



III. TOPICS

- 1 OTAY VALLEY REGIONAL PARK AND SALT PONDS**
- 2 NEIGHBORHOOD CENTERS**
- 3 HOUSING**
- 4 COMMUNITY FACILITIES**
- 5 PUBLIC SAFETY AND ENFORCEMENT**
- 6 TRANSPORTATION FACILITIES**



OTAY VALLEY REGIONAL PARK AND SALT PONDS

Otay Valley Regional Park	1a
Salt Ponds	1b



TOPIC 1A OTAY VALLEY REGIONAL PARK

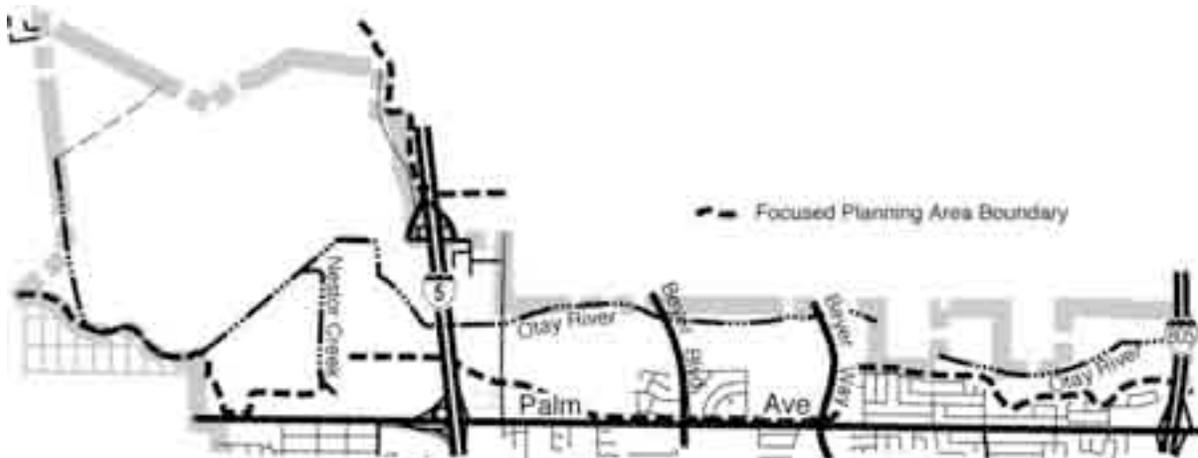
VISION

The Otay Valley Regional Park (OVRP), currently a valley degraded by mineral extraction, industrial and commercial uses, and decades of neglect, will be considered one of the community's greatest sources of identity and pride. The park, which will link San Diego Bay to the Otay Lakes with a continuous east-west wildlife corridor and multipurpose trail system, will offer residents and visitors outstanding natural scenic and cultural features, and provide community and regional recreational and educational opportunities. Inherent from its inception is the preservation and enhancement of environmentally sensitive resources, natural floodplain management, and control of urbanization, coupled with reclamation of the valley as a source of public enjoyment.

ISSUES

The value of the Otay Valley as the community's greatest natural asset has either gone unrecognized or been ignored. Urban development has turned its back on the edges of this area. Unsightly industrial uses, including automobile junkyards and truck storage line the edges of the valley. Private development adjacent to the valley has resulted in minimal public opportunities for physical and visual access to this valuable resource. Few public overlooks, viewpoints, or access opportunities exist.

Trash dumping throughout the Otay Valley is another indicator of the low value that is currently placed on this resource. Compounding the problem of the perception of the valley being uninviting and inaccessible is the existence of homeless/transient encampments. Many of these camp sites are considered permanent residences by their inhabitants. These unsafe and substandard living conditions contribute to the potential for the degradation of sensitive natural habitat, and adjacent homes and businesses. The densely vegetated areas, where the encampments occur, are considered unsafe by property owners and community residents. Residents also attribute responsibility for some local crimes to the transients.



See the Community Land Use Map for planned land use designations in this area.



Sand and gravel extraction, and agriculture have been the predominant commercial activities within the valley. Some agricultural uses prevail. Extractive operations continue, but are minimal in comparison to former years. Concrete and asphalt batching, and concrete I-beam construction now occur on these sites, and are allowed by Conditional Use permits. The mineral resource value of the Otay Valley has been almost completely exhausted. The valley has been mined, depleted, and its natural landforms have been altered. Prior excavation operations have left the land scarred and degraded.



Development conditions and planning priorities have changed since the mineral extraction and processing operations first began in the Otay Valley. Residential uses have developed adjacent to the valley, particularly on the ridges along the southern edge of the valley. Residents identify noise, air pollution, and negative visual impacts created by the industrial uses as incompatible with the neighboring residential uses. The city of Chula Vista has designated the north side of the valley as a redevelopment area; future redevelopment plans will address appropriate land uses and design considerations for sites adjacent to the valley. Growing environmental awareness has shifted emphasis towards preservation and restoration of the environmentally sensitive resources within the valley, and has guided the City in making a strong commitment to planning and establishing the Otay Valley Regional Park.

The cities of San Diego and Chula Vista and the county of San Diego have undertaken a joint planning effort to develop a regional park in this area that offers potential for both natural resource protection and enhancement, and opportunities for recreational and educational activities.

The Otay Valley Regional Park Focused Planning Area (FPA) boundary defines a 16,000-acre study area for planning purposes. The study area extends approximately eleven miles eastward from south San Diego Bay along the Otay Valley to the Otay Lakes and Bureau of Land Management property boundaries. The northern portion of the Otay Mesa-Nestor community planning area is located within the FPA.



STRATEGIES

- Preserve those areas of the Otay Valley containing outstanding scenic, natural and cultural resources and recreational opportunities as a resource-based park. Creation of the Otay Valley Regional Park will help to reclaim the valley for public enjoyment and focus attention on this unique area as a source of community identity and pride.
- Prepare an Otay Valley Regional Park Concept Plan for adoption by the three participating jurisdictions. Identify, and pursue acquisition of, properties within the Otay Valley for inclusion within the Otay Valley Regional Park.
- Protect and preserve the environmentally sensitive areas, and the rural character of the Otay Valley. Restore and enhance environmentally degraded areas, particularly those currently used for extraction, mineral processing and other industrial activities. Remove and prevent illegal encampments.
- Provide active and passive regional recreational opportunities.
- Provide opportunities for educating the public about the natural and cultural resources of the Otay Valley. This could be accomplished through nature interpretive centers, interpretive trails, historical markers, demonstration gardens and similar exhibits.
- Encourage agricultural uses within the non-environmentally sensitive areas of the valley.
- Preserve a continuous east-west wildlife corridor and contiguous natural habitat linkages throughout the Otay Valley. Provide connections from the Otay Valley to adjacent habitat corridors including Nestor Creek and Poggi Creek.
- Provide a continuous east-west trail system for hiking, bicycling, and equestrian use along the Otay Valley. Appropriate alignment and location of trails shall be based on future environmental review. Incorporate existing trails and utility easement roads, where appropriate.
- Maintain the natural floodplain; prohibit channelization of the floodplain.
- Discourage new industrial and general commercial uses within the valley. Commercial recreation may be permitted consistent with the future OVRP Concept Plan.
- All mineral processing and batching operation Conditional Use Permits shall be allowed to expire; strongly discourage extensions of time of these Conditional Use Permits. Strongly discourage the granting of new mineral processing and batching operation Conditional Use Permits.
- Reclamation, restoration and enhancement plans shall be submitted and implemented for mineral extraction and processing operations as required by the State Surface Mining and Reclamation Act of 1975 (SMARA).



RESPONSIBILITY

Preparation of the OVRP Concept Plan is an ongoing cooperative effort of staffs from the City, the county of San Diego and the city of Chula Vista. The OVRP joint staff will include the Community Plan Implementation Team, community members, landowners, and regulatory and other responsible agencies in the planning process.

FUNDING

Pursue funding, including bond issues, and federal, state, and independent organization grants, for the purposes of acquiring, restoring and enhancing, improving and maintaining sites for inclusion in the Otay Valley Regional Park. Actively solicit the assistance of private conservation organizations (such as the Nature Conservancy and The Trust For Public Lands).

Negotiate the dedication of parkland as part of future development proposals. Solicit the dedication of trail easements from private property owners.

SCHEDULE

Ongoing.

LAND USE

Open Space. Designate Otay Valley Regional Park as a Resource-Based Park upon approval of a Concept Plan by the City Council. Amend this community plan, as appropriate, to be consistent with the future adopted OVRP Concept Plan.

Two sites located on the north side of the river adjacent to Chula Vista, between the termini of Mace Street and Date Court, are designated Industrial (one-acre) and Low-Density Residential (four acres), respectively. The wetland drainage area, running north-south from Chula Vista to the Otay Valley between these sites, should be maintained in a natural condition as development occurs. Filling or other alteration of this area to provide access between the two sites should not be permitted. See Zoning recommendations for these sites, below.

ZONING

Rezone all non-FW (Floodway) zoned City-owned property within the Otay Valley Regional Park Focused Planning Area to an appropriate open space or park zone to preserve the area's natural resources and park opportunities.

Rezone all City-owned, dedicated park sites to an appropriate park zone.

Protect existing sensitive natural resources on privately owned property by applying zoning that will permit very low-density residential development but prohibit agricultural uses.

Condition the rezone of the one-acre Industrial site from A-1-10 to M-1B upon approval of a Planned Industrial Development permit (PID). Condition the rezone of the four-acre Low-Density Residential site from A-1-10 to R-1-5000 upon approval of a Planned Residential Development permit (PRD). Development of these sites should comply with the Guidelines stated below.



GUIDELINES

Design of future development shall be sensitive to, oriented towards, and enhance adjacent natural open space. The following design guidelines apply to all development within or adjacent to the Otay Valley:



Site Design

Where new public or private streets are proposed or required in projects adjacent to existing or planned open space, development shall incorporate single-loaded streets adjacent to open space. This will provide a setback of buildings from open space as well as public visual access along open space areas.

Viewsheds, Visual Access and Visual Buffers

- Public views from proposed developments to the bay, valley and steep hillsides shall be preserved.
- Proposed development shall be designed sensitively to blend with the natural landscape.
- Incorporate non-building view lots into site plans to provide public visual access to adjacent natural features. These sites shall occur at the ends of streets or cul-de-sacs where possible.
- Building elevations, including rear elevations, which face natural open space shall be designed to provide architectural interest and articulation.
- Fencing shall be attractive from both the development and open space sides; fencing shall not present a blank wall to the open space. Fencing design shall permit views to and from adjacent open space.

Trail Access and Parking

- Provide trails and trail access through or adjacent to the Otay Valley, where appropriate. Trails shall be coordinated with the Otay Valley Regional Park plans.
- Provide public automobile and bicycle parking for, and bicycle and pedestrian access to, established or future trail systems.

Reference: Community Vision Map; Topic 1a, Otay Valley Regional Park; Appendix C, View Corridors Map.



TOPIC 1B SALT PONDS

VISION

Providing a combination of benefits including salt production, preservation of sensitive wildlife habitat, recreation and economic development, the Salt Ponds will become the western gateway to the Otay Valley Regional Park and an integral part of the South San Diego Bay National Wildlife Refuge. Select areas will be developed in ways to enhance the Palm Avenue corridor, promote economic revitalization, and improve access and circulation in the area. Just as freshwater habitats are linked to the bay, so too will residents be linked to neighboring communities by an extensive trail system including the Bayshore Bikeway. New development will be designed to preserve and be compatible with the sensitive biological resources of south San Diego Bay while providing an economic stimulus through creative site planning and design.

ISSUES

With adoption of this Plan, the Salt Ponds and adjacent areas within the City's jurisdiction officially become part of the community planning area. Previously, they were not included in any community planning area, and were addressed only by the Progress Guide and General Plan (General Plan). Inclusion in this planning area facilitates comprehensive monitoring and planning of the Salt Ponds environs as an integral natural extension of the Otay Valley and Nestor Creek floodplain, and links Otay Mesa-Nestor with other South Bay communities.

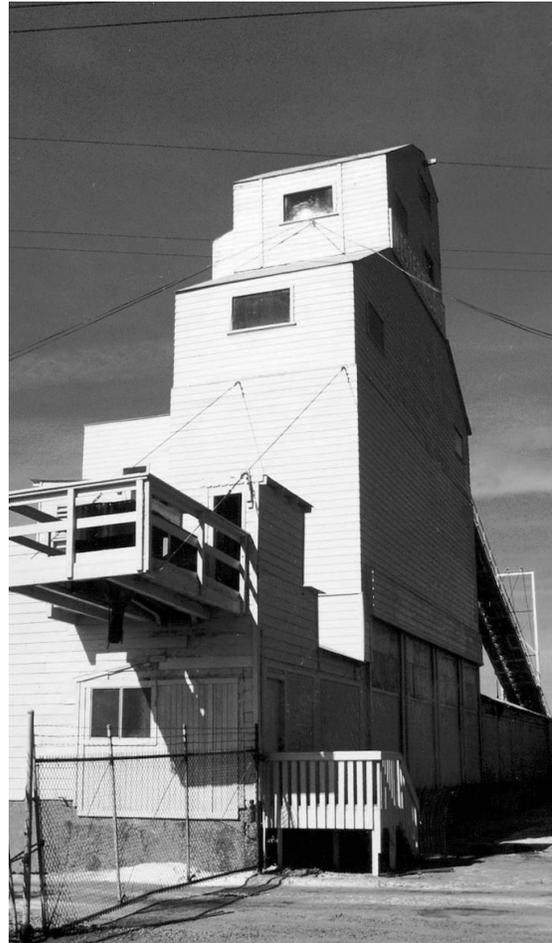
The Western Salt Company's salt production operation in south San Diego Bay and adjoining areas provides community and regional economic, open space, wildlife habitat and historic value. Situated where the Otay River and Nestor Creek join and empty into San Diego Bay, this area contains a diversity of wildlife habitats including shallow bay waters, mudflats and salt marshes. These environments provide nesting and feeding areas for local and migratory birds, and breeding grounds for many varieties of marine life. Salt pond dikes are used as nesting habitat. Several federally listed endangered species inhabit the salt ponds environs. Due to its unique natural resources, this area has been proposed for inclusion in the South San Diego Bay National Wildlife Refuge (Refuge), the Multiple Species Conservation Program (MSCP) preserve, and the Otay Valley Regional Park (OVRP).



See the Community Land Use Map for planned land use designations in this area.



The complex combination of the salt production industry and wildlife habitat has evolved over many decades; any changes to the physical characteristics of the salt ponds would disrupt the delicate balance. Both the salt production and the wildlife habitat, as well as the open space and potential recreational opportunities of the south bay area, are considered valuable resources. The City is committed to and supports the long-term operation of the salt works. Inclusion of all or part of the salt works within a habitat management program, a wildlife refuge or other resource management plan is not intended to interfere with the ongoing operation of the salt works. Over the years the City has received many preliminary inquiries about various development schemes along the bayfront, although none have been pursued or approved to date. Any future development proposals for this area should ensure the continued salt evaporation operations and the preservation of the unique natural and cultural resources.



The salt ponds area and portions of the Nestor Creek and Otay Valley floodplains west and east of I-5 are located within the Coastal zone. The State Coastal Commission (SCC) has designated this a deferred certification area due to current industrial zoning, salt extraction operations and the uncertainty of future plans for the area. The preparation of a comprehensive Special Study, that addresses habitat protection, floodplain management and proposed development, is required prior to any land use changes in the area. Future permit authority may be transferred to the City when appropriate zoning and the Special Study are adopted by the City and also approved by the SCC.

An existing Class II bicycle lane is located on the section of Palm Avenue between Saturn Boulevard and the Imperial Beach boundary. This congested stretch of road is not an appropriate environment for a safe, comfortable and enjoyable bicycle riding experience. It has long been the desire of community residents to reroute this bicycle link between Imperial Beach and the community. The multi-jurisdictional Bayshore Bikeway Policy Advisory Committee, coordinated by SANDAG, is planning a bicycle route around San Diego Bay. This committee also recommends rerouting the community's connection from Palm Avenue to the vicinity of the Salt Ponds, north of Palm Avenue. Alternative routes utilizing the SDG&E railroad easement are being considered. A specific route location must consider potential impacts to sensitive biological habitat, connections with existing or planned Bayshore Bikeway sections in Imperial Beach and Chula Vista, and linkage with future OVRP bicycle trails.



The Western Salt Company's 1930's era wooden salt processing building, located on Bay Boulevard, is a local landmark signifying over eight decades of the company's presence (since 1914) and almost a century-and-a-half of salt extraction from seawater in south San Diego Bay. This elegant expression of functional industrial architecture should be preserved and maintained in working condition.

STRATEGIES

- Encourage and permit the Western Salt Company to continue the salt extraction operation. Continuation of this industry is consistent with the City's natural resource conservation and open space preservation goals. Inclusion of all or part of the salt works within a habitat management program, a wildlife refuge or other resource management plan is not intended to interfere with the ongoing operation of the salt works. Encourage the long-term operation of the salt works by supporting the extension of Western Salt's leases with the State Lands Commission of land used in the operation.
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- Coordinate the Refuge, OVRP, MSCP and private development planning efforts to ensure that the natural resource and wildlife habitat areas of the Salt Ponds are preserved.
 - Require the preparation and adoption of a Special Study for property located within the Special Study Area overlay designation prior to any land use changes.
 - Deny any requests from adjacent cities for jurisdictional boundary adjustments in the south bay area that would jeopardize the integrity of the natural resource and open space systems or result in loss of development potential for the City.
 - Plan and implement a section of the Bayshore Bikeway route in the vicinity of the Salt Ponds or open space areas north of Palm Ave. Maintain the existing bike lane located on Palm Avenue between Saturn Boulevard and Imperial Beach until a new section of the Bayshore Bikeway route is implemented. Provide a bicycle trail linkage connecting the Bayshore Bikeway route to the future OVRP bicycle trail system in the Otay Valley.
 - Preserve the Western Salt Company's salt processing building. Evaluate its historical significance and consider designating it an historic structure. In conjunction with the planning and improvements for the OVRP and the Refuge, create an interpretive center in this general vicinity to educate the public about the unique natural resources of south San Diego Bay and the history and operations of the evaporative salt production industry.



RESPONSIBILITY

Community Plan Implementation Team, community members, the Fenton-Western Properties/Western Salt Company, regulatory agencies including the US Fish and Wildlife Service, State Coastal Commission, State Department of Fish and Game, and the San Diego Port District, the OVRP Joint Staff and the Bayshore Bikeway Policy Advisory Committee (SANDAG).

FUNDING

Encourage public acquisition and private dedication of land and trail easements within the proposed OVRP, MSCP and Refuge areas. Explore leases and cooperative use agreements, in addition to purchases.

SCHEDULE

Resource preservation and park improvements are ongoing and should be coordinated with the OVRP, MSCP and Refuge planning and acquisition efforts.

LAND USE

Open Space and Special Study Area overlay designation. The intent, application and criteria of the Special Study Area are presented in detail in **Appendix 1b, Salt Ponds**.

The approximately ten-acre salt plant site, where the salt processing buildings are located, is designated Salt Works. Any change of use of this site will require analysis as part of the Special Study.

Amend this Plan, to achieve consistency if necessary, upon adoption of the future OVRP Concept Plan.

ZONING

Maintain the M-2 zoning on the Salt Works site as long as the Salt Works designation is maintained. Future rezones may be required to achieve consistency with the future OVRP Concept Plan.

GUIDELINES

Design of future development shall be sensitive to, oriented towards, and enhance the adjacent open space of south San Diego Bay and the Otay River Valley.

Reference: Topic 1a, Otay Valley Regional Park; Topic 2c, Palm Avenue West; Appendix 1a, Otay Valley Regional Park; Appendix 1b, Salt Ponds; Appendix C, View Corridors and View Points; Appendix H, Local Coastal Program.



NEIGHBORHOOD CENTERS

	Palm City	2a
	Nestor Town Center	2b
Palm Avenue West in Egger Highlands		2c
	Iris Avenue Mercado	2d
Palm Avenue/I-805 Regional Center		2e



TOPIC 2A PALM CITY

VISION

A uniquely revitalized neighborhood center of distinctive character, will be built upon the viable existing single-family residential core and transit center, and will incorporate multifamily and single-family residential, commercial and civic uses. This site will be redeveloped as a cohesively planned transit-oriented development, providing linkages and access to the Otay Valley Regional Park, and transit serving residential and shopping opportunities.

ISSUES

Palm City, centered at Palm Avenue and Hollister Street, is one of the oldest neighborhoods of the community. It is characterized by a multitude of inconsistent land use designations, zones, and existing uses. Land divisions are comprised of many small, irregularly shaped lots. Existing development includes light industrial and warehousing, automobile repair shops, a variety of commercial uses, bars, religious facilities, single-family and multifamily residential and mobile home parks, and motels. The quality of existing development ranges from poorly maintained to well maintained. Landscaping, including street trees, is minimal, and a variety of signage types contributes to the general lack of visual cohesiveness. It is well served by transit, including the Palm Avenue trolley station, and has great potential for revitalization. It is an ideal location for pedestrian-oriented developments incorporating commercial, residential and civic uses.



See the Community Land Use Map for planned land use designations in this area.

STRATEGIES

- Improve this area as one of the community's key mixed-use neighborhood centers through physical rehabilitation and economic revitalization.
- Redevelopment of this area shall be pedestrian/transit-oriented and be based on Transit-Oriented Development (TOD) guidelines.
- Develop the Palm Avenue transit center site, including the Park-and-Ride lot and, if possible, other adjoining parcels, as the cornerstone of the Palm City neighborhood center. Include the northern portion of the triangular-shaped site, located at the southeast corner of the intersection of Palm Avenue and Hollister Street, west of the trolley tracks in these improvements. Plans shall incorporate the trolley station and shall consider a mix of commercial, residential, civic, public plaza, and shared parking uses.



- Consider preservation, reconfiguration and relocation options for the existing mobile home parks in this area, and integrate these sites with planned redevelopment. Explore undeveloped areas in Otay Mesa as possible sites for mobile home relocation.

RESPONSIBILITY

Community Plan Implementation Team, community members, landowners and business owners working with City Departments and Sections (including Planning, Economic Development, Redevelopment, Park and Recreation, and Arts and Culture) and other responsible agencies including MTDB and the Housing Commission.



FUNDING

City Capital Improvement Project (CIP) allocations and private investment. Pursue Community Development Block Grant (CDBG) funds, Federal transportation planning grants and formation of a Business Improvement District or other similar entity.



SCHEDULE

To be determined.

LAND USE

Mixed-Use Commercial. A Planned Commercial Development permit (PCD) shall be required for all sites developed within the Mixed-Use designated areas.

ZONING

Apply a zone that implements the Transit-Oriented Development intent, permitted uses, design standards and criteria. Condition rezones upon approval of a PCD.

Consider removal of the Mobile Home Park Overlay Zone if relocation of a mobile home park is considered as part of a proposed site redevelopment.

GUIDELINES

- Any redevelopment or improvement in this area shall incorporate Transit-Oriented Development (TOD) Guidelines, (Appendix A).
- Ensure that TOD guidelines, pedestrian orientation, and streetscape recommendations are incorporated into the design for future improvements to Hollister Street.
- Development of sites located north of Palm Avenue, adjacent to the Otay Valley shall be required to meet specific development criteria (see Topic 1a, Otay Valley Regional Park).

Reference: Topic 1a, Otay Valley Regional Park; Topic 2c, Palm Avenue West; Appendix 1a, Otay Valley Regional Park; Appendix 1b, Salt Ponds; Appendix C, View Corridors and View Points; Appendix H, Local Coastal Program.



TOPIC 2B NESTOR TOWN CENTER

VISION

A vibrant town center will be revitalized through a combination of public projects and private infill development including provision of civic facilities, housing, neighborhood shopping and commercial recreation opportunities. Nestor Creek Greenway, a key feature and natural linear spine of the town center, will provide pedestrian and bicycle linkages with the future double elementary school, historic church, commercial uses and adjacent residential areas. This significant natural asset will be restored and enhanced, and returned to public use, and will become an incomparable source of community pride.

ISSUES

The Nestor area of the community, centered at the intersection of Coronado Avenue and Hollister Street, currently lacks a focal point. This area is dominated by a confusing mixture of gas stations, motels, and deteriorating convenience commercial uses. The interchange with I-5, and its traffic congestion, adds to the confusion.

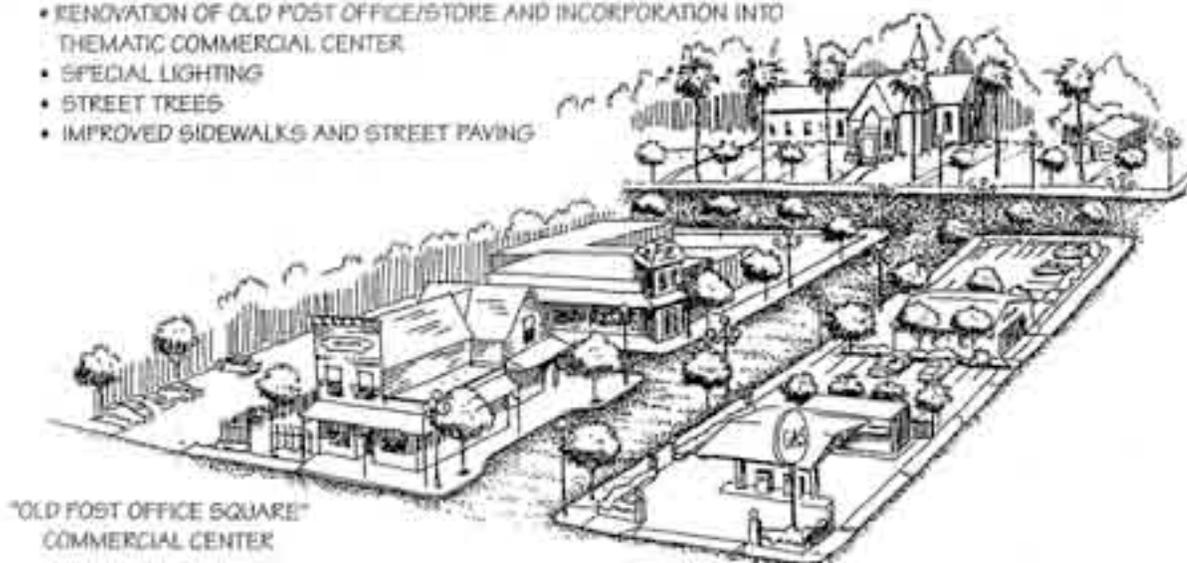
The area contains approximately 30 acres of vacant land, ten acres of which include the Nestor Creek channel and floodplain. The other 20 acres is planned as a double elementary school by the South Bay Union School District. A joint-use park would also be included in the 20-acre site.

An 11-acre site, located on the north side of Coronado Avenue east of Green Street is currently occupied by the South Bay Drive-in, a multi-screen movie theater. It operates as a theater, as well as a swap meet, and has recently been upgraded. This site presents an excellent opportunity for redevelopment as a commercial center that could provide a variety of shopping and recreational services to the community.

CHARACTER SKETCH OF RENOVATION OF FLOWER STREET HISTORIC AREA

SUGGESTED IMPROVEMENTS

- RENOVATION OF OLD POST OFFICE/STORE AND INCORPORATION INTO THEMATIC COMMERCIAL CENTER
- SPECIAL LIGHTING
- STREET TREES
- IMPROVED SIDEWALKS AND STREET PAVING

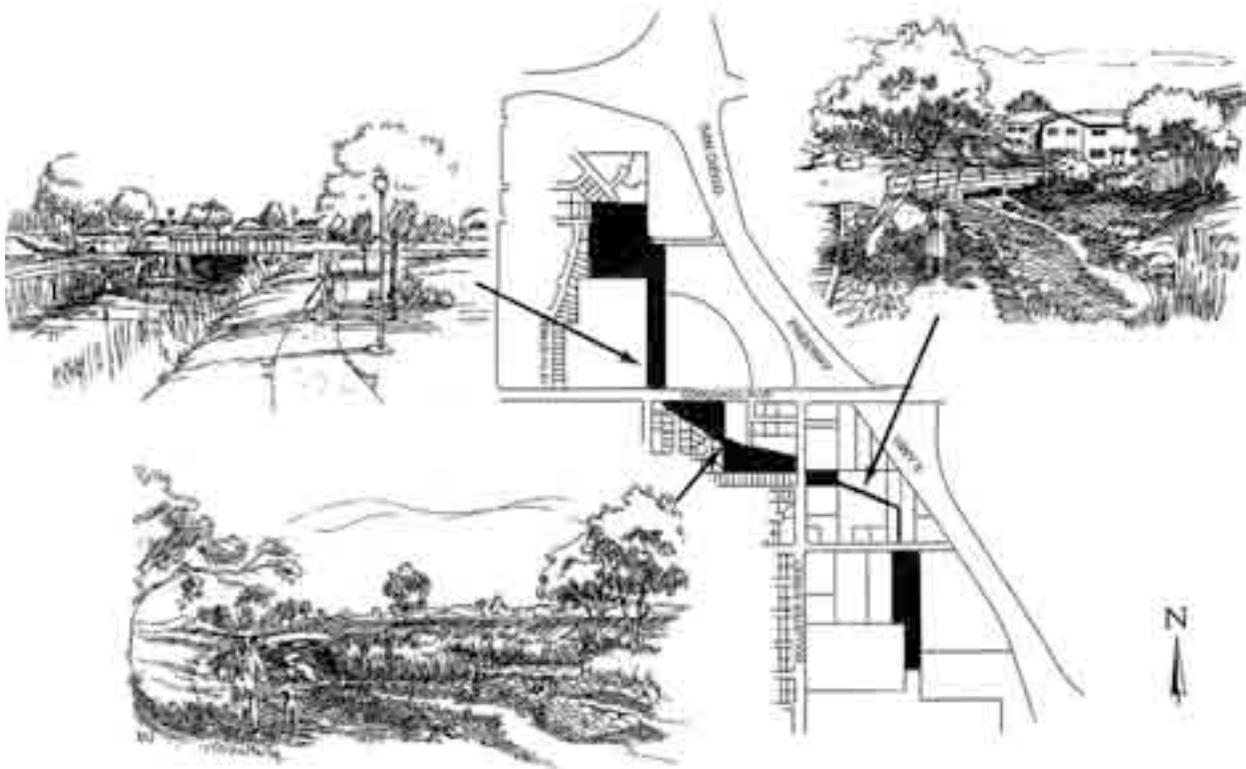




The Methodist Church south of Coronado Avenue on Flower Street is a visually prominent historical landmark. The 115-year old church is a very positive feature in this area of underutilized and deteriorating structures.



Nestor Creek, an unimproved drainage channel runs in a southeast to northwest direction through the area. It could provide opportunities for community enjoyment, identity, and pride. Virtually all of the creek has been channelized, but only a small portion of it is underground. Much of the land adjacent to the creek in this area is undeveloped. Like the Otay Valley, Nestor Creek has been largely ignored and subjected to trash dumping. Well trodden footpaths along portions of the creek, and frequent visits by local and migrating water fowl attest to the potential of the creek as a natural riparian greenway through the Nestor neighborhood. The creek corridor provides an excellent opportunity for development of multi-purpose trails linking residential, commercial, and public uses while creating a break in urban development and providing aesthetic relief.



Nestor Creek Park & Greenway



STRATEGIES

- Develop Nestor Creek Greenway as a public open space corridor following Nestor Creek through the Nestor Town Center. Provide public infrastructure in the form of a linear park and a neighborhood park. Provide necessary traffic controls to connect the park where it crosses Coronado Avenue. Restoration and enhancement efforts will establish Nestor Creek Greenway as the natural linear spine of the Nestor Town Center.
- Facilitate the redevelopment of the drive-in theater site as a community commercial center or mixed commercial/residential development. Permit a wide range of community commercial uses and encourage commercial recreation uses.
- Develop a double elementary school and joint use neighborhood park on the 20-acre site west of the drive-in theater. This park will be the northern anchor of the Nestor Creek Greenway.
- Investigate the possibility of preserving the 115-year old Methodist Church as a State Historical Landmark.
- Implement the Nestor Town Center design guidelines through public projects and private project design review.
- Determine floodplain boundaries and apply appropriate land use designations and zoning.



See the Community Land Use Map for planned land use designations in this area.

RESPONSIBILITY

Community Plan Implementation Team, community members, City Departments and South Bay Union School District.

FUNDING

City CIP, private development, and potential CDBG funds, South Bay Union School District.

SCHEDULE

To be determined.

LAND USE

Community Commercial, Elementary School, Neighborhood Park, and Public Facilities (flood control).



ZONING

Apply a community-commercial zone on the drive-in theater that permits, but is not limited to the following uses in a shopping center environment: commercial recreation including theaters, restaurants, indoor sports and health clubs, supermarket; pharmacy; and professional offices. Condition the rezone upon approval of a Planned Commercial Development permit (PCD) incorporating the design criteria found below. Apply Floodway (FW) and Floodplain Fringe (FPF) zoning to Nestor Creek.

GUIDELINES

- Redevelop the drive-in theater site with a community shopping center that provides commercial recreational uses. Incorporate the Nestor Creek Greenway design into the site plan.
- Orient building fronts along Nestor Creek with pedestrian-friendly design elements such as display windows and building entries facing the creek. Provide outdoor dining areas where appropriate.
- Provide pedestrian and bicycle linkages from the commercial center to the Nestor Creek Greenway and continue those linkages along the Greenway.
- Utilize a riparian vegetation landscape theme along Nestor Creek.
- Develop Nestor Creek Greenway as a passive park incorporating shade trees, open turfed areas, picnic areas, areas for outdoor dining establishments, and a pedestrian and bicycle path.
- Construct a traffic signal and crosswalk at Green Bay Street to link Nestor Creek Greenway across Coronado Avenue. Incorporate enhanced paving, unique landscaping, and Greenway entry signs.
- Prohibit further channelization, undergrounding, or piping of Nestor Creek within the designated Greenway unless absolutely necessary for health or safety reasons. If channelization is needed, require a natural earthen channel.
- Provide special landscaping or unique street lighting to unify the Flower Street area in conjunction with efforts to preserve the 115-year old Methodist Church.
- Preserve Nestor Creek as an open channel and incorporate a pedestrian bridge and linkages, enhanced landscaping, and public art into the proposed pump station site on the North Side of Grove Avenue adjacent to I-5.



Reference: Vision Map, Topic 4, Community Facilities and Services.



TOPIC 2C PALM AVENUE WEST IN EGGER HIGHLANDS

VISION

This traditional automobile-oriented strip will become an attractive, revitalized commercial area that emphasizes the energy, movement, and vitality of its dominant linear form while providing a safe environment for pedestrians and transit users. Commercial uses will be intensified through redevelopment, infill development and efficient land utilization.

ISSUES

This older portion of Palm Avenue, from Saturn Boulevard to the Imperial Beach boundary and beyond into Imperial Beach, is lined with approximately 35 acres of automobile-oriented strip commercial development and contains a wide variety of uses including convenience stores, liquor stores, restaurants, bars, auto repair shops, service stations and mini-malls. Interspersed with these uses are motels and mobile home parks. There is a mix of thriving and marginal businesses, well maintained and poorly maintained property, and underutilized land. This nondescript and deteriorated area is characterized by the presence of large billboards, freestanding and fixed signs, and a lack of sidewalks and landscaping, resulting in negative visual images.

Due to small lot sizes in a majority of the area, and existing adjacent residential development, potential for development of commercial sites with adequate on-site parking is constrained. The considerable street width and fast moving traffic divides this commercial strip (north/south) making it difficult for motorists to enter and exit the flow of traffic and for pedestrians to cross Palm Avenue, thereby limiting patronage of these businesses.

STRATEGIES

- Plan, promote and implement the street design, streetscape and architectural improvements described in the Guidelines, below.
- Explore the potential for creating a redevelopment project along the Palm Avenue West corridor. Coordinate these efforts with those of the Imperial Beach Palm Avenue/Commercial Redevelopment Project.
- Preserve the existing mobile home parks and integrate these sites with planned redevelopment.



See the Community Land Use Map for planned land use designations in this area.



RESPONSIBILITIES

Community Plan Implementation Team, community members and business owners working with City Departments and Sections (Planning, Redevelopment, Economic Development, Park and Recreation, Arts and Culture, Public Works) and other responsible agencies including Caltrans, MTDB and the Imperial Beach Redevelopment Agency.



FUNDING

City CIP allocations and private investment. Pursue Community Development Block Grant (CDBG) funds, and formation of a Business Improvement District or other similar entity.

SCHEDULE

To be determined.

LAND USE

Community Commercial

ZONING

Apply a zone that permits a wide range of commercial services and products in a linear pattern, intended primarily for automobile-oriented use. Maintain the Mobile Home Park Overlay Zone.





GUIDELINES

- Provide opportunities for intensified land use. Promote building expansion by reducing building setbacks, bringing buildings close to sidewalks and streets, and reducing on-site (off-street) parking requirements. On-site parking requirements may be reduced where it can be determined that the quantity of proposed parking would adequately serve the site or that additional adequate on-street or shared parking is provided.
- Maximize on-street parking. Explore opportunities for creation of additional parking lanes by reducing the width of the center median. Street design modifications shall be planned with Caltrans and City engineers, and shall not unduly impede the flow of traffic. Reduce the quantity of driveway curb cuts; consolidate proposed curb cuts and promote shared driveways.
- Create a pedestrian-friendly environment in this automobile-oriented streetscape by providing landscape or on-street parking areas as buffers between the sidewalk and the traffic lanes; and by providing sidewalk "pop-outs" at intersections. Provide bus shelters at established bus stops. Where possible, create opportunities for bus stops to be located where they will not impede the flow of traffic.
- Create a streetscape along Palm Avenue West that establishes a sense of place, and highlights the commercial strip as a gateway from Coronado and Imperial Beach to San Diego. Improve the appearance of the strip by implementing building repairs and upgrades; paving and repairing sidewalks; creating and implementing signage plans and controls; and providing banners, street furniture and landscaping.
- Capitalize on the name Palm Avenue by planting a variety of palm trees. Plants adapted to local coastal conditions shall be planted in the medians and along both sides of the street, both within the City right-of-way and on adjacent private property.

Reference: Vision Map, Topic 4, Community Facilities and Services.



TOPIC 2D IRIS AVENUE MERCADO

VISION

A lively mercado, or marketplace, will provide a wide variety of neighborhood commercial services and retail uses, serving transit commuters, employees of the adjacent industrial park, and nearby residents. Housing opportunities will be incorporated in the project. By sharing parking facilities with the adjoining transit center, the use of the site for retail and pedestrian spaces will be maximized in this transit-oriented development.

ISSUES

This neighborhood center includes the existing trolley station and Park-and-Ride site, and adjacent properties located on Iris Avenue. Uses adjacent to the trolley station include a junk yard, truck storage, and a pre-school. A Plan amendment, rezone and planned commercial development (PCD) permit for transit-oriented commercial uses was previously approved for the pre-school site, but never implemented. Commercial uses are not currently provided in this area. These sites would make ideal locations for small-scale commercial projects.

STRATEGIES

- Develop this neighborhood center with commercial retail and service uses which would serve transit commuters, employees at the adjacent industrial park and nearby residents.
- Encourage multifamily residential uses as part of the commercial development; inclusion of housing shall be consistent with Transit-Oriented Development (TOD) guidelines.
- Provide opportunities for retailers and service providers to locate small businesses in this area without incurring substantial start-up costs.
- Explore opportunities for developing commercial uses on the Park-and-Ride site. Ensure that adequate parking space for transit patrons is maintained.



See the Community Land Use Map for planned land use designations in this area.

RESPONSIBILITY

Community Plan Implementation Team, community members, landowners and business owners working with City Departments and Sections (Planning, Economic Development, Public Works and others as appropriate) and MTDB.



FUNDING

Private investment.

SCHEDULE

To be determined.

LAND USE

Mixed-Use Commercial. A Planned Commercial Development permit (PCD) shall be required for all sites developed within the Mixed Use designated areas.



ZONING

Apply a zone that implements the Transit-Oriented Development intent, permitted uses, design standards and criteria. Condition rezones upon approval of a PCD.

GUIDELINES

- Project design shall incorporate features of a market or mercado. Include pedestrian plazas and outdoor eating areas within the development.
- Lease spaces could be small to encourage a variety of neighborhood retail services and provide opportunity for small business owners to locate here.
- Commercial uses shall serve transit commuters as well as local residents.
- Require minimal or no on-site parking. Encourage shared parking with the adjacent transit center Park-and-Ride parking facility and all newly developing commercial sites within the mixed-use neighborhood center area.
- Redevelopment of these sites shall be pedestrian-/transit-oriented and incorporate Transit-Oriented Development (TOD) guidelines.



Reference: Vision Map; Appendix A, Transit-Oriented Development.



TOPIC 2E PALM AVENUE/I-805 REGIONAL CENTER

VISION

A regional center, that offers a wide range of civic and commercial uses, will be planned with the participation of all south San Diego communities, developers, and City staff. The development and evolution of this center will build upon the projects already approved for the Gateway Fair center at the northwest quadrant of the Palm Avenue/I-805 interchange, and the Promenade (Wal-Mart) center on the south side of the same interchange.

ISSUES

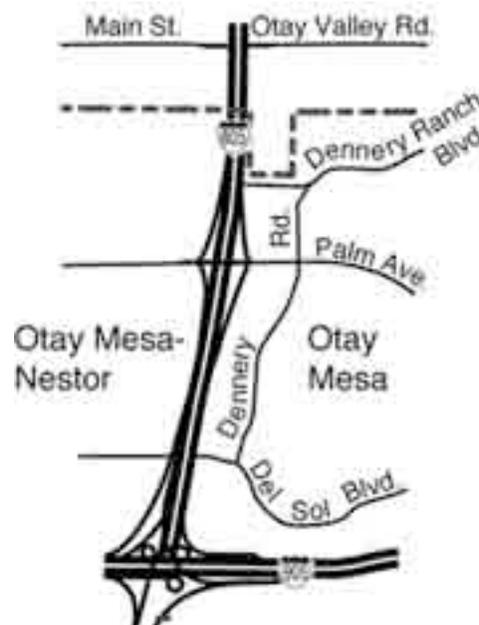
This center, which is located in the westernmost area of the Otay Mesa community, has a development area of approximately 100 acres. Its location, adjacent to the eastern boundary of the Otay Mesa-Nestor community is convenient to the residents of this, and other South San Diego communities.

For years, residents in South San Diego and particularly eastern Otay Mesa-Nestor, have identified the lack of a community or regional center that provides a wide variety of civic and commercial uses as a serious problem.



STRATEGIES

- Work with the City in the comprehensive update of the Otay Mesa Community Plan to achieve the development of a regional center that serves the needs of Otay Mesa-Nestor residents as well as all South San Diego communities.
- In addition to commercial uses, explore the possibility of locating other regional facilities such as a full service post office, South San Diego branch library, fire station, a medical center, and neighborhood service center.
- Provide transit service to this center to ensure convenient access to residents of Otay Mesa-Nestor and to all existing and proposed residents of South San Diego.
- Maximize the efficiency of the site by incorporating Transit-Oriented Design guidelines.



See the Community Land Use Map for planned land use designations in this area.



RESPONSIBILITY

Community Plan Implementation Team, community members, private developers and community planning groups working with Community and Economic Development, other City departments, and outside agencies as needed.

FUNDING

General and other public funds for community plan update, CIP and public funding for institutional uses, private development for commercial uses.

SCHEDULE

Future additional development and plan update to be determined.

LAND USE

Community and regional commercial per the Otay Mesa Community Plan.

ZONING

Apply zoning that permits a wide range of commercial, civic, and quasi-public uses and services.

GUIDELINES

Guidelines for the development of this center will be proposed in conjunction with the Otay Mesa Community Plan update.

Reference: Vision Map; Appendix A, Transit-Oriented Development; Otay Mesa Community Plan update process (contact Planning Department).



HOUSING



TOPIC 3 HOUSING

VISION

A wide range of housing opportunities in well maintained neighborhoods and developments will be available to the residents of this community. Housing alternatives will include: affordable single-family detached housing, very low-density rural housing along the fringes of the river valleys, multifamily units, rehabilitated unique older units in the Palm City and Nestor areas, mobile homes, and senior housing in mixed-use transit-oriented developments near the trolley stations. Housing will be maintained through a variety of financial assistance programs, public outreach programs, and code enforcement. Community facilities and services needed to support the additional population associated with the development of new housing will be provided.

ISSUES

Otay Mesa-Nestor is an urbanized community that is almost completely built out with approximately 17,000 housing units. Approximately two-thirds of these housing units are single-family detached, and another third are multifamily (including approximately 2,000 mobile homes).



An estimated 95 percent of the residential land has been developed. Undeveloped areas are comprised of a mix of large vacant lots along the river valleys, small one-half to one-quarter acre vacant parcels and underdeveloped R-3000 lots in the Nestor area, and some

ten- to fifteen-acre sites located throughout the community. When developed, these vacant and underdeveloped sites will add an estimated 700 residential units (250 single-family and 450 multifamily) to the community.

Otay Mesa-Nestor's most significant housing feature is its existing supply of affordable single-family detached homes. The community's median housing price was \$134,379 in 1990. This was significantly lower than the overall City's \$189,412 median housing price.

Local residents want to preserve and possibly expand the supply of large lot housing that is located along the edges of the two river valleys (i.e. Leon Avenue and the portion of Palm Avenue between 24th Street and Beyer Boulevard). Housing in these areas is characteristic of the community's rural past.

Much residential development occurred in the later 1970s and throughout the 1980s. Some of this development occurred on land zoned and designated for commercial use. Because this development was not anticipated, it resulted in straining some community facilities and services such as streets, libraries, public safety and particularly schools.



Although the community is proud of its affordable single-family housing, local residents are concerned about a gradual decline in single-family home maintenance, as well as overall neighborhood maintenance. Problems include housing disrepair, abandoned vehicles, overgrown lots, illegal storage of boats and vehicles, illegal tractor trailer parking, the accumulation of junk and litter in public and private areas, and illegal home businesses.



Housing disrepair is most apparent in the community's oldest neighborhoods, Palm City and Nestor. Approximately one thousand structures in these areas date back fifty years or more and some of these units need to be rehabilitated or replaced. The deteriorating housing contributes to a negative neighborhood image and discourages new investment in these areas.

Otay Mesa-Nestor contains approximately 40 percent of the City's mobile homes. Mobile homes provide single family housing that is affordable and secure. Most of the community's mobile home coaches and parks are in good to fair condition. Many of the older deteriorating mobile home parks are located in Palm City. The older deteriorating coaches are located in parks that also have substandard infrastructure.



Notwithstanding mobile home parks, the community has only one senior housing project with the facilities typically needed by seniors. The community would like to expand the supply of senior housing in order to provide housing opportunities for its older residents. This is consistent with the City's policy to promote balanced communities within the City of San Diego.

The City's Housing Element promotes the goal of providing housing assistance to 9,316 additional lower-income households citywide during the period of 1991 to 1998. This number has been distributed by community to ensure that all communities provide their "Fair Share" of low-income housing needs, without concentrating such units in any one community. The seven-year goal for Otay Mesa-Nestor is 300 households. Some of the following strategies identify ways in which the City's goal is tailored to meet the community's goals for first-time homebuyers assistance, rehabilitation, and preservation of mobile home parks.



Prior to adoption of this Plan, River Trails, a proposed low-density residential project of 45 units on 10.5 acres located south of Madreselva Way and west of Hollister Street, was denied on the basis that the City Council could not make the finding that the proposed development would not expose future residents to a level of unacceptable risk to their property or their health and safety from potential flooding. Community residents have long believed that the site is subject to flooding, and have recommended either preservation of the site as open space or development of it as a public park. Based on these actions and recommendations, and the potential for alternative land uses, the site has been designated Low-Density Residential or Open Space and zoned R1-5000.

STRATEGIES

- Develop outreach programs that provide available financial and counseling assistance to potential first-time homebuyers within the community. Federal Mortgage Credit Certificate funds will be the primary funding source for this program. Since this program maintains the market value of housing and targets existing units, it should be applied throughout the community as funds become available.
- Assist in the enforcement of building and zoning codes in residential areas to abate zoning, building, and health code violations. Emphasize self-enforcement through community awareness and education. Provide training programs that will allow the Police Department's community patrol groups to identify and facilitate the prosecution of zoning violations.
- Work with local financial institutions and City Departments to develop "home improvement loan programs," and provide information on these programs at the library, schools, and the Neighborhood Service Center.
- Develop and implement a program to preserve and rehabilitate existing single-family and multifamily housing within the Palm City area. Focus efforts on available housing rehabilitation programs. Survey existing structures and conduct special outreach programs to notify residents of available housing programs. Study the possibility of increasing rehabilitation opportunities using Community Development Block Grant (CDBG) funding.
- Work with mobile home park owners and residents to preserve and rehabilitate mobile homes by targeting available state and local funds for mobile home preservation. Participate on the Mobile Home Issues Committee, or similar committees, to identify solutions for mobile home park preservation. Study preservation alternatives such as tenant ownership of parks or the creation of non-profit housing corporations.
- Provide senior multifamily housing opportunities at the Palm City Station and Iris Avenue Mercado, in a mixed-use setting where residents can benefit from access to transit and commercial services.
- Maintain planned residential land use intensities to ensure conservation of neighborhood character. Do not permit rezones to higher densities inconsistent with the community's land use designations. This will ensure preservation of neighborhoods such as "Leon Avenue," as well as the stock of affordable single-family housing.



- Work with the school districts to ensure that new housing is adequately served by a full range of educational facilities. Provide all other community facilities and services concurrent with development.
- Seek public funds for acquisition of the 10.5-acre former proposed River Trails site.

RESPONSIBILITY

Community Plan Implementation Team, Community Members, Housing Commission, Non-Profit Housing Groups, City Departments as needed.

FUNDING

City Housing Commission funds, additional CDBG Funds, Federal mortgage credit certificates, local lending institutions and Private Development.

SCHEDULE

To be determined.

LAND USE

The 10.5-acre River Trails site has a land use designation of Low-Density Residential or Open Space.

Reference: Vision Map; Land Use Map; Topic 2a, Palm City, Topic 2d, Iris Avenue Mercado; Topic 4, Community Facilities; Topic 5, Public Safety and Enforcement.



COMMUNITY FACILITIES

Schools	4a
Library Service	4b
Postal Service	4c
Drainage and Flood Control	4d
Parks	4e

VISION *A key group of community facilities and services will be provided to all who reside and conduct business in this community. All school-aged children will have convenient access to schools adequately provided with both staff and facilities. An expanded and upgraded library will provide improved service in a facility that is properly sized for a community of 60,000+ residents. Complete postal service will be conducted from a new regional post office in Otay Mesa. While not located in Otay Mesa-Nestor, this facility will be conveniently located for residents and businesses of all south San Diego communities. Public safety issues associated with drainage systems and flood control facilities will be resolved as a result of improvements to the community's three major drainage systems (Otay River Valley, Tijuana River Valley and Nestor Creek). Population-based parks with sufficient area, facilities, and a full range of recreational programs will be available to all community residents. Standards and levels of service for the provision of all facilities and services in Otay Mesa-Nestor will be equal to those in any other areas of the City.*



TOPIC 4A SCHOOLS

ISSUES

The provision of educational facilities has lagged behind development of the community since a rapid period of growth in the 1960s, 1970s, and 1980s. Today, Otay Mesa-Nestor is almost fully developed, yet overcrowded school conditions remain the community's most significant facilities and service issue. Some residential development continues to occur in Otay Mesa-Nestor. As new residential development occurs the problem of overcrowded schools becomes worse. Extensive use of portable classrooms has helped to relieve



overcrowding. Where used, however, portable classrooms have created the problem of preempting the use of outdoor areas including recreational areas.

Three school districts currently provide service to the community (Sweetwater Union High School, Chula Vista Elementary, and South Bay Union Elementary). The districts have partially addressed their capacity problems through year round school schedules. Some temporary relief may be available when new schools in newly developing areas such as Otay Mesa are built. The South Bay Union Elementary School District is also in the process of purchasing a 20-acre site at Coronado Avenue and Green Street. It plans to build a double elementary school as soon as funding becomes available.

STRATEGIES

- Work cooperatively with the school districts in the processing of residential projects that are seeking discretionary approvals in conjunction with legislative actions. Council Policy 600-22, Availability of Schools, is a mechanism for ensuring adequacy of schools. Consider recommending denial of legislative actions that would result in additional strain on the provision of school facilities or the ability of the school districts to provide adequate educational services.
- Cooperate with the school districts to develop legislation that would enable them to obtain maximum funding from future residential development proposals.
- Work with the South Bay Union School District in the development of a double elementary school and joint-use neighborhood park on the 20-acre site on Coronado Avenue at Green Street.



RESPONSIBILITY

Community Plan Implementation Team, Community Members, School Districts, and City Departments.

FUNDING

State for school improvements, Park and Recreation Department for development of park site at Nestor Town Center. Possible CDBG funding for park and Nestor Creek Greenway improvements.

SCHEDULE

Ongoing.

LAND USE AND ZONING

Alternative land use designations and zoning should be reflective of surrounding land uses in the event the facilities are not developed.

Reference: Vision Map; Topic 2b, Nestor Town Center, Appendix 4, Community Facilities and Services.



TOPIC 4B LIBRARY SERVICE

ISSUES

The community is currently served by a 10,000 square-foot branch library located at Coronado Avenue and Beyer Boulevard.

The existing library is undersized for a community of 60,000 residents. A 5,000 square-foot expansion is being planned for this facility. The expansion is programmed to be completed with the beginning of development in Otay Mesa.



The expanded Otay Mesa-Nestor library will provide service not only for Otay Mesa-Nestor residents, but also for residents occupying the beginning phases of development in the Otay Mesa community easterly of I-805. Development in Otay Mesa will contribute to the funding of the expansion. As Otay Mesa develops, the Otay Mesa-Nestor branch library will continue to experience crowded conditions. Eventually, a branch library is planned for the Otay Mesa community. When this branch is built, the crowded conditions in Otay Mesa-Nestor should abate.

STRATEGIES

- Work with the Library Department to implement plans to expand the Otay Mesa-Nestor branch library as soon as possible.
- Early development of the permanent Otay Mesa branch library will benefit the residents of Otay Mesa-Nestor as Otay Mesa residents shift their usage to their own branch. Therefore, efforts should be made to develop the Otay Mesa branch as soon as development warrants its construction.

RESPONSIBILITY

Community Plan Implementation Team, Community Members, Community & Economic Development Department.

FUNDING

Capital Improvement Project, Otay Mesa development impact fees.

SCHEDULE

Dependent upon pace of development in Otay Mesa.

Reference: Vision Map; Appendix 4, Community Facilities and Services.



TOPIC 4C POSTAL SERVICE

ISSUES

The Otay Mesa-Nestor community (92154 zip code) has a small post office at 1270 Picador Boulevard. This office does not process the 92154 zip code mail. Otay Mesa-Nestor residents travel to the Chula Vista branch post office at 340 Oxford Street in Chula Vista to receive special mail deliveries since this is where their community's mail is processed. Other South Bay post offices are the San Ysidro and Imperial Beach facilities and the main post office in Chula Vista.



Community representatives have been working with the 50th Congressional District office to establish a regional postal facility in South San Diego.

The Postal Service has recognized the need to provide a regional postal facility in South San Diego. The Service is investigating the Otay Mesa area and anticipates developing a new facility there within the next five years. Preliminary plans call for a post office of 25,000-30,000 square feet on a three- to five-acre site.

STRATEGIES

- Continue to work with the Postal Service and the 50th Congressional District to ensure provision of a full service regional facility that will serve all residents in South San Diego.
- Strive to ensure the development of a facility that is centrally located to the region's postal patrons. Ensure a location that is accessible by transit.

RESPONSIBILITY

Community Plan Implementation Team Community Members and U.S. Postal Service.

FUNDING

U.S. Postal Service.

SCHEDULE

Project anticipated to be built by 2000.

Reference: Vision Map; Appendix 4, Community Facilities and Services.



TOPIC 4D DRAINAGE AND FLOOD CONTROL

ISSUES

Otay Mesa-Nestor is located between two major drainage systems, the Otay River and Tijuana River. During times of heavy precipitation both of these rivers are prone to flooding. Properties, both improved and unimproved, have been damaged as a result of periodic flooding.

In addition to the Otay River and the Tijuana River, Nestor Creek, a smaller drainage system in the interior of the community, is also subject to flooding during periods of heavy precipitation. Flooding of Nestor Creek has also resulted in damage to properties.

STRATEGIES

- Apply appropriate land use designations and zoning regulations in the three drainage basins identified above.
- Improve Nestor Creek from its source at the southern termini of Lauriston and Paxton Drives to the point where it drains into the Otay River. Utilize the strategies and guidelines provided in Topic 2b, Nestor Town Center, in designing and implementing improvements to the creek system.
- Temporarily designate the area of the flooded Lauriston and Paxton site Open Space. Conduct a comprehensive analysis of this area to determine the most appropriate future land use. The City shall retain ownership of this property until a permanent future land use has been designated for this area.
- Work cooperatively with community residents to obtain historical knowledge of the flooding characteristics in their community to guide the decision process on development proposals.





RESPONSIBILITY

Community Plan Implementation Team, community members and various City Departments & Divisions including: Real Estate Assets for Lauriston and Paxton properties, Park and Recreation for Nestor Creek Greenway and State Coastal Commission.

FUNDING

Capital Improvement Project, potential CDBG grants, private development.

SCHEDULE

To be determined.

LAND USE

Designate flood prone areas as open space or public facility.

ZONING

Rezone all areas subject to flooding to the Floodplain Fringe (FPF) or Floodway (FW) zones.

Reference: Vision Map; Topic 2b, Nestor Town Center.



TOPIC 4E PARKS

ISSUES

Otay Mesa-Nestor is deficient by approximately ten acres of population-based parks.

Although the community is fairly well served in terms of designated parks, several of its parks are either not developed at all, or are only partially developed. For years, community residents have sought to have improvements to these parks implemented.



STRATEGIES

- Work with the South Bay Union School District to develop the neighborhood park planned to be built in conjunction with the elementary school at Green Street. Development of this park should overcome the ten-acre population-based park deficiency.
- Bring all population-based parks up to standard as soon as possible by providing all necessary development and improvements.
- Develop Granger Street, 15th Street (Eucalyptus Tree), and Cochran Avenue mini parks.

RESPONSIBILITY

Community Plan Implementation Team, Community Members, Community & Economic Development Department and South Bay Union School District.

FUNDING

Capital Improvement Project, and potential CDBG grants.

SCHEDULE

To be determined.





LAND USE AND ZONING

Alternative land use designations and zoning should be reflective of surrounding land uses in the event the facilities are not developed.

GUIDELINES

- Develop all parks with the facilities and according to the guidelines, recommended in **Appendix 4**.

Reference: Vision Map; Topic 2b, Nestor Town Center, Appendix 4, Community Facilities and Services.



PUBLIC SAFETY AND ENFORCEMENT

Police Protection 5a

Fire Protection 5b

Neighborhood Maintenance 5c

VISION *Safe, clean, and attractive neighborhoods will be achieved through community improvement and maintenance programs involving local residents, business representatives, volunteer groups and City staff. Police, youth groups, the elderly, and all local citizens will work together to prevent crime before it happens. Fire protection will be improved by locating a new fire station in the nearby Otay Mesa community. Clean neighborhoods and open space areas will become sources of local pride.*



TOPIC 5A POLICE PROTECTION

ISSUES

The Southern Area Police Station that serves all of South San Diego is located in the center of Otay Mesa-Nestor at 27th Street and Coronado Avenue. In addition, Community Relations Officers are located in the Palm Ridge Shopping Center at I-805 and Palm Avenue, as well as at the Neighborhood Service Center at 30th Street and Coronado Avenue.



Community Relations Officers are part of the Police Department's "Neighborhood Policing Program" that was initiated in September of 1994. These officers are highly visible in the neighborhoods on a daily basis, at community events, schools, and local organizations' meetings, working in partnership with citizens to create safer neighborhoods. Citizens can participate in the Neighborhood Policing Program through active involvement in the Citizen's Patrol Program, the Retired Seniors Volunteer Program (R.S.V.P), and in Neighborhood Watch Programs.

The Neighborhood Policing Program is a success story in South San Diego. Crime levels are down communitywide and local residents greatly appreciate the Police Department's commitment, as well as their own efforts, toward making their community a safer and more pleasant place to live and work.

STRATEGIES

- Maintain the staffing effort for the Community Policing Program in the Southern Area Division in order to ensure its continued involvement and success.
- Expand the community's role in the Neighborhood Policing Program through increased participation in Neighborhood Watch Programs and through community policing outreach programs.

RESPONSIBILITY

Police Department, Community Plan Implementation Team, Community members, and the Community & Economic Development Department.

FUNDING

General Fund, Local Volunteers and Private Donations.

SCHEDULE

Ongoing.

Reference: Vision Map; Topic 2a, Palm City; Topic 2d, Iris Avenue Mercado; Topic 4, Community Facilities; Topic 5, Public Safety and Enforcement.



TOPIC 5B FIRE PROTECTION

ISSUES

The Otay Mesa-Nestor community currently has two fire stations. Fire Station No. 30 is located on Coronado Avenue and Flower Street, and Fire Station No. 6 is located in a renovated house at Palm Avenue and Twining Avenue.

When the areas east of I-805 eventually develop, the Fire Department plans to relocate Fire Station No. 6 at a site not yet determined within the Otay Mesa Community. The Otay Mesa-Nestor community is concerned that the relocation of Fire Station No. 6 may jeopardize service response times in their own community.



STRATEGIES

- Maintain Fire Station No. 6 as a permanently operating facility at its current location in addition to locating a future new facility in western Otay Mesa. Enhance Fire Station No. 6 or build a new facility at this existing site to meet minimum fire station facility standards.
- Review the need for two fire stations before funding the reconstruction and expansion of Fire Station No. 6 and before building a new fire station in western Otay Mesa.

RESPONSIBILITY

Fire Department, Community Plan Implementation Team, community members, and the Community and Economic Development Department.

FUNDING

Otay Mesa Development Impact Fees (DIF), C.I.P.

SCHEDULE

Land Acquisition-2002, Construction-2004.

Reference: Vision Map.



TOPIC 5C NEIGHBORHOOD MAINTENANCE

ISSUES

Zoning and building code violations, litter, and graffiti are three problematic neighborhood maintenance issues in the Otay Mesa-Nestor Community. Violations include housing disrepair, abandoned vehicles, illegal home businesses, illegal storage of boats and vehicles, and the accumulation of junk and litter in public and private areas.



The City currently attempts to address these issues through an approach that relies on local residents to recognize and report potential violations. The City then acts to bring the violation into compliance.



The strength of a complaint basis program is its employment of local residents as a resource in the process. However, with this type of approach many violations are not reported because local residents are not certain of what constitutes a violation. They may also be hesitant to get involved. The violations often continue for unnecessarily long periods of time and in the interim create unsightly conditions or hazards. When left untreated, violations may also escalate into more complicated and serious offenses that may require legal action.

Community residents consider overhead utilities to be an unsightly public nuisance. They feel that too many subdivisions in their community were exempted from the City's requirement to underground utilities, and now the community is left with miles of overhead utility lines in addition to being left with the expensive bill for undergrounding in order to upgrade their neighborhoods. They feel it is more economical and more efficient for both the City, as well as individual property owners, if the City requires the undergrounding as part of the subdivision approval process.

The City, in conjunction with local utility companies, currently provides funding for undergrounding utilities along major streets through a State Public Utility Program titled 20B.



STRATEGIES

- Develop a Neighborhood Code Compliance Program similar to those in effect in other communities. Code Enforcement staff, together with local residents, will actively seek out violations within the community and develop methods of achieving compliance.
- Develop litter control and graffiti control programs to supplement the complaint-based programs currently in effect.
- Waivers for underground utilities should not be permitted.
- Prioritize State Public Utility Program (20B) projects within the community according to the highest level of public benefit and ensure that the community receives its fair share of this funding resource.

RESPONSIBILITY

Community Plan Implementation Team, Community Members, Police Department, Community and Economic Development Department, Fire Department, Public Works and SDG&E.

SCHEDULE

Upon Plan adoption.

FUNDING

Pursue CDBG and other grants. State Public Utility Program (20B).



TRANSPORTATION FACILITIES



TOPIC 6 TRANSPORTATION FACILITIES

VISION

A safe, efficient, attractive, and environmentally sensitive transportation system consisting of vehicular, pedestrian, bicycle, and transit facilities will be provided to all who reside and conduct business in Otay Mesa-Nestor. Transportation improvement projects will enhance the community through the creative use of street lighting, public art, community signs and landscaping.

ISSUES

The community is served by a convenient grid-style street system, three accessible freeways, several bicycle routes and five bus routes which connect to the South Line Trolley. The San Diego Trolley is a regional light rail system that stops at two locations within the community.



Both Hollister Street south of Coronado Avenue, and Saturn Boulevard between Leon Avenue and Palm Avenue are not wide enough to accommodate projected traffic volumes. In addition, these streets have two below standard intersections; Saturn Boulevard at Palm Avenue, and Hollister Street at Coronado Avenue.

Over the course of the community's development, very little landscaping or streetscaping was designed into transportation projects. As a result, the community has only one half-mile of landscaped area along Del Sol Boulevard, thirty street trees along Palm Avenue, and a few street trees along Coronado Avenue.

Community members also report inadequate landscaping along the trolley right-of-way as compared to other jurisdictions. Other transit issues in the past have included bus service and conditions inferior to those elsewhere in the region. Although in recent years timed transfers have improved and newer buses have been added to the fleet, the community wants to ensure continued progress in this direction.

The bicycle system adopted in the 1979 Plan has never been completed. However, in response to regional goals to better recognize the aesthetic and cultural value of the San Diego Bay, efforts are underway to improve and finish various links of a regional bike system called the "Bayshore Bikeway." The Bayshore Bikeway currently takes bicyclists from Chula Vista, down along the Otay River Valley bike path, to the bike lane along Saturn Boulevard, then westwardly along the Palm Avenue bike lane to Imperial Beach.



STRATEGIES

- Widen Hollister Street to a four-lane collector street between Coronado Avenue and Tocayo Avenue to accommodate the projected traffic for this roadway. Coordinate this project with Caltrans' plans for improving the Hollister Street and Coronado Avenue intersection by adding a southbound to eastbound left-turn lane, and a southbound to westbound right-turn lane.
- Widen Saturn Boulevard to a four-lane collector street from Leon Avenue to Palm Avenue to accommodate the projected traffic for this roadway. Coordinate this project with Caltrans' plans to add the following improvements to the Palm Avenue and Saturn Boulevard intersection:
 - 1) A westbound to southbound left-turn lane.
 - 2) An extension of the length of the westbound to northbound right-turn lane.
 - 3) An eastbound to southbound right-turn lane.
 - 4) A southbound to westbound right-turn lane.



(The segment of Saturn Boulevard between Palm Avenue and Coronado Avenue is included in the City's Capital Improvement Program and funding is scheduled for FY 1999.)

- Improve traffic flow along Palm Avenue, Coronado Avenue, Beyer Boulevard, Beyer Way, and Picador Boulevard by coordinating the traffic signals with the City's Master Traffic Control System.
- Monitor bus service and conditions to ensure appropriate service and facilities equal to those elsewhere in the City of San Diego.
- Utilize remaining Palm Avenue Improvement project funds to install community identification signs at both ends of Palm Avenue.
- Incorporate landscaping, street lights, unique community identification signs, and public art in transportation Capital Improvement Projects.



- Strategically place additional street lights in the community. Utilize thematic streetlights in unique areas such as Nestor Town Center.
- Provide additional landscaping within the Trolley right-of-way.
- Seek City Council approval for site-specific weight restrictions in residential areas to minimize tractor trailer traffic and parking impacts within the community.
- Complete the Bicycle System Plan as outlined in **Appendix 6**.
- Study alternative routes for the Bayshore Bikeway to bypass the auto traffic on Palm Avenue. Coordinate this effort with the Otay Valley Regional Park Planning efforts and with the SANDAG Bayshore Bikeway Project. (See **Topic 1, Otay Valley Regional Park and Salt Ponds** for additional discussion on the Bayshore Bikeway.)

RESPONSIBILITY

Community Plan Implementation Team, community members, City departments including Community and Economic Development Department, Engineering and Capital Projects, and Transportation, CalTrans and MTDB.

FUNDING

Capital Improvement Project, Transnet, CDBG, Non-profit sources.

SCHEDULE

Hollister Street Improvement Project by year 2000. Improvements to Transit Plan beginning in 1996. Others to be determined.



Reference: Community Vision Map; Community Land Use Map;. Appendix 6, Transportation Facilities; Appendix B, Street Tree Plan.