

ATTACHMENT 6

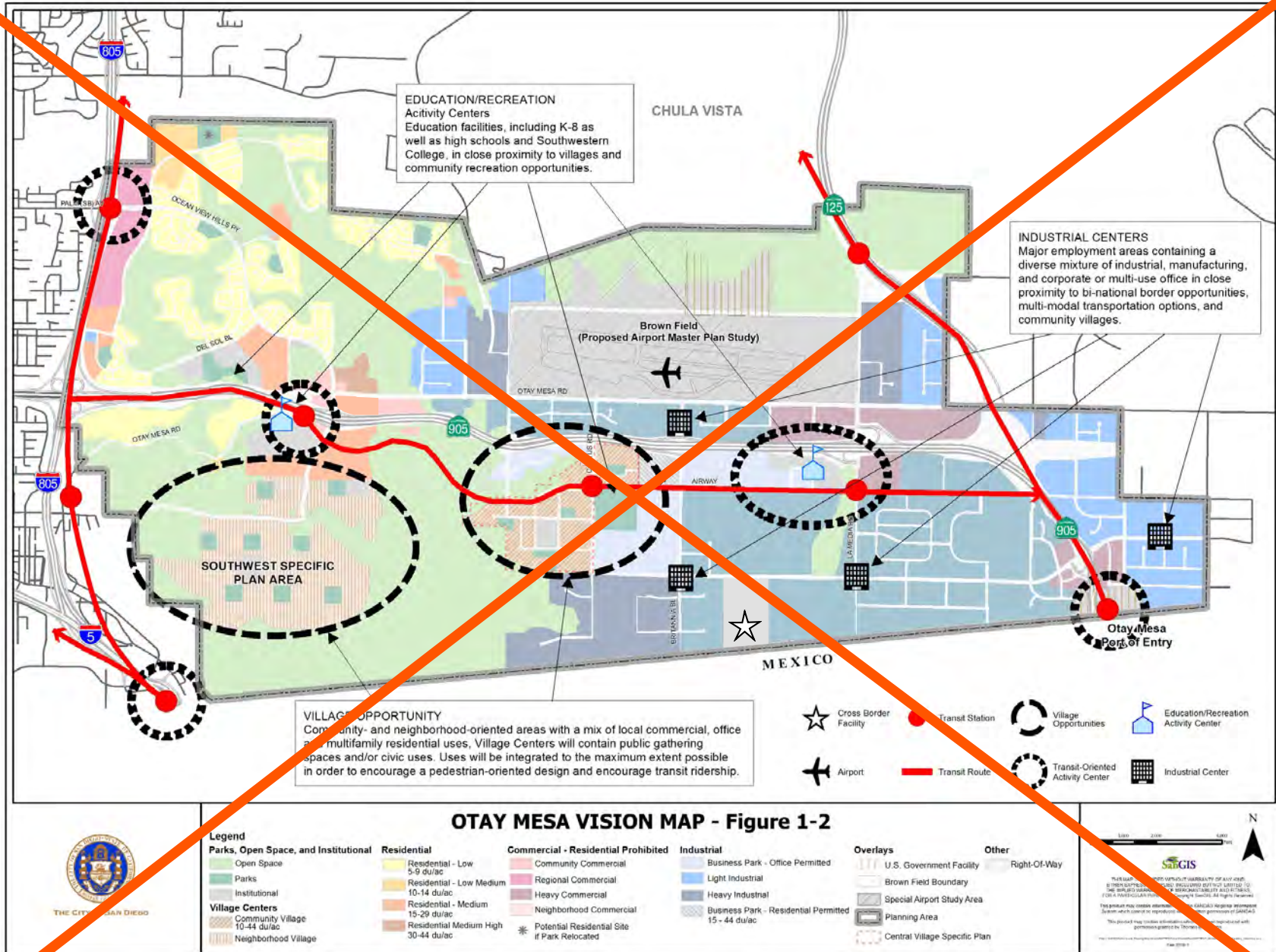
Otay Mesa Community Plan
Amended Maps and Tables

OTAY MESA COMMUNITY PLAN

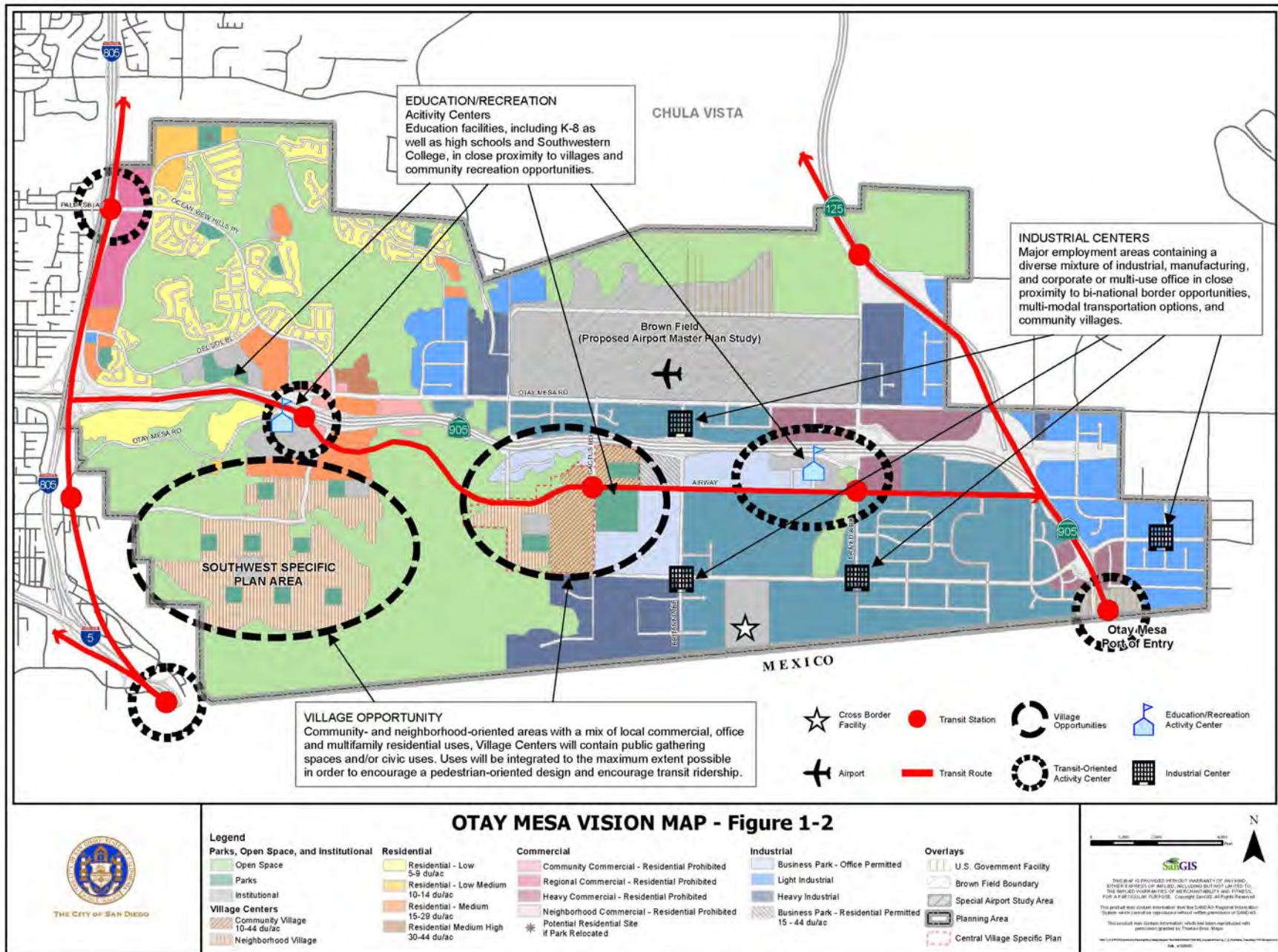
Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Removal of a portion of Avenida Costa Azul, immediately south of Otay Mesa Road related to the Sunroad Otay 50 Project.			May 20,2019	R-312469
Removal of Otay Pacific Drive, Otay Pacific Place and Las Californias Drive from the Mobility Element’s classified Roadways network serve private drives serving the Otay Mesa Cross Boarder Facility.			October 5, 2021	R-313736
Redesignating 4.46 acres at the southeast corner of Caliente Avenue and Otay Mesa Road from Community Commercial-Residential Prohibited to Residential Medium (15-29 dwelling units per acre).			November 15, 2022	R-314470
<u>Redesignating 2.01-acres located northeast of the terminus of Exposition Way and south and west of Innovative Drive from Community Commercial - Residential Prohibited to Light Industrial.</u>			_____, 2023	<u>R-xxxxxx</u>

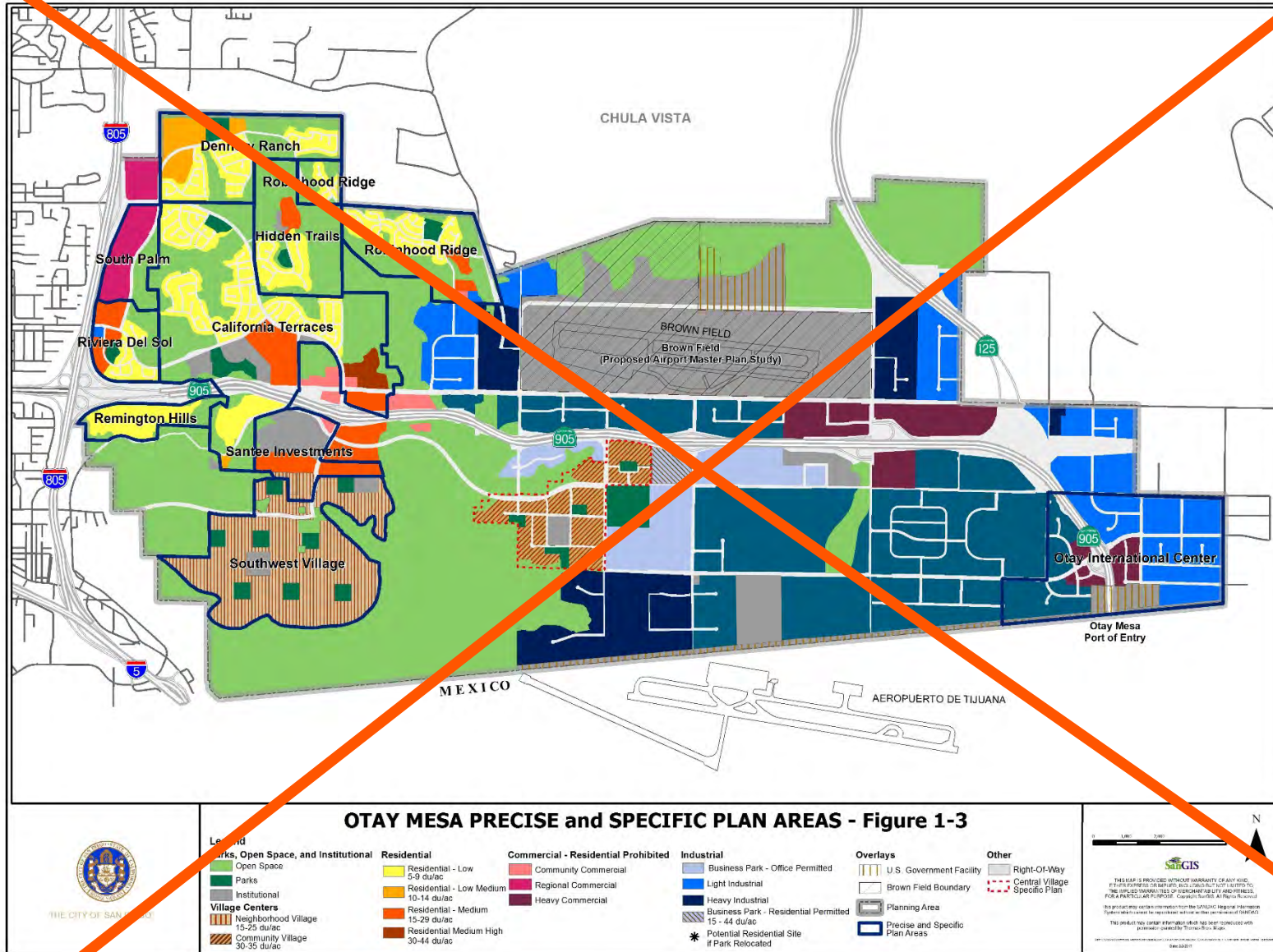
Editor’s note: After the adoption of the Otay Mesa Community Plan, it was noticed that Figure 3-2 depicted the street classifications for Otay Pacific Drive, Otay Pacific Place, and Las Californias incorrectly; these streets were classified pursuant to City Council Resolution R-307235 on January 10, 2012, which the reclassification was not captured in all places in the Otay Mesa Community Update documents, including Figure 3-2; and therefore, Figure 3-2 in Document Number R-308810 is replaced with Figure 3-2.

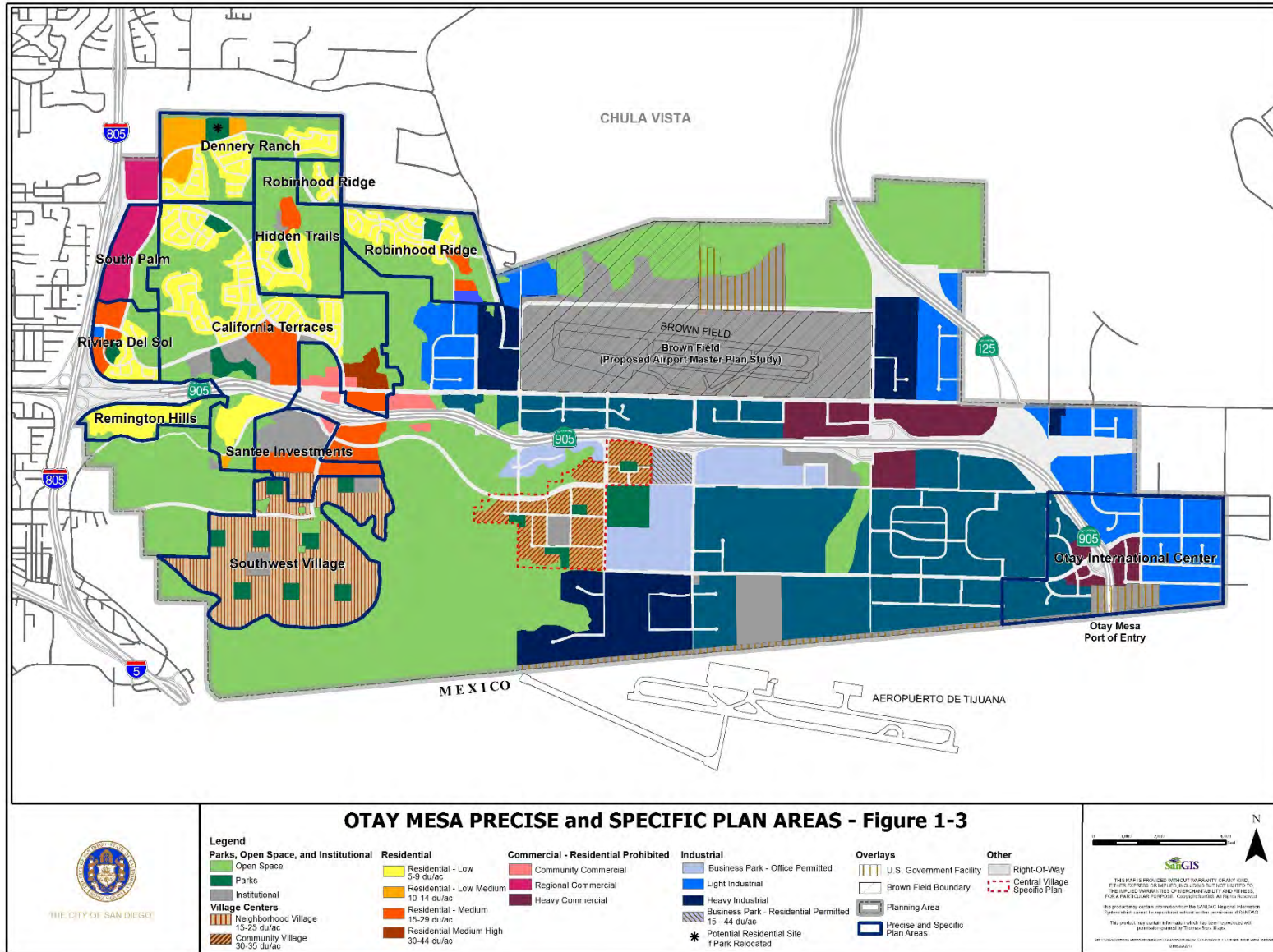
Community Plan Introduction



Community Plan Introduction







Land Use Element

Year 2010 and planned land uses within Otay Mesa are outlined in Tables 2-1 and 2-2. Otay Mesa's extensive canyon systems in the western portion of the planning area accounts for 29 percent of the total community acreage and results in Open Space comprising the largest single land use. The Open Space areas are home to sensitive resources, and the opportunity to combine protection of the resources with educational opportunities will help facilitate community awareness and stewardship. In support of the General Plan's identification of Otay Mesa as a Subregional Employment Area, industrial land uses in the eastern portion encompass the next largest land use accounting for approximately 26 percent of the total acreage. Residential land uses comprise approximately 8 percent with the majority of the acreage in the western half of the planning area. The Village Area uses, which include residential and commercial opportunities, encompass approximately 8 percent. Park uses, in support of the residential and employment land uses, include approximately 2 percent of the total acreage of Otay Mesa. The Institutional uses comprise approximately 13 percent, with almost 900 of the acres belonging to Brown Field, the City's general aviation airport. Figure 2-1 illustrates the Community Plan Land Use Map and Table 2-3 outlines the land use categories within the community, as well as the types of uses allowed in each category.

**Table 2-1
2010 Existing Land Use Distribution**

Land Use	Acres	% of Total Acres	Dwelling Units
Open Space	2,565	27%	
Residential	1,270	14%	12,400
Commercial	453	5%	
Village Area			
Industrial	2,839	30%	
Institutional	1,523	11%	
Parks	53	1%	
Right-of-Way	1,099	12%	
Total	9,302	100%	12,400

**Table 2-2
Planned Land Use Distribution**

Land Use	Acres	% of Total Acres	Dwelling Units
Open Space	2,833	30%	
Residential	807	9%	7,727
Commercial	297	3%	
Village Area	560	6%	11,126
Industrial	2,510	27%	
Institutional	1,120	12%	
Parks	151	2%	
Right-of-Way	1,023	11%	
Total	9,302	100%	18,853



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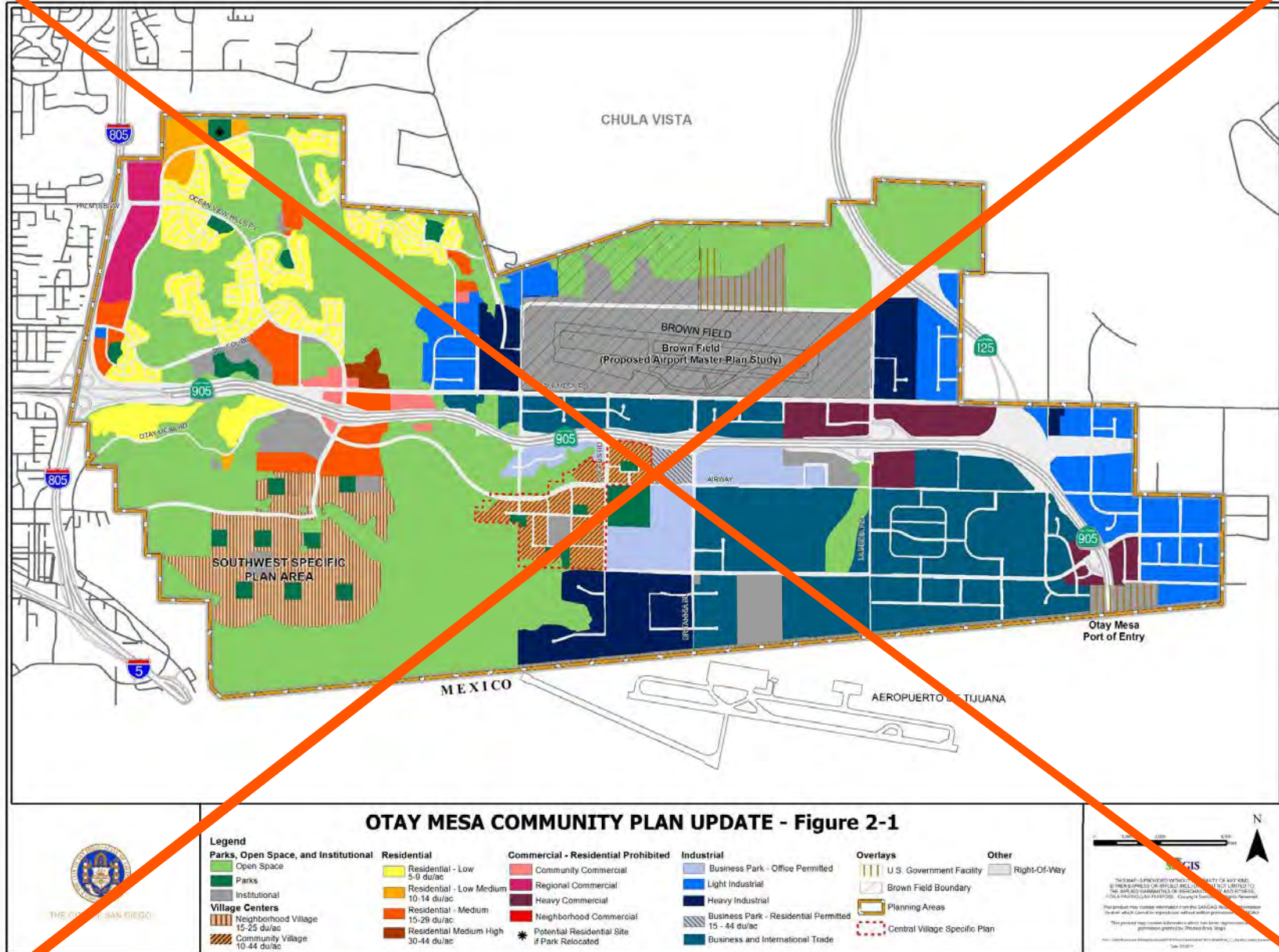
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Table 2-2
Planned Land Use Distribution

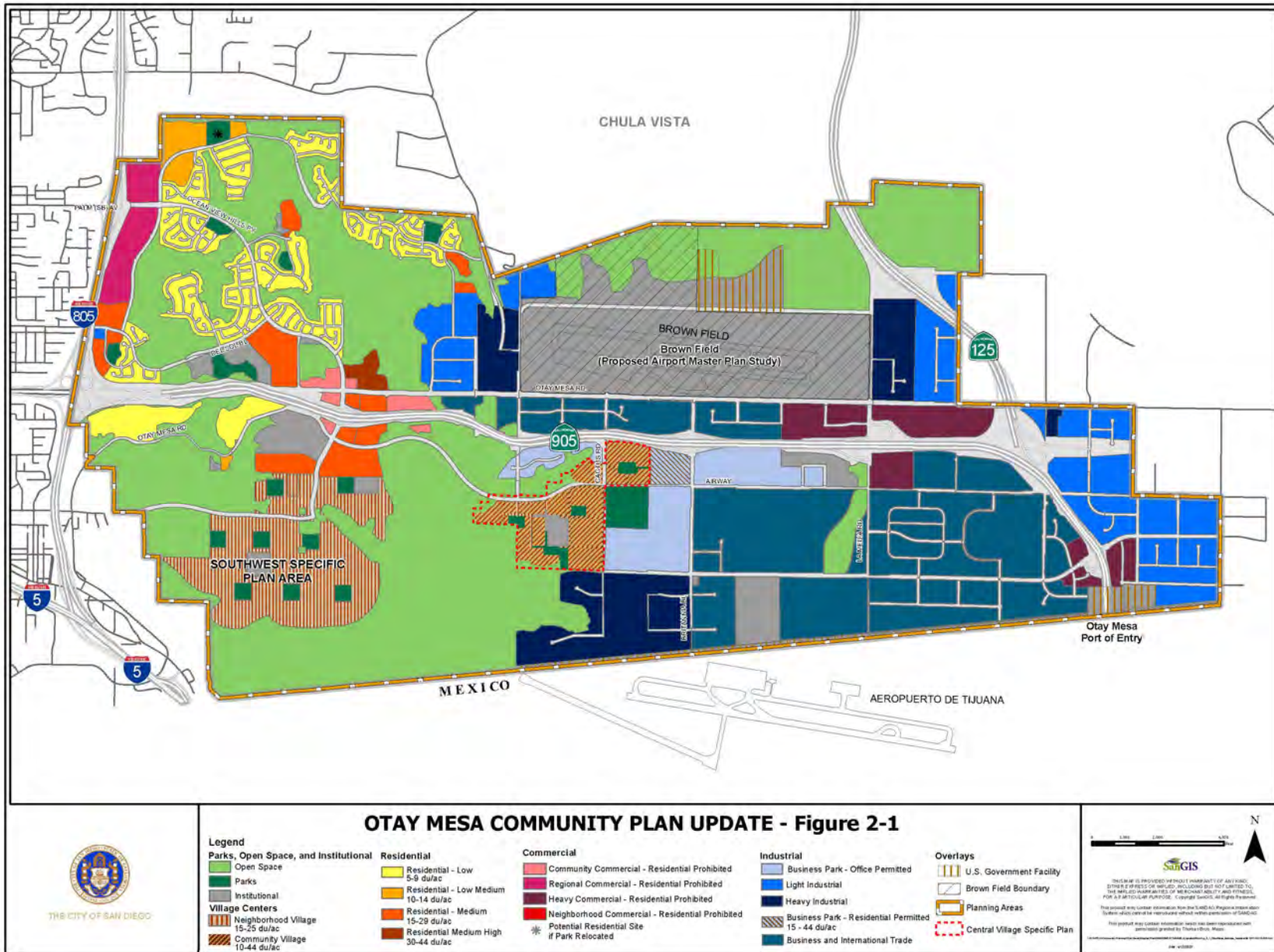
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Institutional	1,120	12%	
Parks	151	2%	
Right-of-Way	1,023	11%	
Total	9,302	100%	18, 853



Land Use Element



Land Use Element

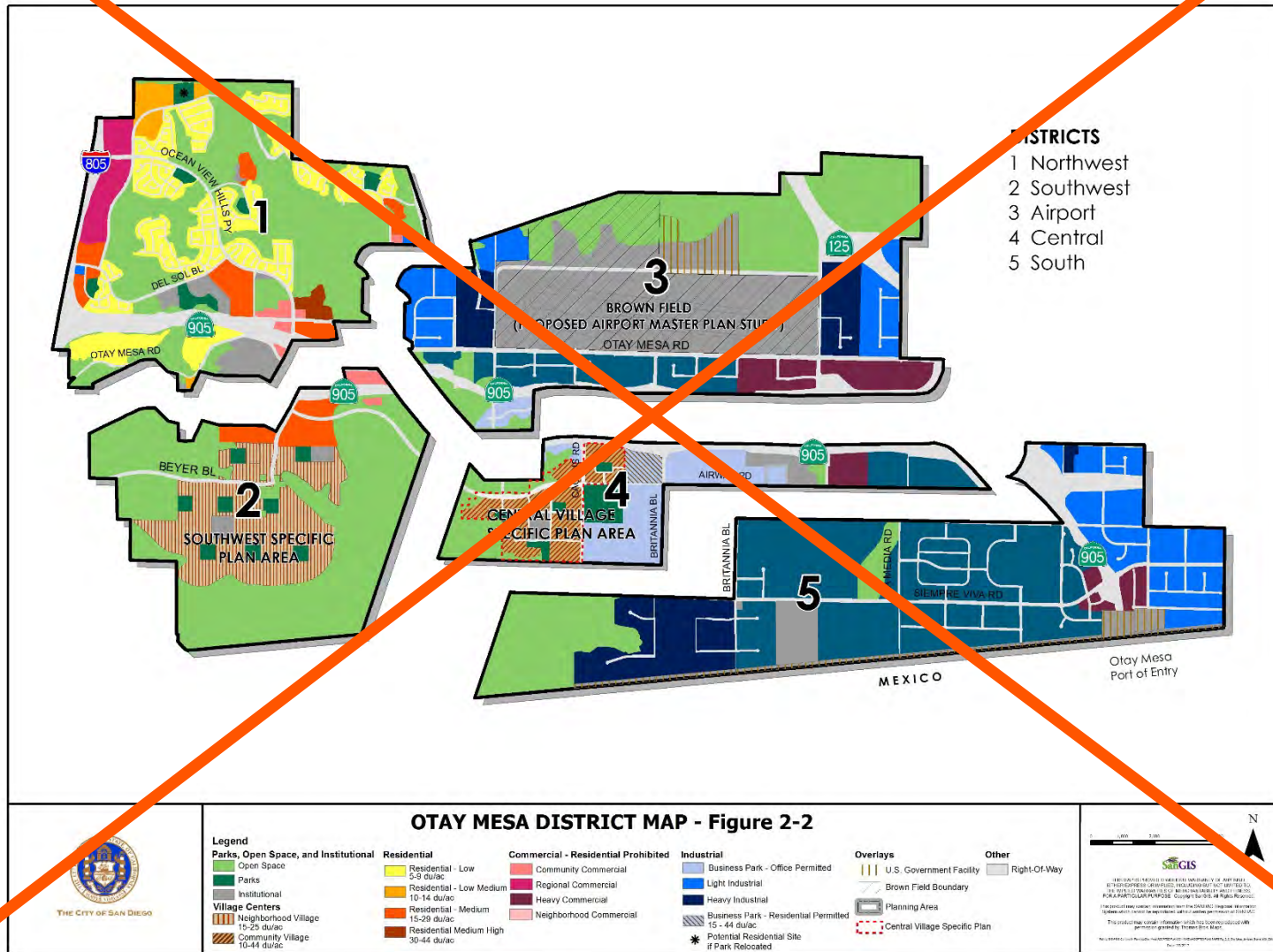


Land Use Element

Districts

Within the planning area and as shown in Figure 2-2 below, a series of districts help to organize and form the community of Otay Mesa. Predominant land uses,

facilities, natural features, and infrastructure help form the five districts.

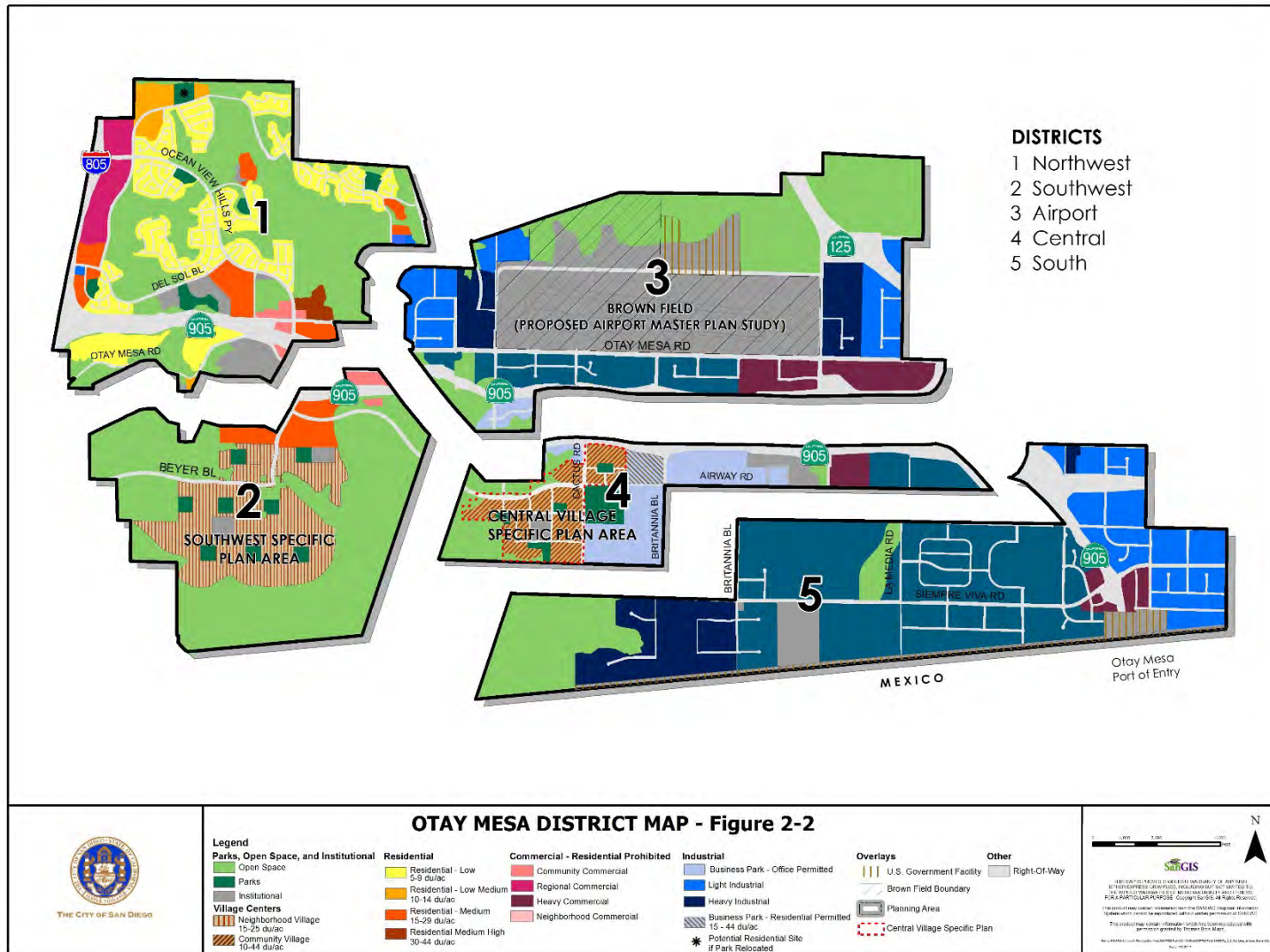


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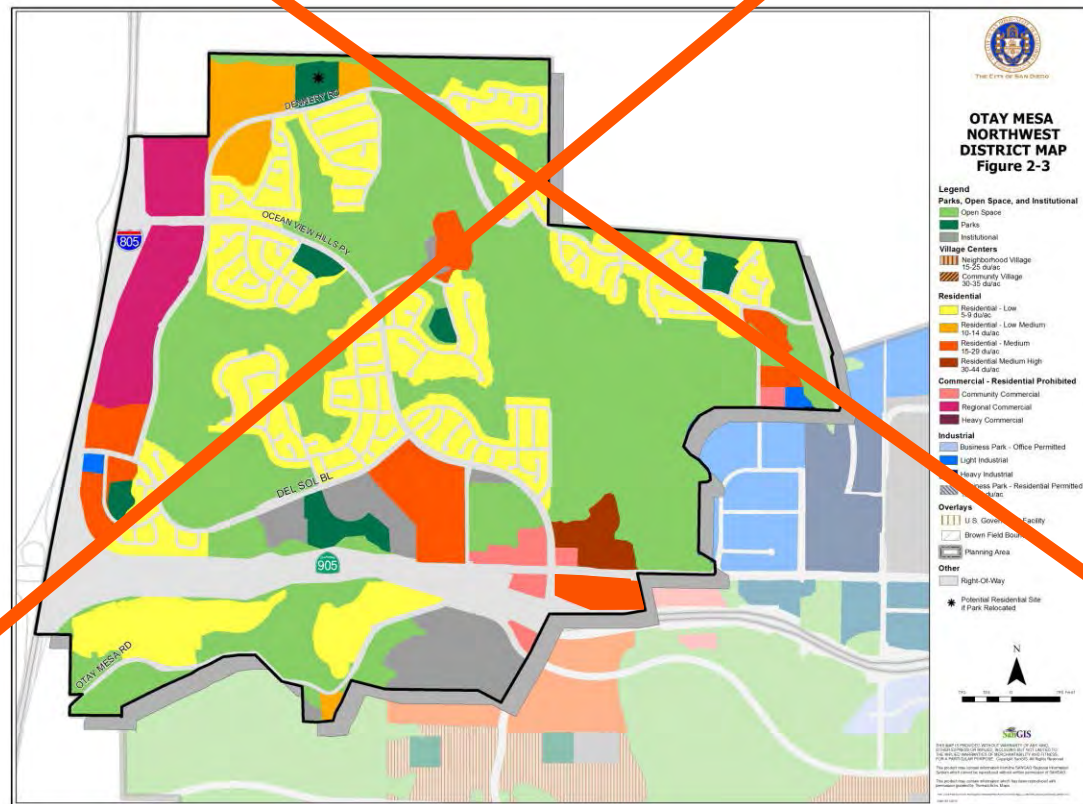


Land Use Element

1. Northwest District

The Northwest District of Otay Mesa is generally bounded by I-805 on the west, Moody Canyon to the south, Denney Canyon to the west, and the boundary with Chula Vista to the north. The district is characterized by hilltop low density single-family residential development, a canyon system with protected sensitive biological resources and habitat areas, and associated community and regional commercial services. Several locations are designated for medium to high density multifamily

development, and are located near SR-905 and commercial services. The District includes the San Ysidro High School, and seven Precise Planning Area neighborhoods: California Terraces, Denney Ranch, Hidden Trails, Remington Hills, Riviera del Sol, Robinhood Ridge, and Santee Investments (Figure 1-3). Because the precise planning areas are almost completely developed, these residential neighborhoods are not projected to change significantly for the life of the plan.

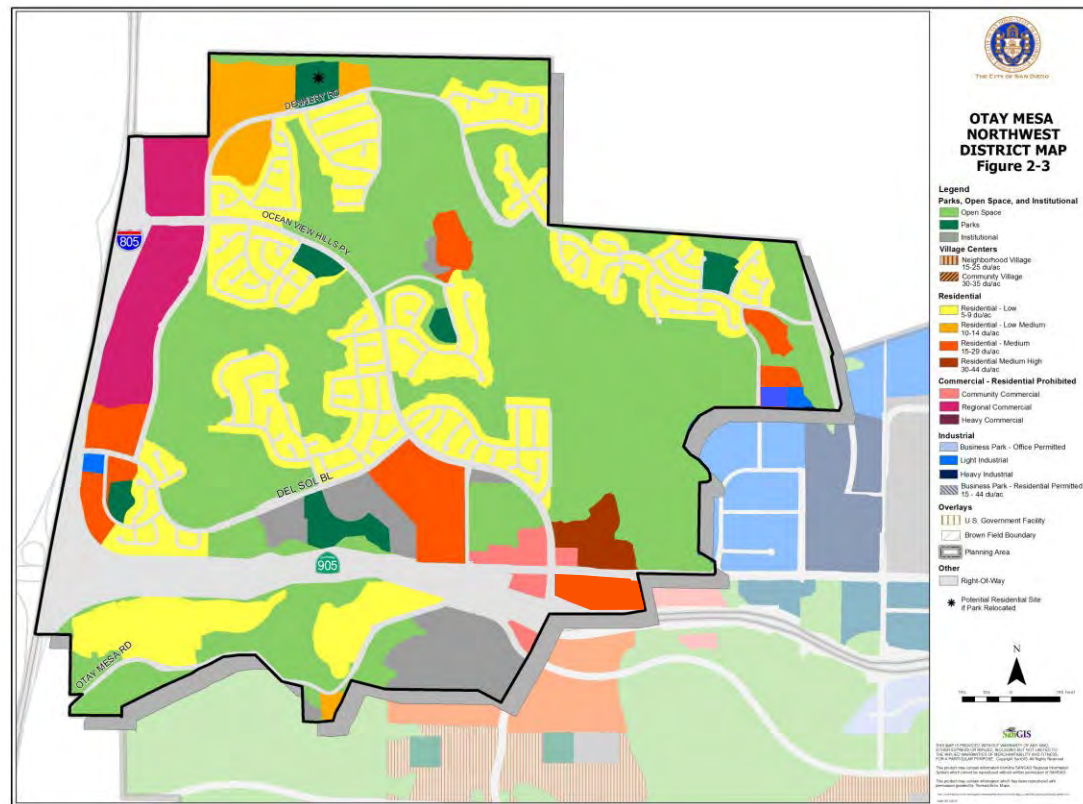


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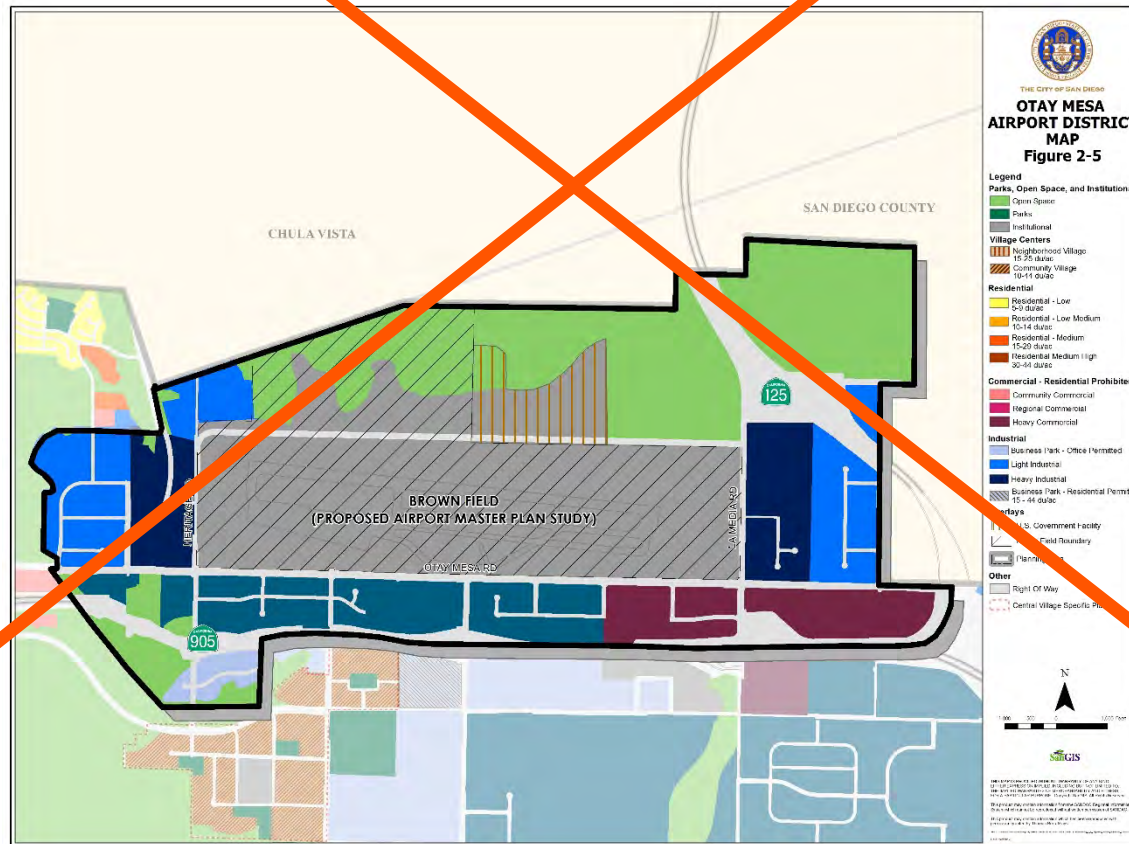


Land Use Element

3. Airport District

The Airport District is generally bounded by SR-905 to the south, Spring Canyon and Denney Canyon to the west, the City/Chula Vista boundary to the north, and the City/County boundary to the east. The northern Open Space portion, with protected sensitive resources and habitat areas, includes steep canyons that drop to the Otay River Valley Regional. The district includes Brown Field Airport and industrial land uses surrounding the airfield.

Brown Field is a general aviation airport which serves as a catalyst for economic development in Otay Mesa, with emphasis on corporate aircraft, Customs and Border Patrol operations and international trade logistics support. Due to airport operations, the eastern and western areas adjacent to the airport are suited for low occupancy uses including but not limited to: warehousing, distribution, auto salvaging, and truck yards for cross border goods movement.

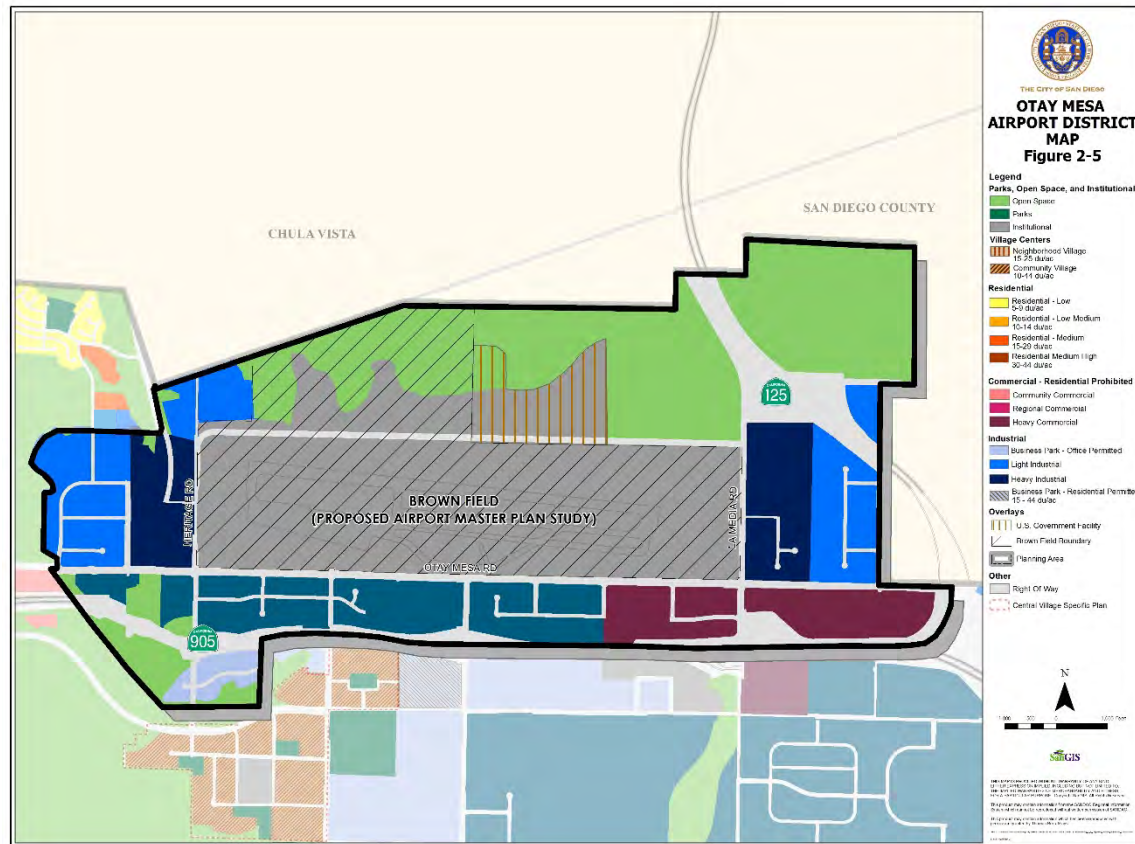


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Land Use Element

5. South District

The South District is generally bounded by Wruck Canyon to the west, the International border to the south, the boundary with the County to the east, and Airway Road to the north. Open space, canyon lands and wetlands with sensitive biological resources and habitat areas, large lot heavy commercial, open space and industrial uses characterize the land uses, with much of the developed land occupied by warehousing, distribution, truck depots, and customs brokerages to support the international logistics industry. The South District includes the international Port of Entry, and the uses are intended to support the international business and trade uses that

are necessary for the movement of goods across the border. The west portion of the South District is designated for heavy industrial uses, such as automobile recycling, truck depots that rely upon outdoor storage, and other uses which can tolerate the truck traffic and noise generated in this area. The South District's proximity to the International border and adjacency to the Rodriguez International Airport provides an opportunity to create a cross border airport facility and associated uses south of Siempre Viva Road and in close proximity to the border.



Land Use Element

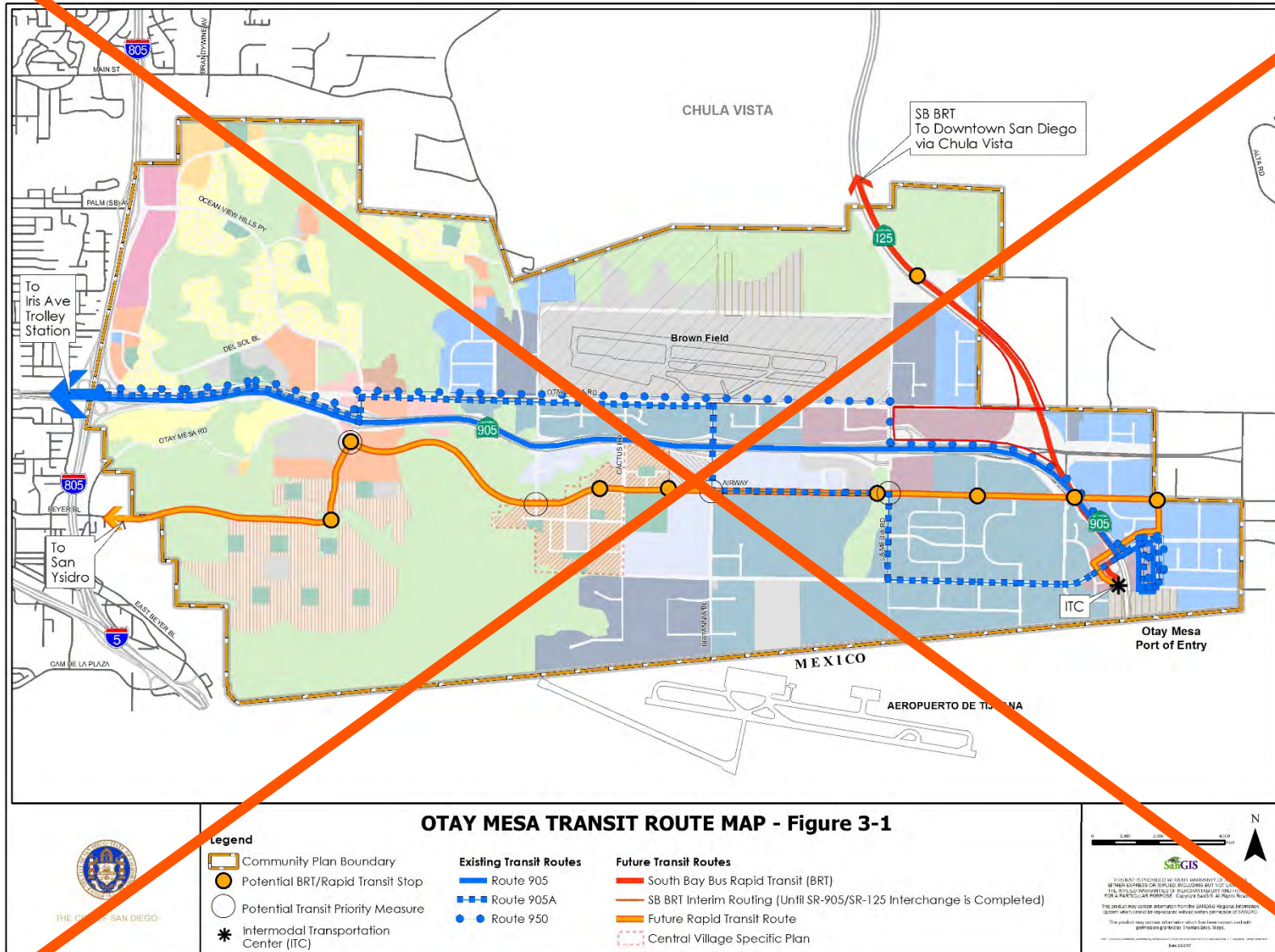
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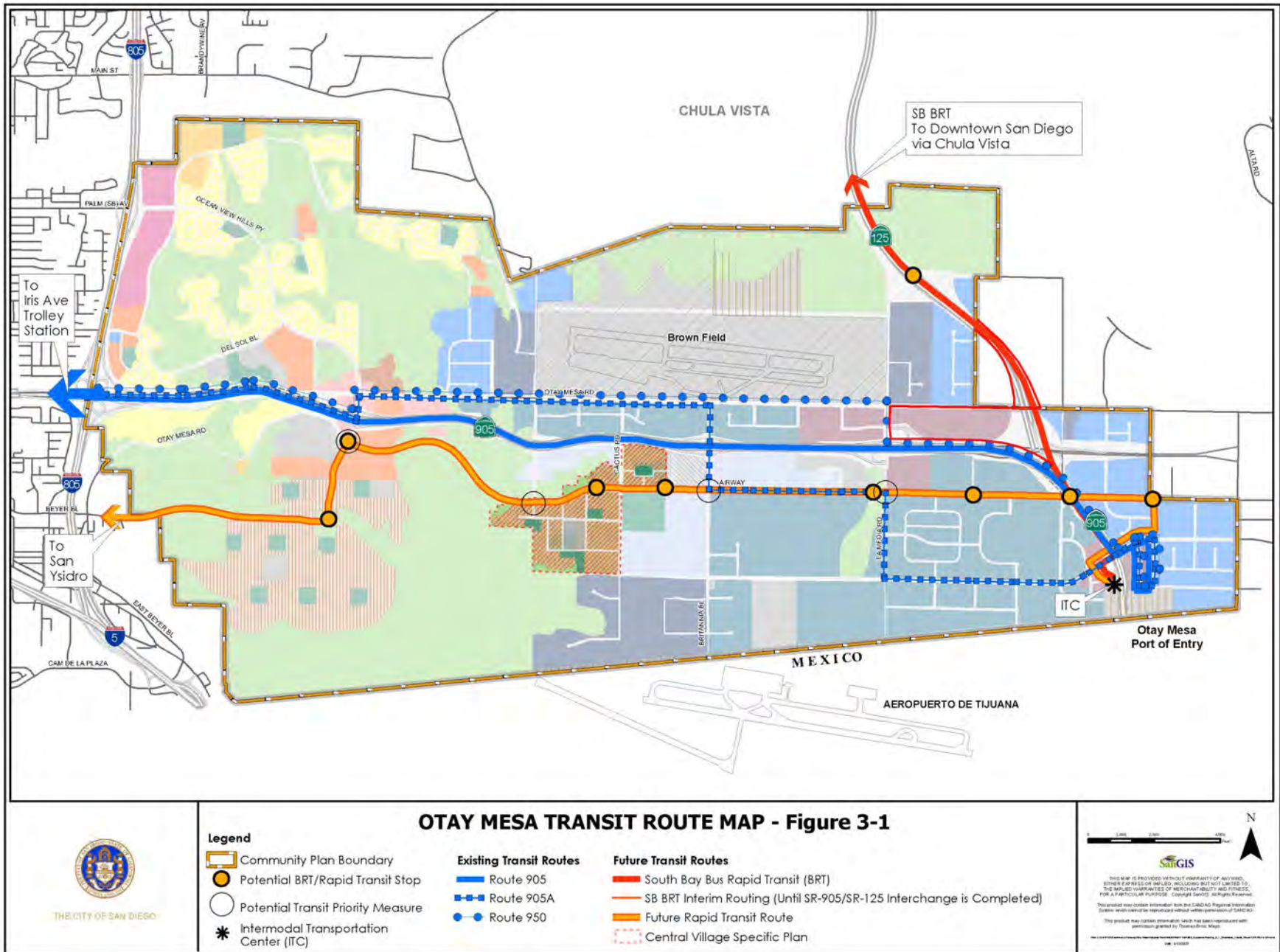
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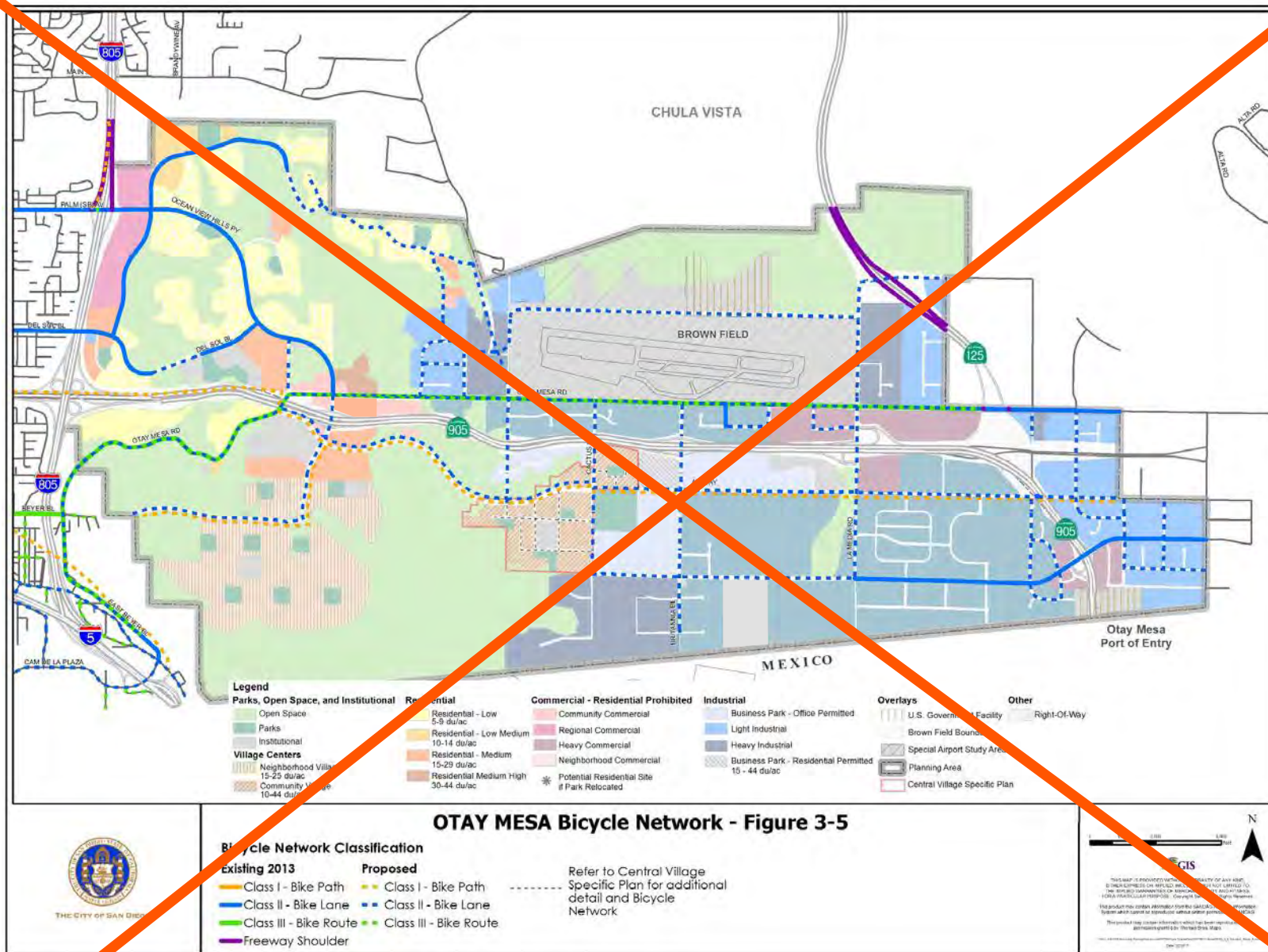
Mobility Element



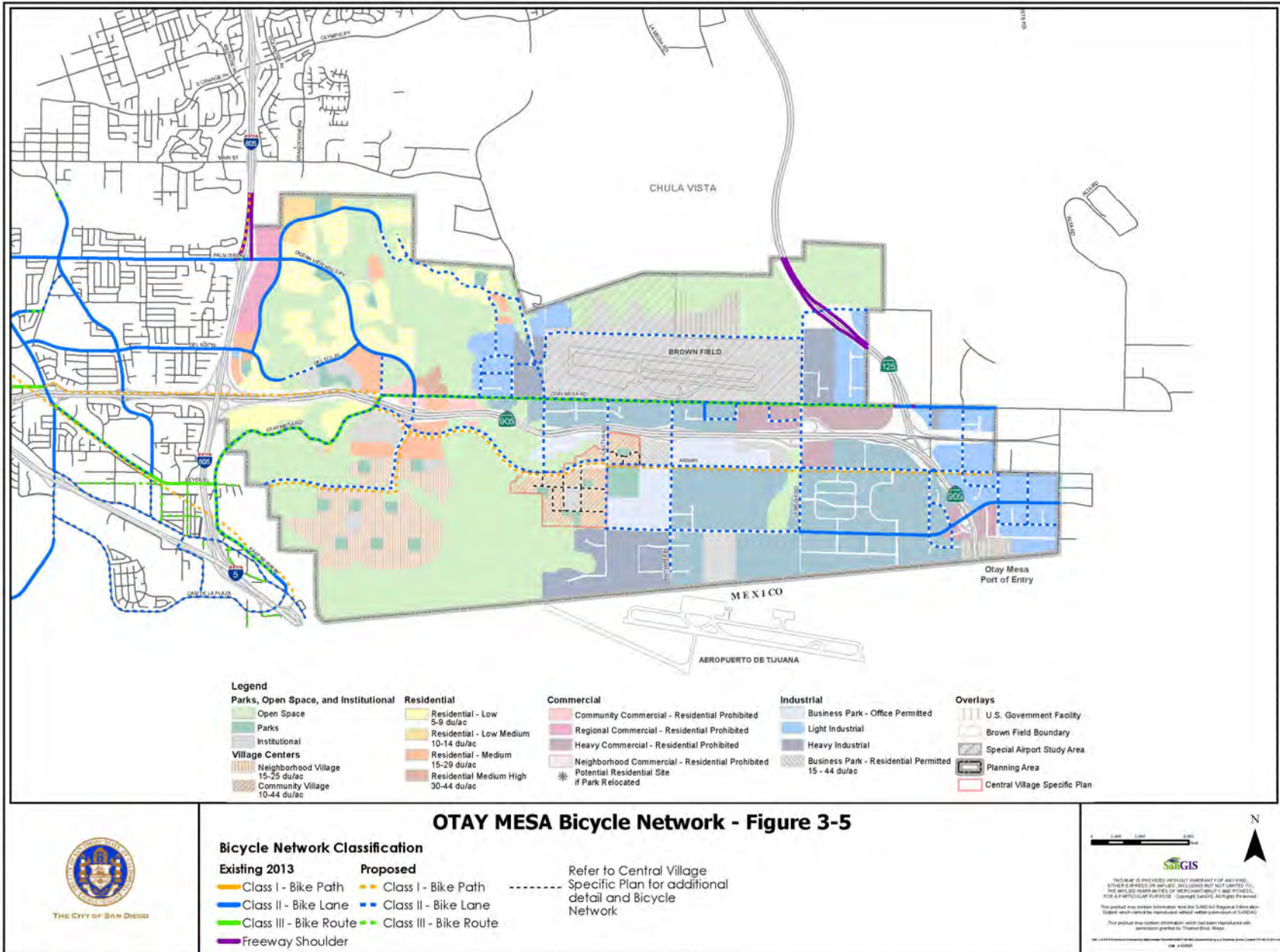
Mobility Element



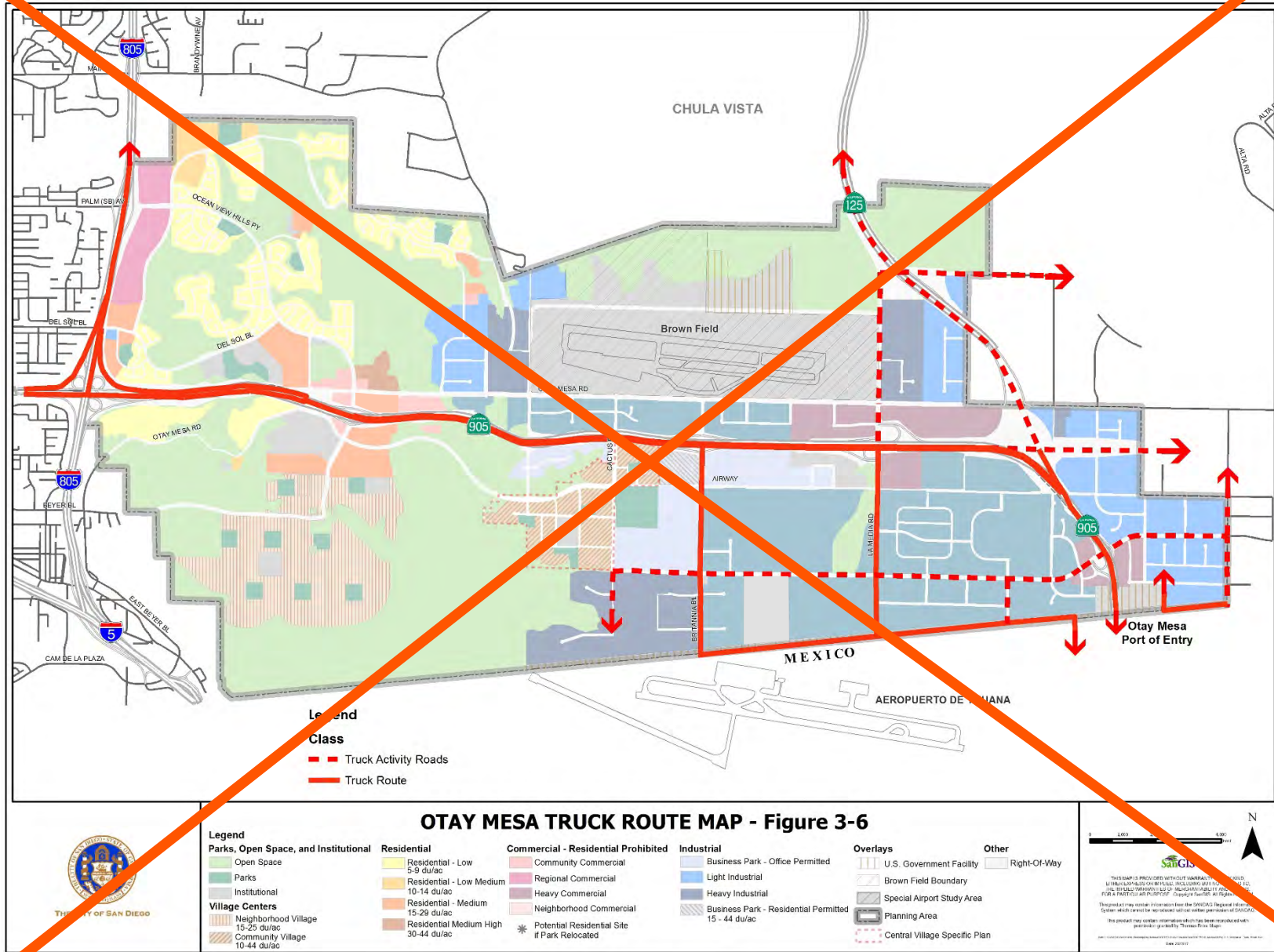
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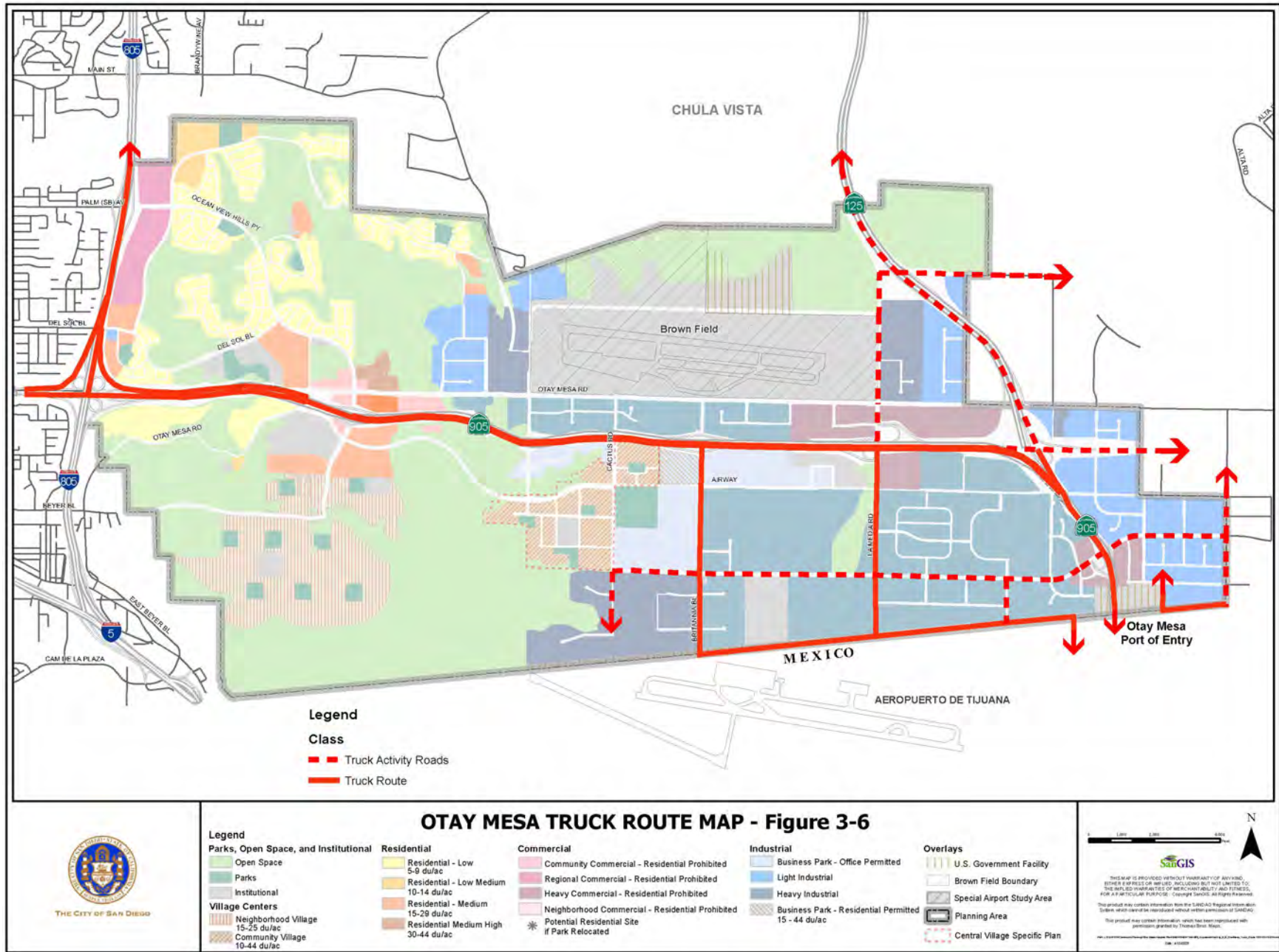
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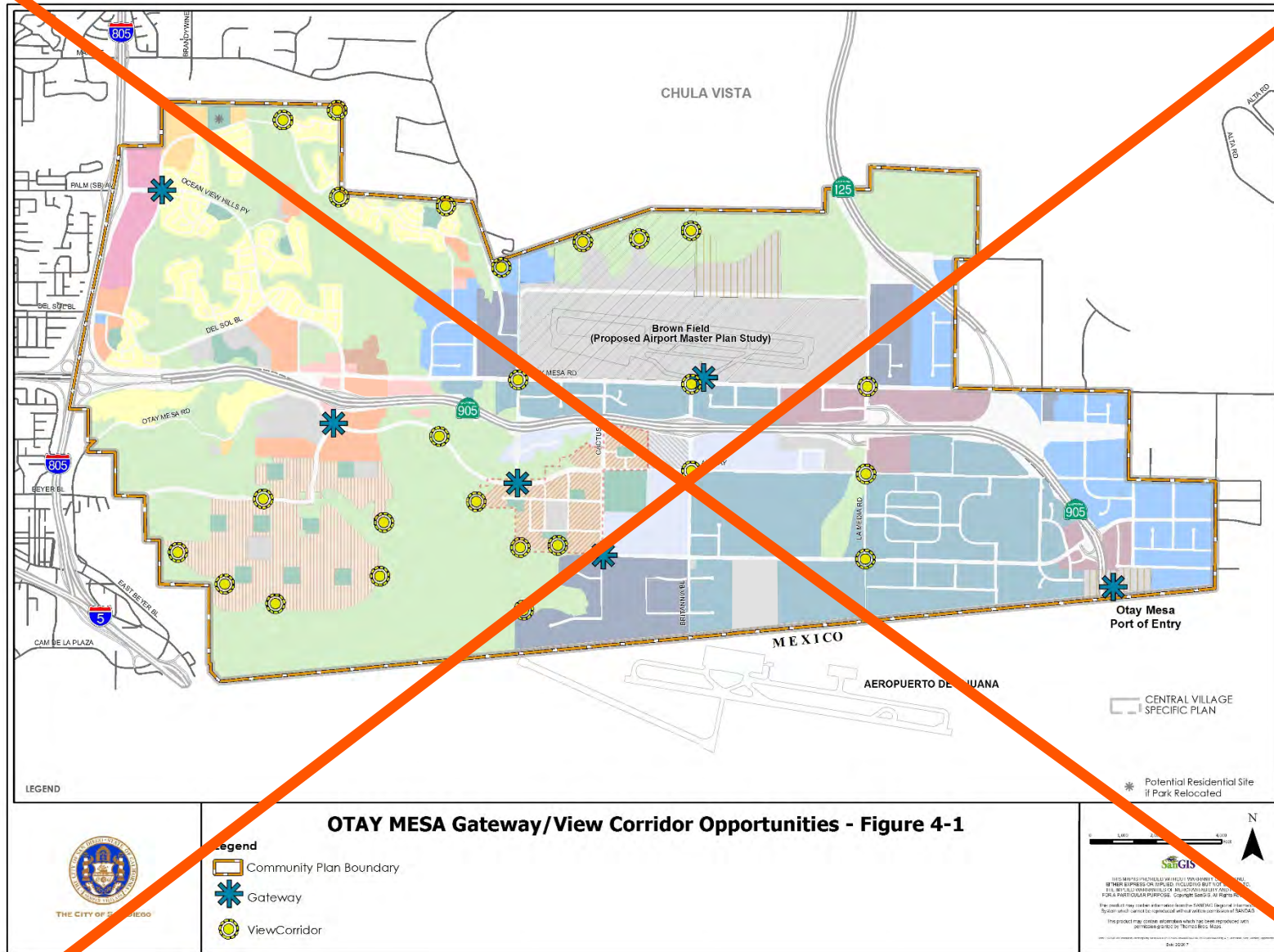


Mobility Element



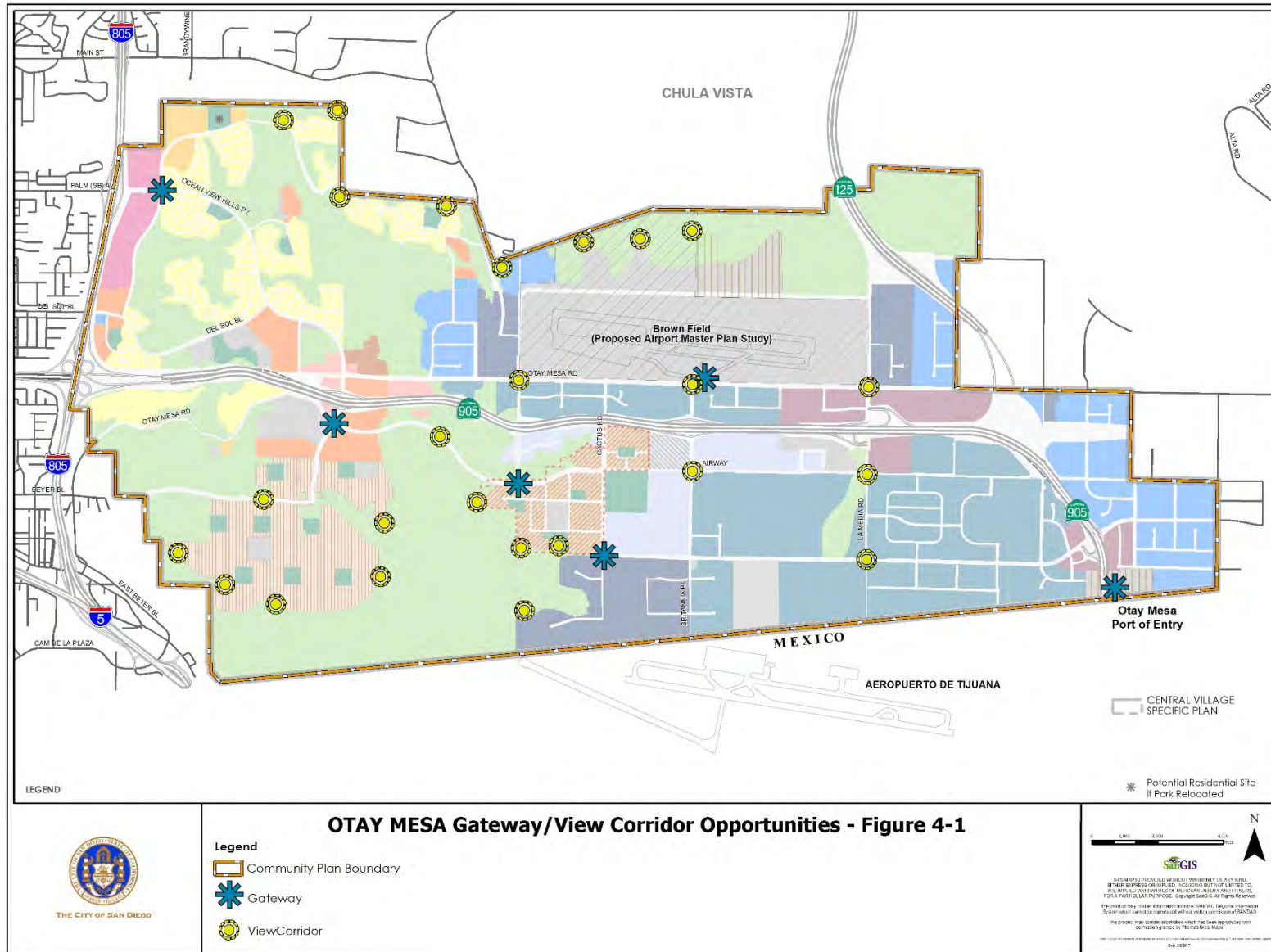
Mobility Element



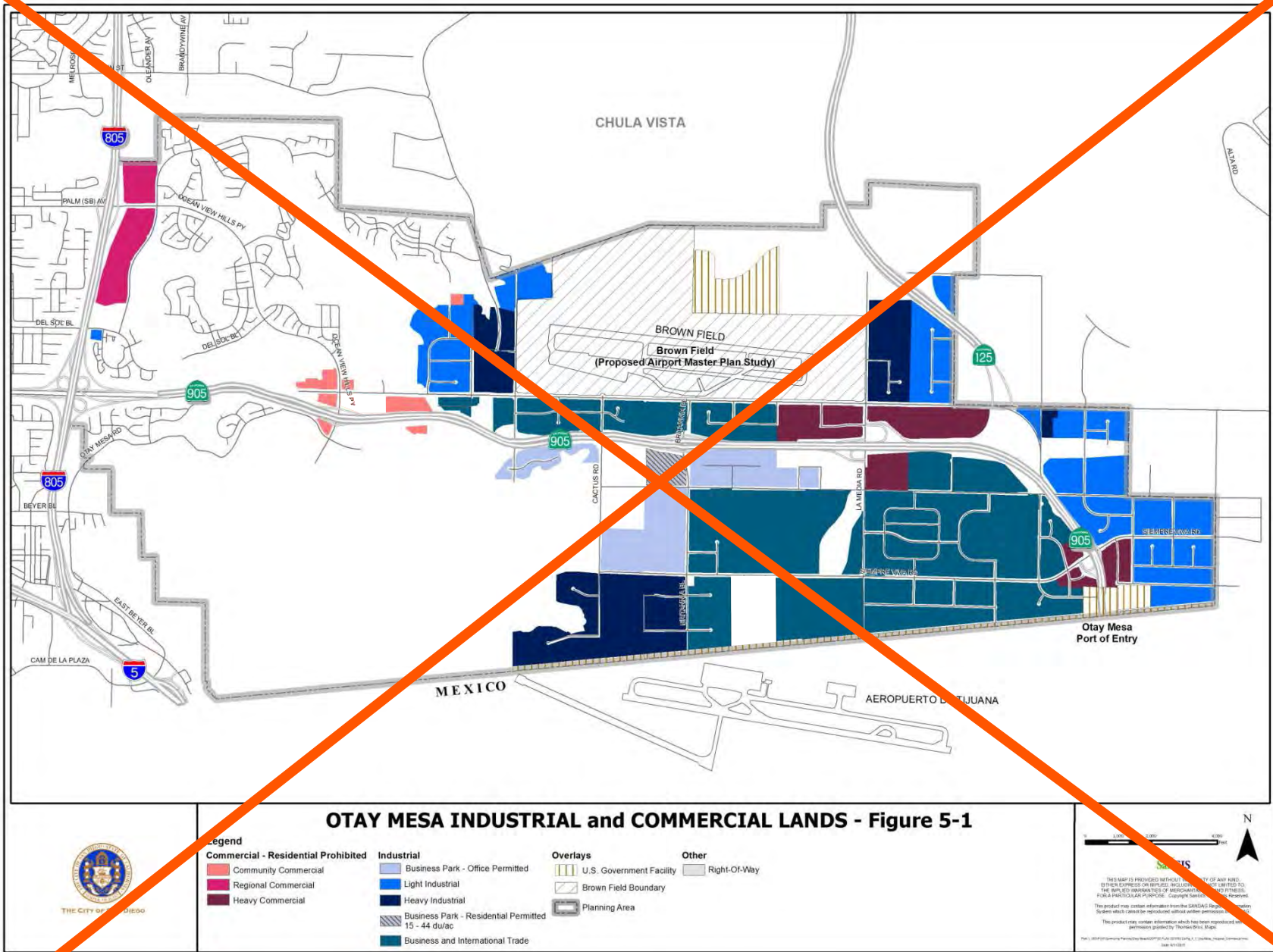


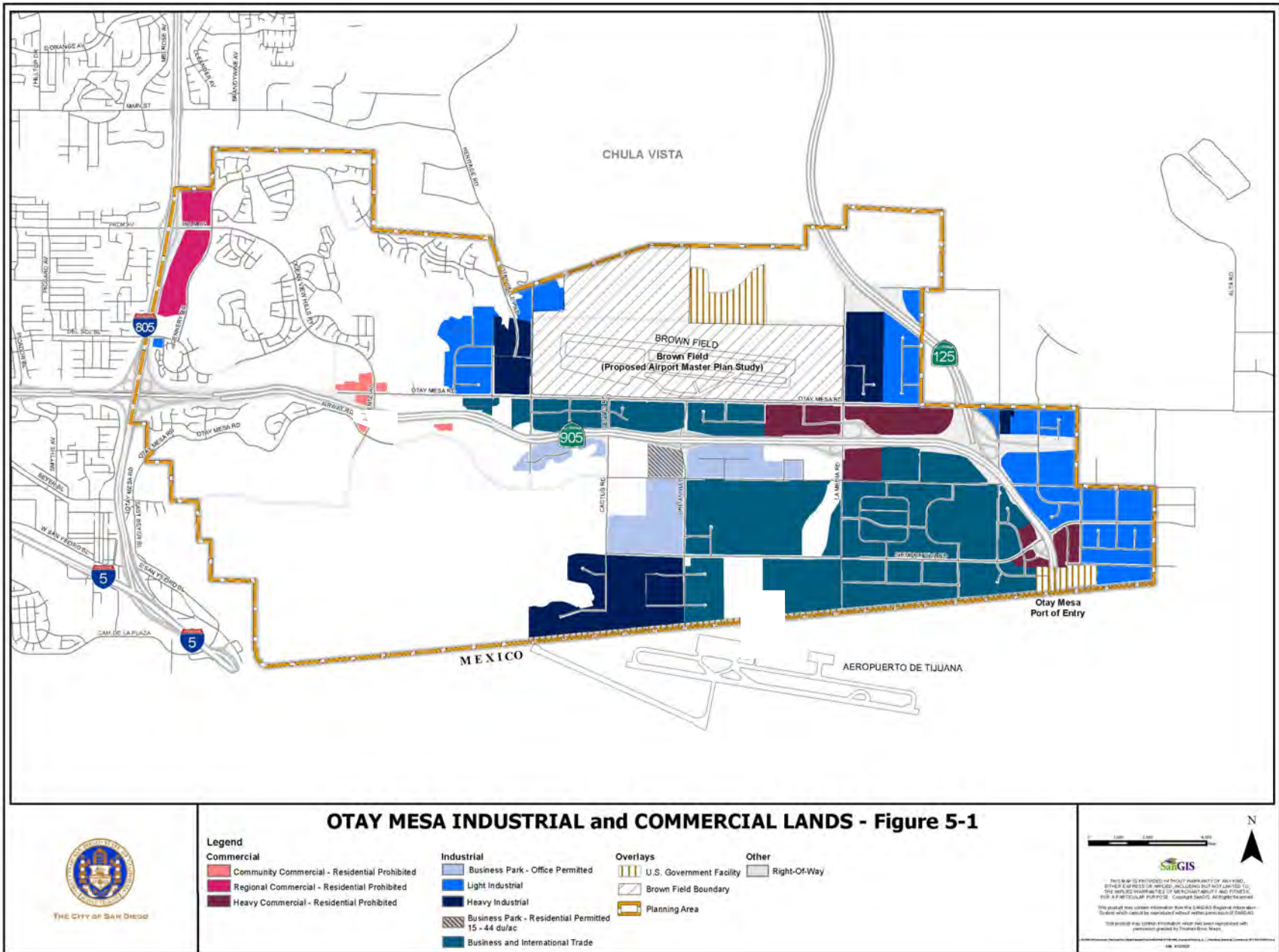
OTAY MESA Gateway/View Corridor Opportunities - Figure 4-1



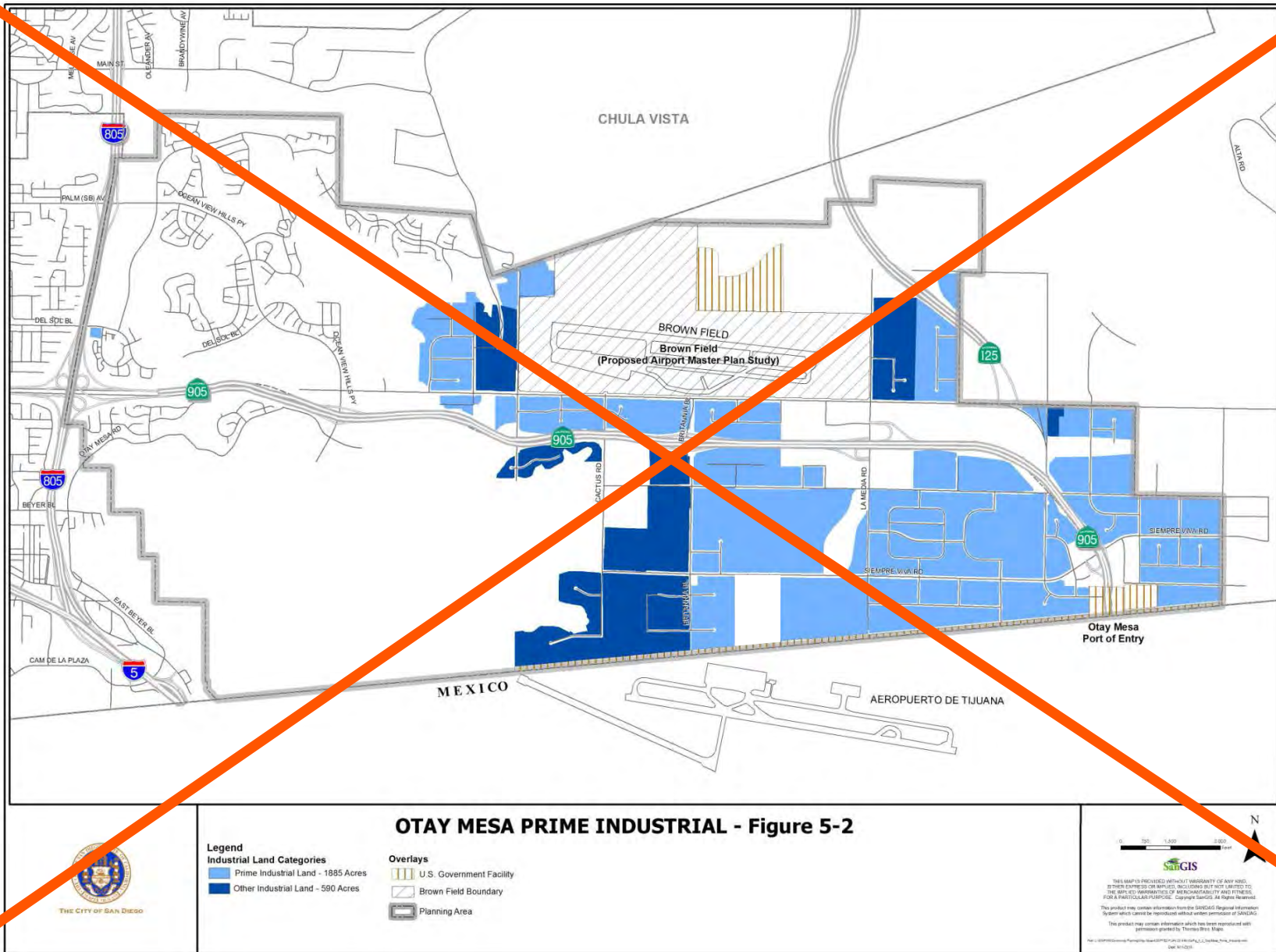


Economic Prosperity Element

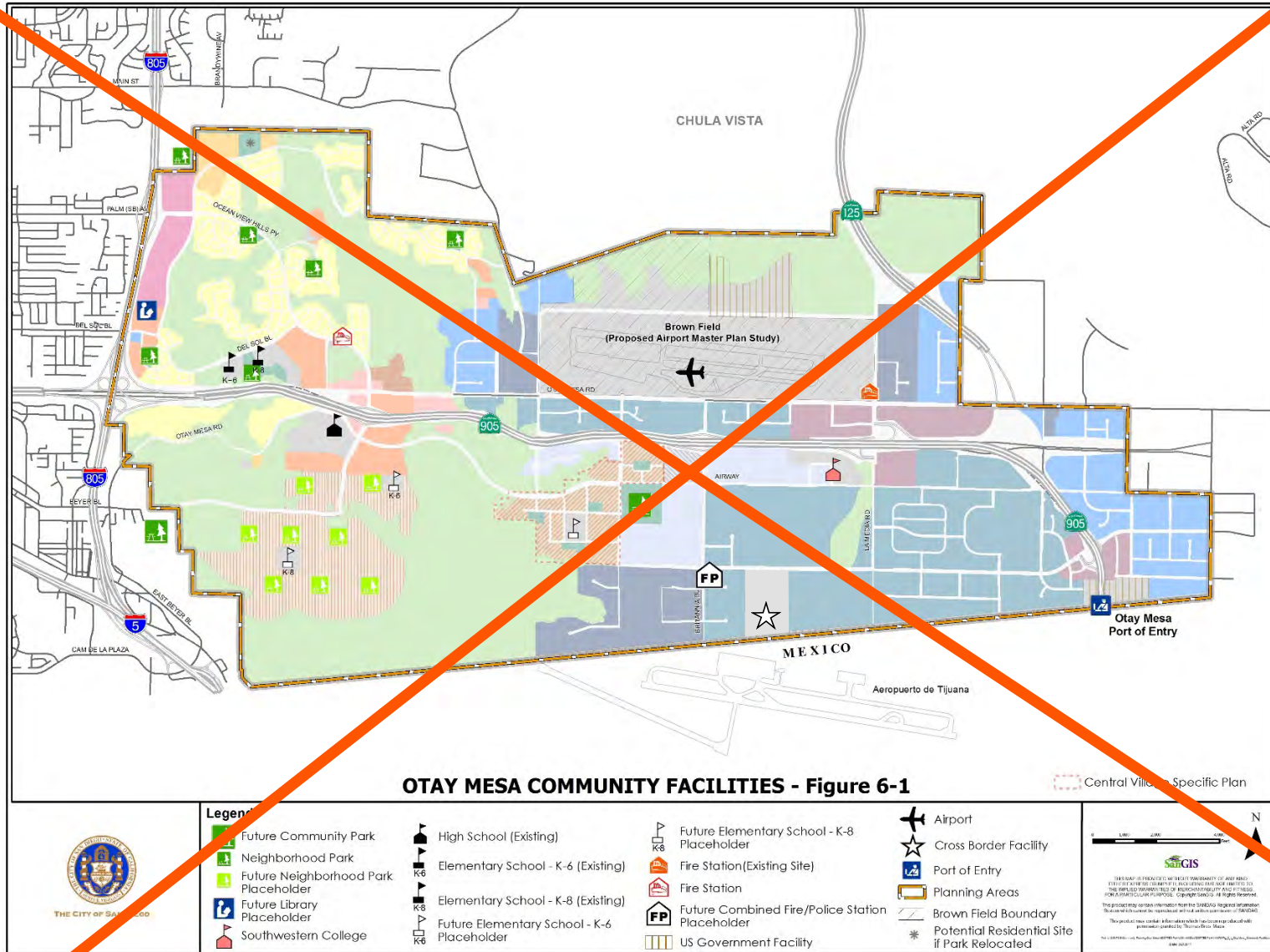




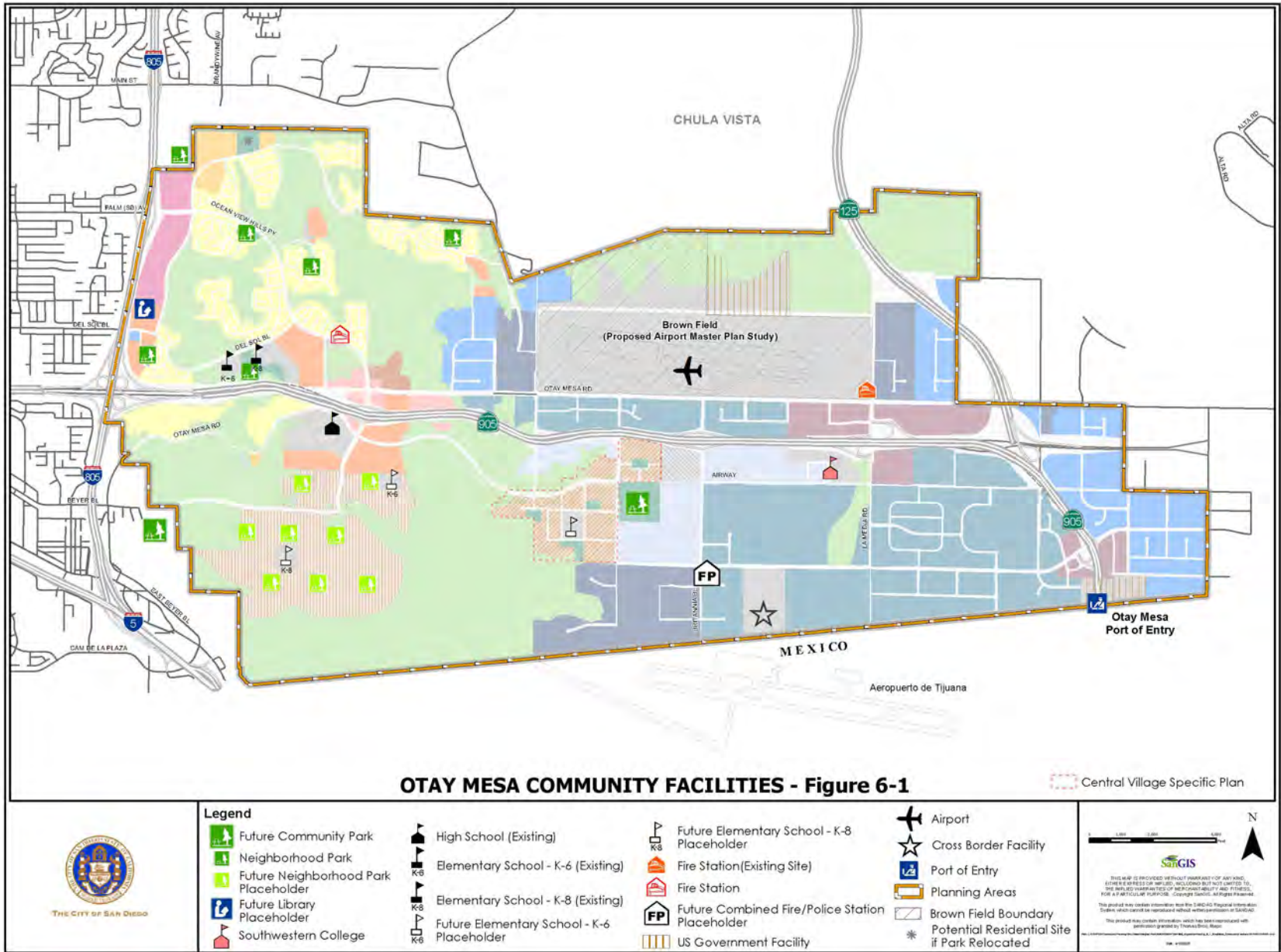
Economic Prosperity Element



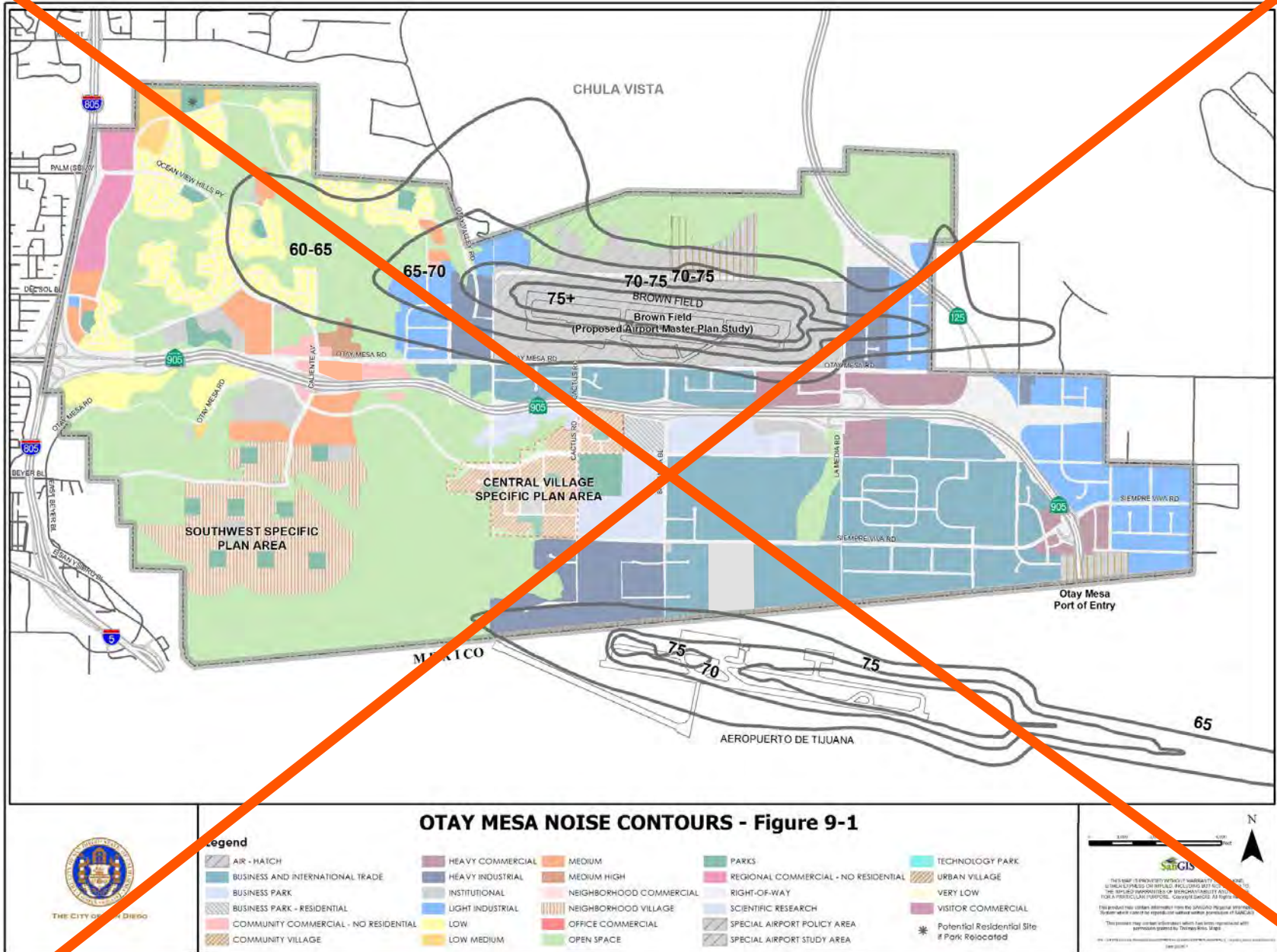
Public Facilities, Services & Safety Element



Public Facilities, Services & Safety Element



Noise Element



Noise Element

