

Fire Stations 6 and 30 provide fire and rescue services to all of Otay Mesa-Nestor. Fire Station 6 is located at 693 Twinning Avenue and serves 4.89 square miles, mostly within the eastern part of the community. Fire Station 30 is located at 2265 Coronado Avenue and covers the western part of the community, including the Tijuana River Valley, and services 9.76 square miles.

POLICE

The City provides police services through geographic service areas, and the Police Department has defined neighborhood names corresponding to each police beat. Eight neighborhoods are served in the Southern Division, four of which are within Otay Mesa-Nestor.

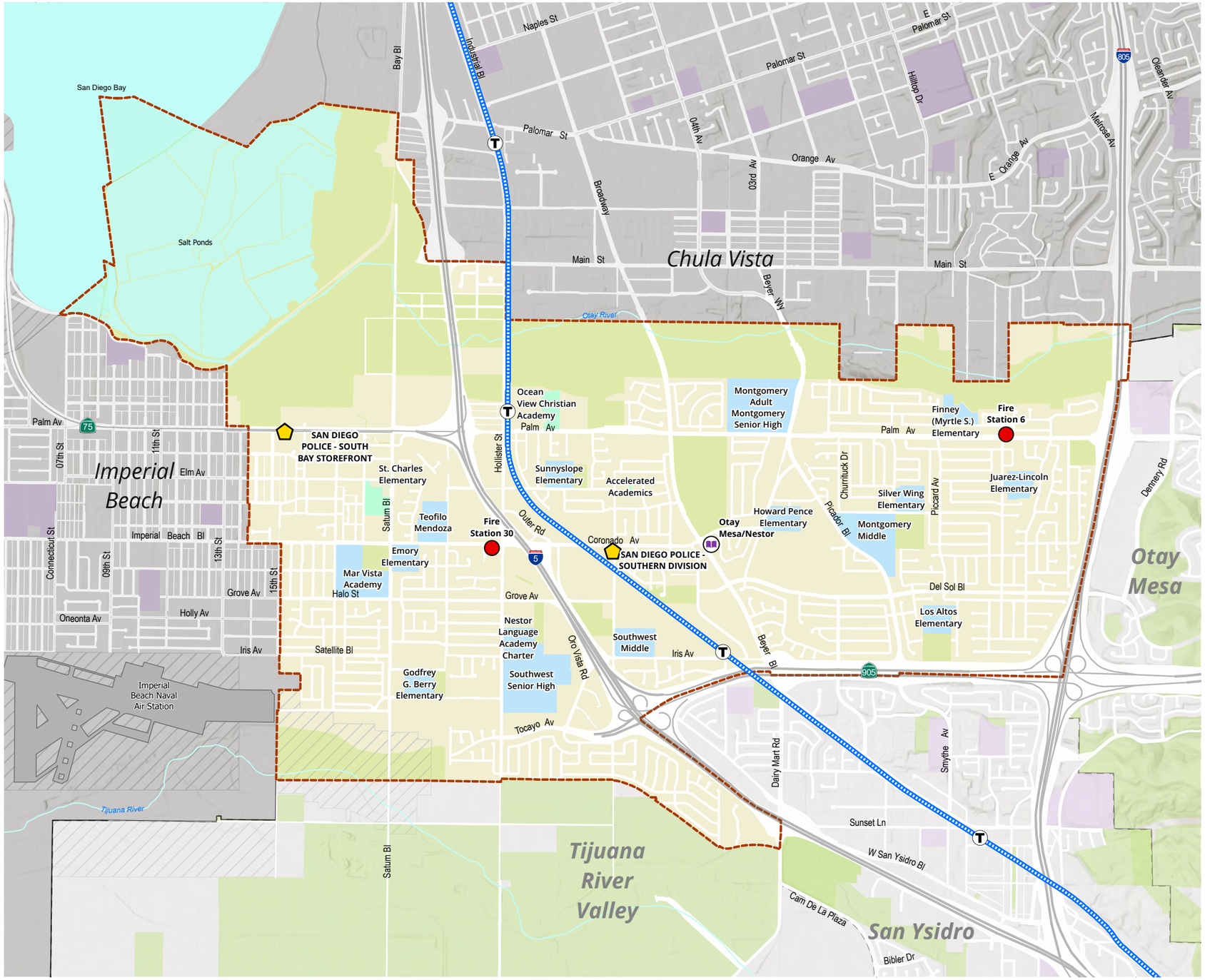
LIBRARIES

The Otay Mesa–Nestor Branch Library is a 15,000-square-foot neighborhood facility, opened in 1986 and expanded in 2006 to accommodate growing community needs. The renovation added community and meeting rooms, a computer lab, and outdoor space, reinforcing the library's role as a community anchor. The San Ysidro Branch Library is a 15,000-square-foot neighborhood facility that opened in 2019. It features study and meeting spaces, a computer lab, and a multi-purpose community room.

In 2023, the Library Master Plan was adopted by the San Diego City Council. The Master Plan presents a vision for the San Diego Public Library system where the library and its services are equitable, engaging and experiential, geographically accessible everywhere, and empowered with the necessary resources to thrive. The Master Plan also provides a detailed roadmap to modernize branches, meet growing community needs, and become more geographically available across San Diego. The Master Plan provides the following recommendations:

- **Otay Mesa-Nestor Branch Library – Renovate the existing library to address deferred and lifecycle maintenance needs and to modernize library services and operations**
- **South Bay - Provide a new third library in South Bay of at least 25,000 square feet.**

Figure 6-2 Public Services and Facilities



- Fire Station
- Police Facility
- Library
- Public School
- Private School
- Community Plan Boundary
- Park or Open Space
- Military Use
- Institutional
- Water Body
- Other Jurisdiction
- Municipal Boundary
- Adjacent Community Planning Area
- Blue Line Trolley
- Trolley Stop

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

Date: 8/20/2026 8:52 AM

SCHOOLS

The Otay Mesa-Nestor community has the following 15 public schools, operated by three school districts:

- **Chula Vista Elementary School District operates four elementary schools and one charter school.**
  - Juarez-Lincoln Elementary School
  - Myrtle S Finney Elementary School
  - Silver Wing Elementary School
  - Los Altos Elementary School
  - Chula Vista Learning Community Charter High School
- **South Bay Union School District operates six elementary schools.**
  - Howard Pence Elementary School
  - Nestor Language Academy Elementary School
  - Sunnyslope Elementary School
  - Berry Elementary School
  - Mendoza Elementary School
  - Emory Academy of Global Leadership and Empowerment Elementary School
- **Sweetwater Union High School District operates three middle schools and three high schools.**
  - Montgomery Senior High
  - Montgomery Middle School
  - Southwest Middle School
  - Mar Vista Academy (middle)

There are also two private schools in Otay Mesa-Nestor: Ocean View Christian Academy High School and St. Charles Elementary School.

The current community plan stresses the lack of educational facilities and school overcrowding due to rapid growth in the 1960s, 1970s, and 1980s. The Emory Academy of Global Leadership and Empowerment Elementary School was built after the adoption of the current community plan in 1997.

Figure 6-3 provides historical student enrollment trends in Otay Mesa-Nestor for those attending all public Elementary, Middle, and High Schools. From 2009 to 2025, the total student enrollment declined by 25.8 percent. That's around 2,591 fewer students enrolled in Otay Mesa-Nestor schools today. Figures 6-4, 6-5, and 6-6 present historical student enrollment trends by school type. Total student enrollment declined by 30 percent at Elementary Schools, declined by 41 percent at Middle Schools, and increased by 14 percent at High Schools.

CHILDCARE

Childcare facilities are an important community resource that supports children, families, and the local workforce and are dispersed throughout the community. In Otay Mesa-Nestor, childcare is provided through smaller home-based providers, preschools, and schools. The number and location of childcare facilities may change over time as providers open, close, or modify their services. Conveniently located and accessible childcare can reduce travel demands, help parents and caregivers participate in the workforce, and support families at different income levels.

Figure 6-3 Enrollment in All Otay Mesa-Nestor Public Schools

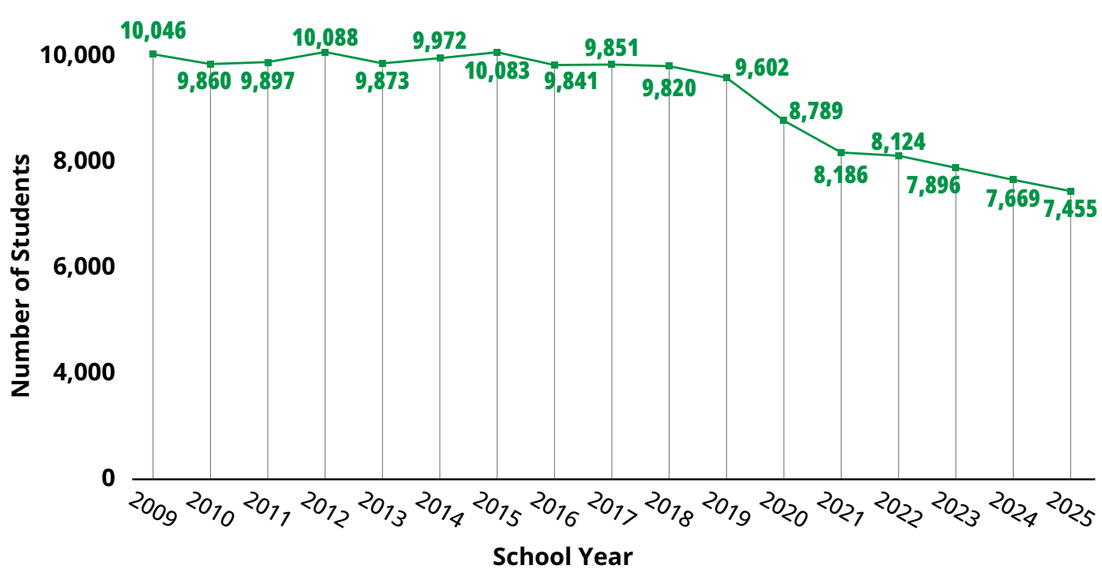


Figure 6-4 Enrollment in Otay Mesa-Nestor Public Elementary Schools

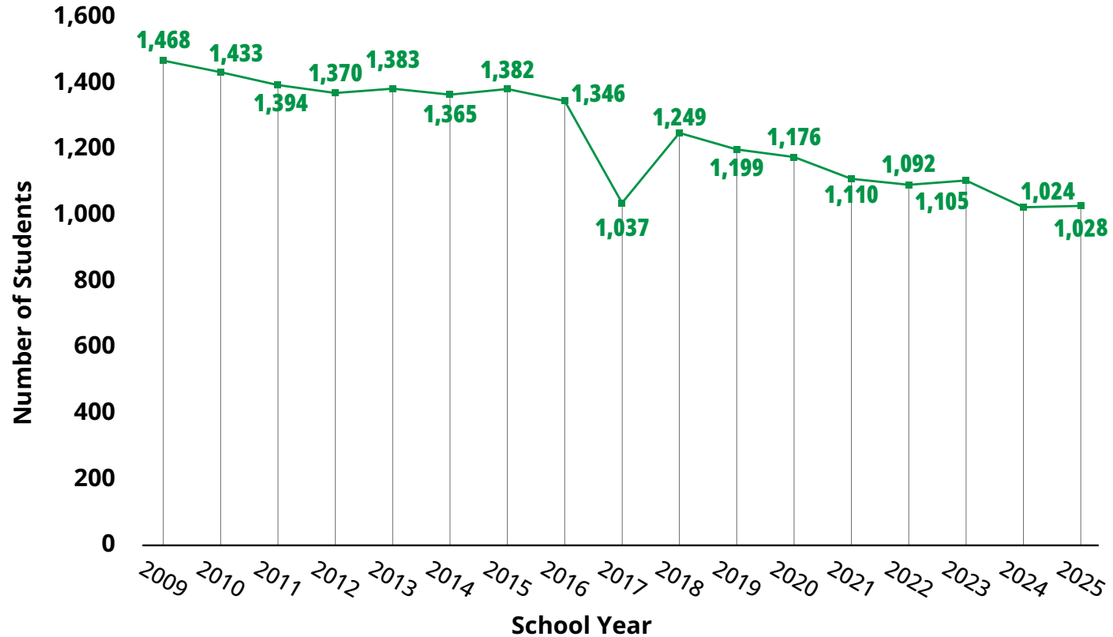


Figure 6-5 Enrollment in Otay Mesa-Nestor Public Middle Schools

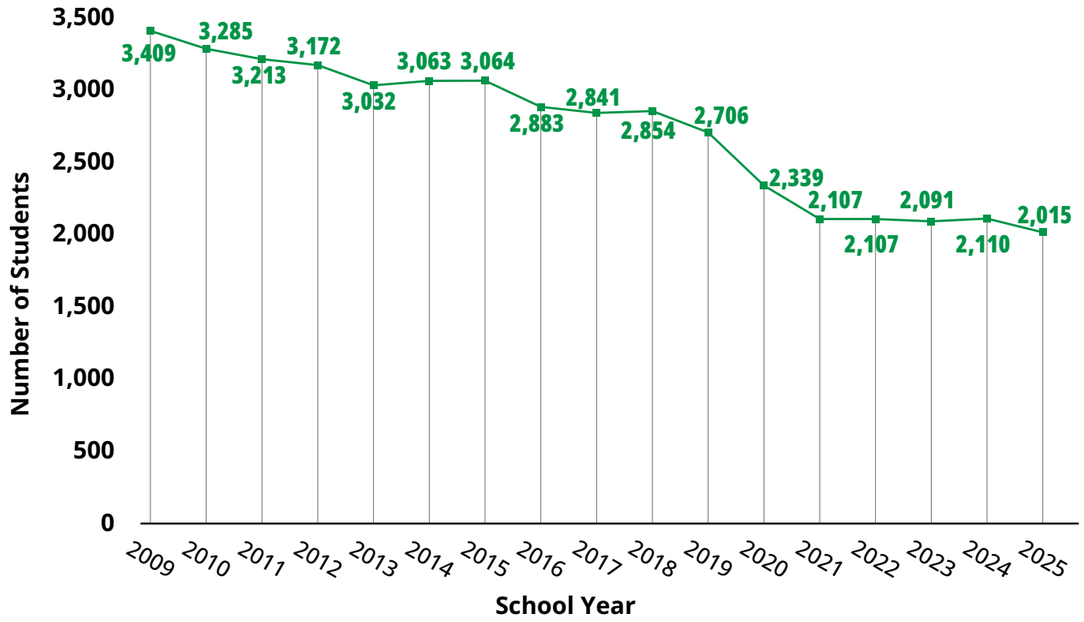
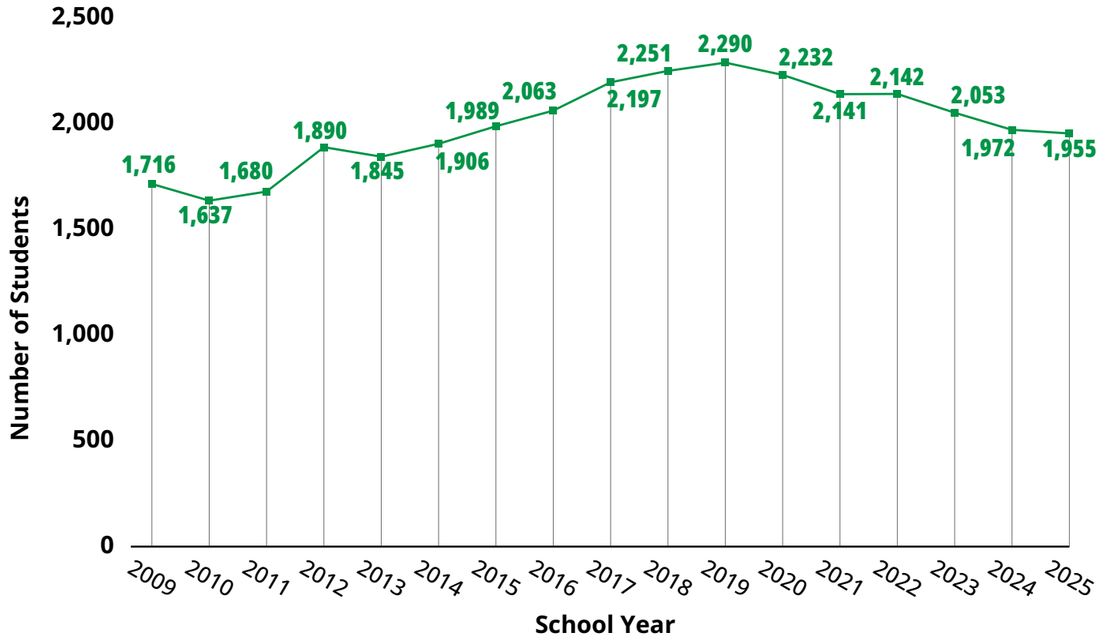


Figure 6-6 Enrollment in Otay Mesa-Nestor Public High Schools



6.4 PARKS AND PUBLIC FACILITIES SUMMARY

This section summarizes the key information related to parks and public facilities for the Otay Mesa-Nestor planning area presented in this chapter.

- Otay Mesa-Nestor's system of parks and recreational facilities ranges from **neighborhood** parks with sports fields to **community parks** with inclusive play, and recreation centers.
- Otay Mesa-Nestor is connected to a diverse network of protected open spaces. The community includes a portion of the **Otay Valley Regional Park**, offering City-owned open space and access to 9 miles of recreational trail opportunities, while nearby resources such as the **Tijuana River Valley** provide additional access to 22.5 miles of trails and a range of outdoor recreation experiences.
- Otay Mesa-Nestor has **opportunities to expand parks and recreational facilities**, particularly in the **northern and southern** areas of the community, to better serve its growing population.
- Otay Mesa-Nestor includes two designated park sites planned for future development: **Southwest Neighborhood Park** and **Los Altos Neighborhood Park**. Los Altos Neighborhood Park has an active General Development Plan, supporting the creation of additional accessible park and recreational amenities for the community.
- Cochran Avenue should be turned into Cochran Place to provide a pocket park and Trailhead to help activate the canyon edge conditions.
- Residents of the Otay Mesa-Nestor community have access to aquatic recreation opportunities at **Vista Terrace Pool in neighboring San Ysidro**, which contributes to the area's network of recreational amenities.
- Otay Mesa-Nestor is served by a **range of public services and facilities**, including two fire stations, a police station and community relations storefront, one public library, and 15 public schools, supporting community safety, education, and essential services.
- Public facilities will continue to evolve to meet changing community needs. The Library Master Plan identifies **renovation needs for the Otay Mesa-Nestor Branch Library** and recommends a new library in South Bay, while **school enrollment has declined by** 25.8 percent since 2009 despite historic concerns about school overcrowding.
- Otay Mesa-Nestor's proximity to the Pacific coast and San Diego Bay offers residents a valuable opportunity for recreation, connection to nature, and respite. Safe, convenient walking, biking, rolling, and transit routes would help ensure that all residents can enjoy the shoreline, regardless of age, ability, or access to a car.