Otay Mesa
Community Plan Update

Planning, Neighborhoods & Economic Development Department

March 11, 2014

City of San Diego

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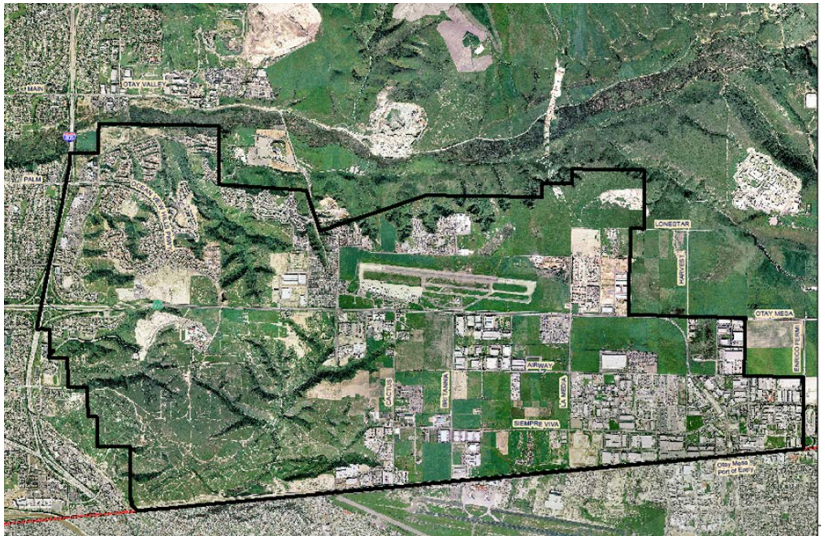
1.0 Introduction

This plan for the Otay Mesa community is a set of goals, policies, and recommendations that represents a shared vision for the future of the area. It establishes a framework for ensuring that changes to the built environment, whether public or private, aid in maintaining or improving the fabric of the community and enhances its qualities as a place for living, recreating, and working. The plan sets out a clear roadmap for both the public and private actions necessary to realize the vision presented in it.



Aerial Photo of Otay Mesa

Community Profile

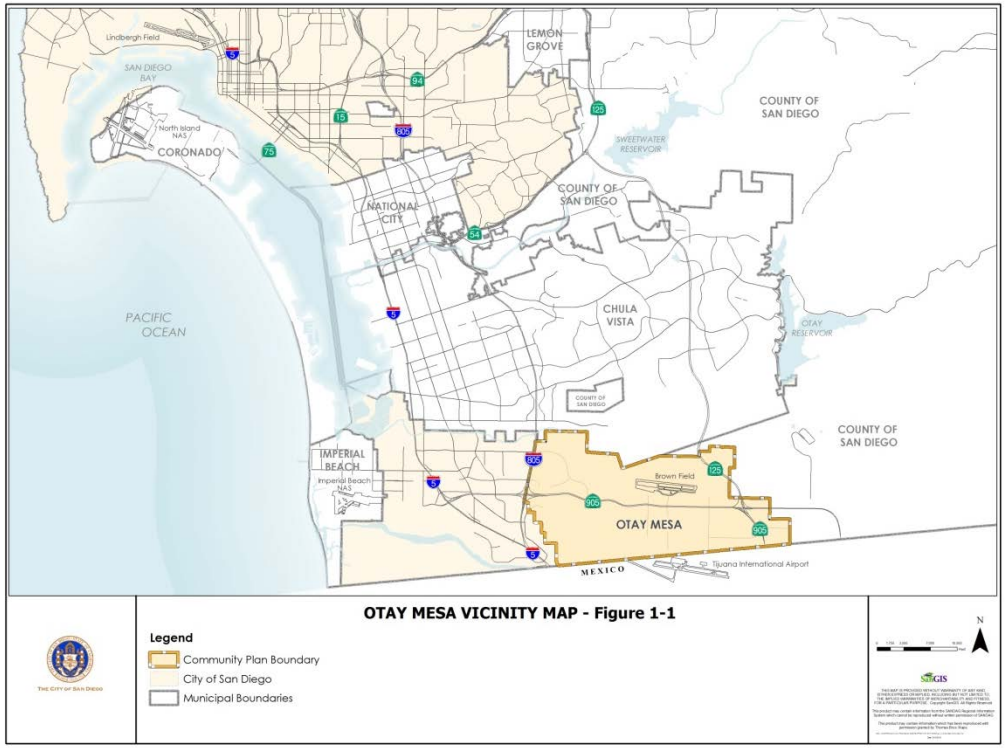
The community of Otay Mesa encompasses approximately 9,300 acres located at the southern limit of the City of San Diego. The community is bordered by the San Ysidro and Otay Mesa-Nestor communities to the west, the City of Chula Vista and the Otay Valley Regional Park to the north, the County of San Diego to the east and the U.S./Mexico border and the City of Tijuana to the south as seen in Figure 1-1. Major natural and manmade features define the community and create its boundaries, including the Otay River Valley, the canyon and mesa systems in the western portion, Brown Field airport and the U.S./Mexico border. Otay Mesa's unique location along the Mexican border and its broad flat topography allows Otay Mesa to contribute to the thriving border economy. With the opening of the border crossing in 1985, a significant number of the industrial establishments in this area provide critical support to over 700 production-sharing companies located in Baja California (2009), such as consumer electronics, automotive, furniture, medical supplies, and others.

Significant historic themes in Otay Mesa's history include agriculture, aviation, industrial uses, and preservation of natural resources. The area was settled in the late 19th century and was originally a rural farming community of San Diego County. Though the availability of water was limited, residents practiced dry farming for most of the early 20th Century. Brown Field, currently a municipally owned and operated airport, was originally owned and used by both the Army and Navy for training grounds for pilots. In 1956, Otay Mesa was annexed to the City of

San Diego and shortly thereafter, in 1961, Brown Field was acquired by the City.

The historical development pattern followed the natural topography of the land, with development occurring on the flat mesa tops and bounded by the extensive canyon system. Known sensitive biological resources have been documented, and planning in the area included preservation of canyon lands and sensitive resources along with development opportunities.

The Otay Mesa Community Plan was first adopted by the San Diego City Council on April 27, 1981, and was intended to guide development of the area through the year 2000. Its principal goals included facilitating the annexation of part of Otay Mesa into the City of San Diego, coordinating development of the Otay Mesa Port of Entry, increasing employment opportunities, creating residential communities, and providing amenities for employees and residents. The community plan called for residential and supporting commercial development in western Otay Mesa with industrial development and limited commercial uses in the central and eastern portions of the community surrounding Brown Field.



A portion of Otay Mesa may experience little or no change during the 15 to 20-year planning period addressed by this plan. This portion would include areas planned for open space, used as public facilities, or where development has recently occurred and is in the beginning of its life cycle. The stable areas may still need infrastructure improvements and public facilities required by existing plans. Areas that may experience change through redesignation or intensification include the southwest and central residential village areas, the industrial areas where a hierarchy of industrial land use designations has been introduced, and areas identified for specific facilities. Substantial infrastructure improvements and investment is required to facilitate change in these areas.

General Plan

The 2008 General Plan proactively addresses the challenges of citywide growth through the City of Villages strategy. Village strategies include creating housing near job/employment centers and transit with compact pedestrian-friendly orientation. Otay Mesa's village areas, through the specific planning process, have the opportunity to implement the General Plan's village strategies, while interacting with Otay's unique natural resources and topography.

Table 1-1
General Plan Guiding Principles

The City of San Diego General Plan integrates the following basic principles which describe the essential structure of San Diego's plan and reflect the core values that guide its development:

1. An open space network formed by parks, canyons, river valleys, habitats, beaches, and ocean;
2. Diverse residential communities formed by the open space network;
3. Compact and walkable mixed-use villages of different scales within communities;
4. Employment centers for a strong economy;
5. An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
6. High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors;
7. Historic districts and sites that respect our heritage;
8. Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
9. A clean and sustainable environment; and
10. A high aesthetic standard.

The Vision for Otay Mesa

Otay Mesa is envisioned as a diverse international community due to its proximity to the U.S./Mexico border. A mixture of industry, business, commercial, housing, recreation, education, services and civic uses make up this vibrant community. The long term needs in the region for business and residential uses will be achieved in Otay Mesa through careful long range planning.

The Otay Mesa community plan includes broad land use themes developed through the public outreach process. The outreach process included a series of roundtables, Planning Commission workshops, public workshops and community planning group meetings. The following land use themes were developed to form the basis of the community plan goals, objectives, and recommendations.

- ***Regional Center**:* Enhance Otay Mesa's unique role as a bi-national regional center
- ***Economic Diversification:*** Broaden the economic profile to increase employment and growth opportunities
- ***Industrial Capacity:*** Enhance and sustain Otay Mesa's strong economic base and potential for expansion

  Industrial areas encourage growth and diversification to allow a broader range of business parks, manufacturing and logistics facilities supporting both industries related to the border economy and industries independent of the border economy. Much of the land set aside for these uses is included in the City's Prime Industrial Map. Truck routes serving these businesses are an integral component for economic viability and vital to the success of Otay Mesa as a business center.

- ***International Trade:*** Support activities that promote greater interregional and bi-national activities

  The international border crossing is vitally important to international trade and the regional economy. The Otay Mesa Land Port of Entry is a multi-modal (commercial, non-commercial and pedestrian) port of entry. According to the General Services Administration, the port is one of the ten busiest land ports in the country and is the busiest commercial port on the California/Baja California border. As the only commercial land port of entry in the San Diego region, the port is a major driver to the Southern California/Baja California border, handling the second highest volume of trucks and the highest dollar volume of trade among all U.S. land ports. Businesses and facilities related to the border crossing, such as the logistics industry and custom uses, surround the border. Regional transportation linkages and improvements will help to further support the border crossing and regional economy.

  Airports are important assets for Otay Mesa. Brown Field continues to operate as a general aviation

facility, providing support to the border patrol, private air travel and limited commercial air travel in the form of small airplanes. Brown Field has the opportunity to stimulate business in Otay Mesa and in Mexico. Coordination of redevelopment efforts with the Otay Mesa Community Plan is ongoing and includes the opportunity for business development on the perimeter of the Brown Field site. General Abelardo L. Rodriguez International Airport in Tijuana, with direct international flights, is adjacent to Otay Mesa. The potential exists for a cross-border facility that would allow ticketed travelers check-in on the US side and have direct access to the gates at the Rodriguez International Airport.

- ***Complete Places**:* Create balanced neighborhoods that integrate a mix of uses in Otay Mesa
- ***Housing:*** Provide more and varied housing that meets workforce needs close to employment centers

  Villages are envisioned as mixed use and residential areas focused on public and civic uses. The civic uses include parks, schools, public squares and community gardens. Commercial retail uses in the villages are intended to support the local population. In many cases, employment uses are adjacent to or part of the villages to work toward a jobs housing balance in Otay Mesa.

  Educational opportunities include K-6 elementary schools, K-8 elementary and junior high school combinations, middle schools, and two high schools, as well as the Southwestern Community College facility.

  The public realm includes the streets, plazas, parks and other outdoor spaces that are used to knit the villages and community into a cohesive whole. There is a unique opportunity in Otay Mesa to create these elements of the community with exceptional care. The creation of a "Grand Park" central to the community can provide both recreational opportunities for residents and workers, from both sides of the border, and a unique identity for Otay Mesa.

- ***Infrastructure:*** Include financing mechanisms that can secure infrastructure improvements with development
- ***Transit:*** Coordinate land use planning with high frequency transit service planning

  The circulation system of Otay Mesa will serve several purposes, providing convenient, safe and adequate traffic ways and the facilitation of goods movement through the border crossing. Additionally, a major transit corridor is envisioned to travel in an east-west direction, linking much of the community to the region at large. The freeway system, when completed, will link the border crossing with the region in all directions. The plan includes a bicycle circulation network that connects the residential villages to Otay Mesa's employment and activity areas. Finally, a system of multi-use walkways and trails will help facilitate non-motorized circulation.

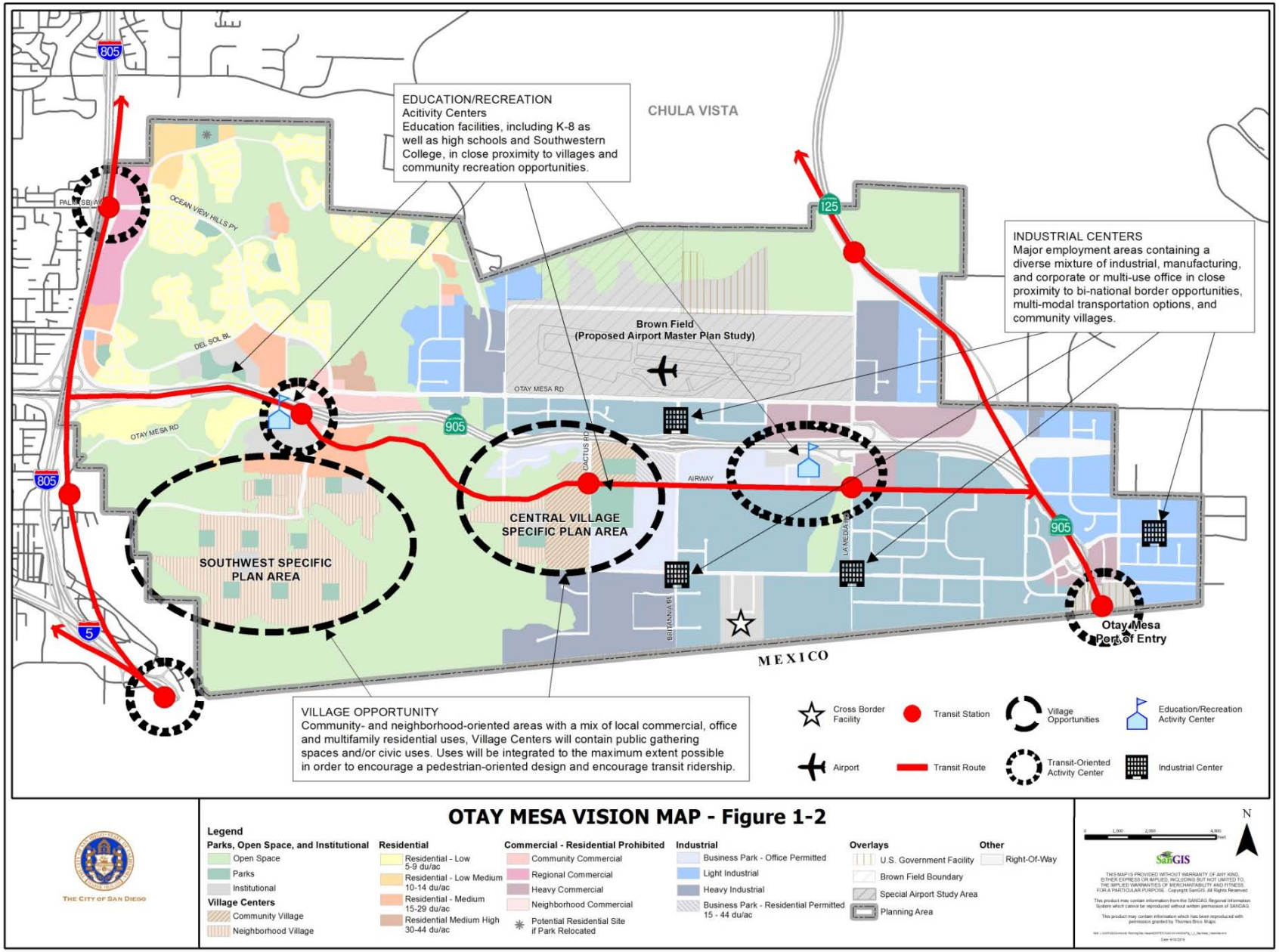
- ***Open Space:*** Protect the canyon lands, adjacent mesa tops, and sensitive biological resources while providing recreational opportunities

  The protected open space system includes approximately 2,833 acres, or 30 % of the total acreage within the planning area. This important open space system is comprised of steep canyons and areas that contain sensitive biological resources. Land uses adjacent to the system have an opportunity to integrate recreational and educational opportunities to increase awareness and interest in the sensitive resources.

  Edges along the canyons respect the natural terrain within the boundaries set by the Multiple Species Conservation Program (MSCP) and City ordinances. Views afforded by these canyon edges should be protected and incorporated into the design of projects. The southern edge of Otay Mesa along the Mexican border is primarily industrial and incorporates collocation guidelines where there is adjacent residential development in Mexico.

- ***Environmental Leadership and Sustainability:*** Apply the highest possible standards for environmentally sensitive design and sustainable development practices

Within the planning area, a series of districts interconnected through activities and infrastructure help to organize and form the community of Otay Mesa. The districts include the Northwest District, the Southwest District, the Central District, the Airport District, and the South District. The Northwest District generally is comprised of the existing development in the northwestern portion of Otay Mesa, and includes single-family dwelling units, some multi-family dwelling units, the Dennery Canyon Open Space system and the Palm Plaza regional commercial center. The Southwest District, which includes the area south of SR-905 and west of Spring Canyon, is envisioned with a mixed-use village core, public spaces, a variety of housing types surrounding the core, and interactive trails with the Spring Canyon Open Space system. The Central District, which generally is the land along the Airway Road corridor, is envisioned as the transit corridor and spine of the community with the Central Village at the western end and employment opportunities at the eastern end. The Airport District generally is Brown Field and adjacent properties, and the South District includes the industrial and commercial area surrounding the existing Port of Entry. Further information on the districts can be found in the Land Use and the Urban Design Elements.


EDUCATION/RECREATION
Acitivity Centers
Education facilities, including K-8 as well as high schools and Southwestern College, in close proximity to villages and community recreation opportunities.
CHULA VISTA
INDUSTRIAL CENTERS
Major employment areas containing a diverse mixture of industrial, manufacturing, and corporate or multi-use office in close proximity to bi-national border opportunities, multi-modal transportation options, and community villages.
Brown Field
(Proposed Airport Master Plan Study)
OTAY MESA RD
OCEAN VIEW HILLS PY
DEL SOL BL
CACTUS RD
AIRWAY
LA MESA BL
BRITANNIA BL
SOUTHWEST SPECIFIC PLAN AREA
CENTRAL VILLAGE SPECIFIC PLAN AREA
Otay Mesa Port of Entry
MEXICO
805
905
125
5
VILLAGE OPPORTUNITY
Community- and neighborhood-oriented areas with a mix of local commercial, office and multifamily residential uses, Village Centers will contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible in order to encourage a pedestrian-oriented design and encourage transit ridership.
Cross Border Facility
Transit Station
Village Opportunities
Education/Recreation Activity Center
Airport
Transit Route
Transit-Oriented Activity Center
Industrial Center
THE CITY OF SAN DIEGO
OTAY MESA VISION MAP - Figure 1-2
Legend
Parks, Open Space, and Institutional
Open Space
Parks
Institutional
Village Centers
Community Village
Neighborhood Village
Residential
Residential - Low 5-9 du/ac
Residential - Low Medium 10-14 du/ac
Residential - Medium 15-29 du/ac
Residential Medium High 30-44 du/ac
Commercial - Residential Prohibited
Community Commercial
Regional Commercial
Heavy Commercial
Neighborhood Commercial
Potential Residential Site if Park Relocated
Industrial
Business Park - Office Permitted
Light Industrial
Heavy Industrial
Business Park - Residential Permitted 15 - 44 du/ac
Overlays
U.S. Government Facility
Brown Field Boundary
Special Airport Study Area
Planning Area
Other
Right-Of-Way
N
SanGIS

Strategic Opportunities

Otay Mesa has strategic opportunities which include an improved international and community image; industrial land capacity for a diverse economic base; parks, public facilities, and schools; international trade and the Port of Entry; Brown Field and the cross-border airport terminal; protection, monitoring and management of sensitive biological resources; housing near jobs; and infrastructure to support it all. All of these opportunities help to frame the land use distribution and policies within this document as the blueprint for future development in Otay Mesa.

The City's General Plan identifies Otay Mesa as a Subregional Employment Center. Otay Mesa is relatively unique among the City's industrial areas for a variety of reasons. It is geographically separated from most of the City and encompasses most of the international border area within the developable portion of San Diego. Its geographic location along the Mexican border makes it unique not only within San Diego, but more importantly within California. Tijuana, plus the broad flat topography, makes it ideal as a location for distribution centers operated by manufacturers, logistics companies, and other firms doing business in Mexico. A significant number of the industrial establishments in Otay Mesa contribute to the unique border economy and provide critical support to over 700 production-sharing companies located in Baja California (in 2009).

Otay Mesa also borders the County's East Otay Mesa Specific Planning area on its eastern side, and the City continues to work cooperatively with the County on shared infrastructure needs and opportunities.

Otay Mesa's opportunity to offer workforce housing, defined as rental and for sale units for middle-income individuals and families in close proximity to employment centers, can provide regional benefits to air quality and address climate change through the mixture of land uses. Otay Mesa is positioned to promote greenhouse gas emission reductions by focusing its future growth into transit-oriented mixed-use villages and activity centers that promote alternative forms of non-automotive transportation through increased walking, bicycling, and use of public transit.

Legislative Framework

Relationship to General Plan

The Otay Mesa Community Plan is a component of the City of San Diego's General Plan. It is intended to further express the General Plan policies in Otay Mesa through the provision of more site-specific recommendations that implement goals and policies, and guide zoning and the Capital Improvement Plan. While the two documents are under separate cover, they work together to establish the framework for growth and development in Otay Mesa. Some specific General Plan policies are referenced within the OMCP to emphasize their significance in Otay Mesa, but all applicable General Plan policies may be cited in conjunction with the Otay Mesa plan, whether or not they are specifically

referenced. Both the General Plan and the Otay Mesa Community Plan should be consulted for land use planning matters in Otay Mesa. While the community plan addresses specific community needs, its policies and recommendations remain in harmony with the General Plan, city-wide policies, and other community plans.

Other Related Land Use Plans and Documents

In addition to the community plan, precise plans have been adopted throughout the planning area to help implement community plan goals as seen in Figure 1-3. Precise Plans with a residential focus include the California Terraces, Dennery Ranch, Hidden Trails, Riviera del Sol, Robinhood Ridge, and Santee Investments Precise Plans. The eastern industrial area adjacent to the international border includes the Otay International Precise Plan, while the rest of the central and eastern industrial and commercial areas of Otay Mesa are subject to citywide zoning regulations. Brown Field is governed by its own Master Plan in compliance with FAA regulations.

Multiple Species Conservation Program

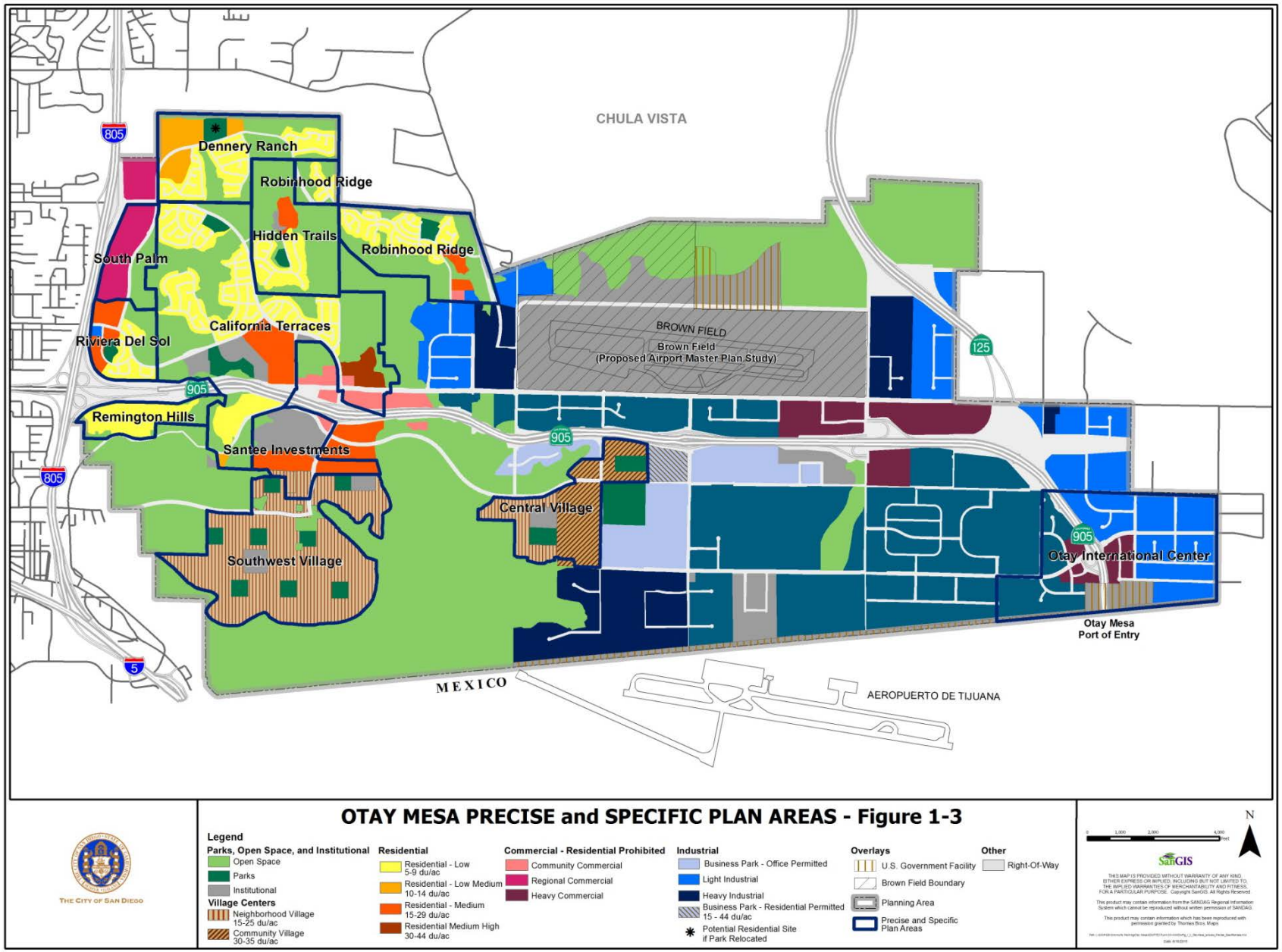
The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term habitat conservation planning program that is designed to preserve native habitat for multiple species. This is accomplished by identifying areas for directed development and areas to be conserved in perpetuity, referred to as the Multi-Habitat Planning Area (MHPA), to achieve a workable balance between smart growth and species conservation. A majority of the open space lands within Otay Mesa are within the MHPA. Open space lands within the MHPA are addressed in the Conservation and Recreation Elements of the Otay Mesa Community Plan and are implemented by the City's MSCP Subarea Plan.

Land Development Code

The City of San Diego Land Development Code (LDC) contains regulations and controls pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, streetscaping, lighting, and other development characteristics, and implements the policies of the General and Community Plan. All development in Otay Mesa must comply with the regulations set forth in the LDC.

Airport Land Use Compatibility Plan

The Airport Land Use Commission adopted the Airport Land Use Compatibility Plan for Brown Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area. The policies and criteria protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The Airport Land Use Compatibility Plan is addressed in the Land Use and Noise Elements of the Otay Mesa Community Plan and is implemented by the Land Development Code.


CHULA VISTA
Dennery Ranch
Robinhood Ridge
Hidden Trails
Robinhood Ridge
South Palm
California Terraces
Riviera Del Sol
BROWN FIELD
Brown Field
(Proposed Airport Master Plan Study)
Remington Hills
Santee Investments
Central Village
Southwest Village
Otay International Center
Otay Mesa
Port of Entry
MEXICO
AEROPUERTO DE TIJUANA
805
905
125
5
OTAY MESA PRECISE and SPECIFIC PLAN AREAS - Figure 1-3
Legend
Parks, Open Space, and Institutional
Open Space
Parks
Institutional
Village Centers
Neighborhood Village 15-25 du/ac
Community Village 30-35 du/ac
Residential
Residential - Low 5-9 du/ac
Residential - Low Medium 10-14 du/ac
Residential - Medium 15-29 du/ac
Residential Medium High 30-44 du/ac
Commercial - Residential Prohibited
Community Commercial
Regional Commercial
Heavy Commercial
Industrial
Business Park - Office Permitted
Light Industrial
Heavy Industrial
Business Park - Residential Permitted 15 - 44 du/ac
Potential Residential Site if Park Relocated
Overlays
U.S. Government Facility
Brown Field Boundary
Planning Area
Precise and Specific Plan Areas
Other
Right-Of-Way
N
SanGIS
THE CITY OF SAN DIEGO

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA), the Otay Mesa Community Plan Program Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the implementation of the Community Plan. As Otay Mesa is a large planning area with large tracts of undeveloped land, the impacts relate to effects on sensitive biological resources, changes in industrial intensity, truck and auto traffic, and increased residential development. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies were designed to reduce or avoid such impacts.

Regional Collaboration

Because the Otay Mesa community planning area includes regional impacts and issues, the City works closely with San Diego Association of Governments (SANDAG), the California Department of Transportation (Caltrans), the Airport Authority, the City of Chula Vista and County staff to coordinate a comprehensive approach on planning issues that cross jurisdictional boundaries. The City also works with SANDAG and Tijuana representatives on the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan, which addresses binational issues, with key issues including transportation, housing, economic development, and environmental conservation.

Plan Organization

The Community Plan mirrors the City of San Diego's General Plan, and is organized into nine elements, as outlined in the Table of Contents. Each element contains goals, policies and actions that will guide future development and improvement of the community. The elements are divided into the following major sections:

Introduction: provides a summary of key community issues specific to the element.

Goals: vision and convey broad intent for the results of implementing of the policies, recommendations and actions.

Policies and Recommendations: express more specific direction and guidance.

Table 1-2
Otay Mesa Fast Facts

Physical Characteristics:

Total Area:	9,300 acres
Approximately	14.53 square miles
Latitude:	32.57 degrees north
Longitude:	116.99 degrees west
Highest Point:	616 feet above sea level
Lowest Point:	98 feet above sea level

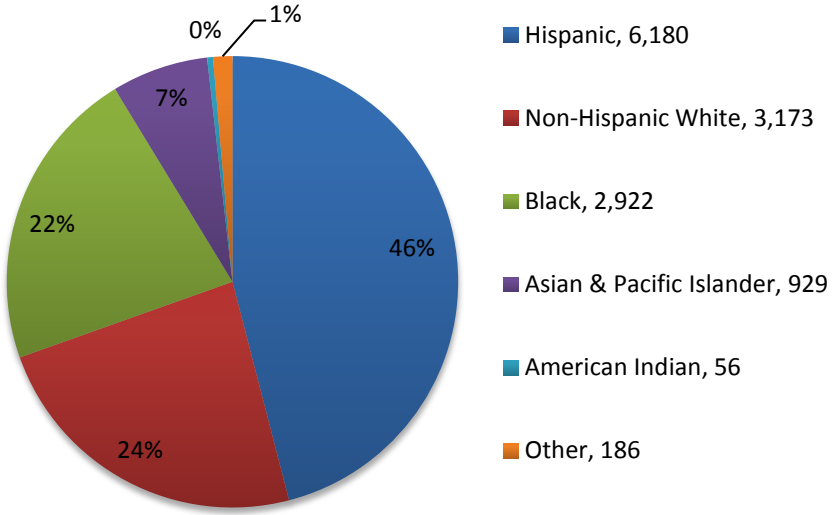
Population Trends (2000 – 2010 Census info):

	2000	2010
Total Population	1,740	15,001
Housing Units	481	4,145

2030 Population, Housing, and Employment Forecast:

Total Population	51,329
Housing Units	13,850
Housing Units Occupied	13,560
Civilian Employment	31,412

2010 Population by Ethnic Categories



Total Population: 13,446

2.0 Introduction

The Otay Mesa Community Plan is a component of the Land Use Element of the City's General Plan. It encompasses a broad range of the land use designations defined in the General Plan, supplemented with a more detailed description and distribution of land uses for Otay Mesa. As a subregional employment area, with the vision of providing a balanced community that respects the sensitive resources and provides workforce housing near employment opportunities, the Otay Mesa Community Plan land use designations include: residential with a variety of density ranges, village centers, commercial, industrial, open space, parks, and institutional.

Goals

* A distribution of land uses that provides sufficient capacity for a variety of uses, facilities, and services needed to serve Otay Mesa
* Distinct villages that include places to live, work and recreate
* A variety of housing types including workforce housing in close proximity to jobs
* Diversified commercial uses that serve local, community and regional needs
* Sufficient industrial land capacity to maintain Otay Mesa as a subregional employment center
* Adequate public facilities and institutional resources that serve the needs of the community
* A land use pattern that is compatible with existing and planned airport operations
* Border facilities that facilitate the safe and efficient movement of passengers and cargo

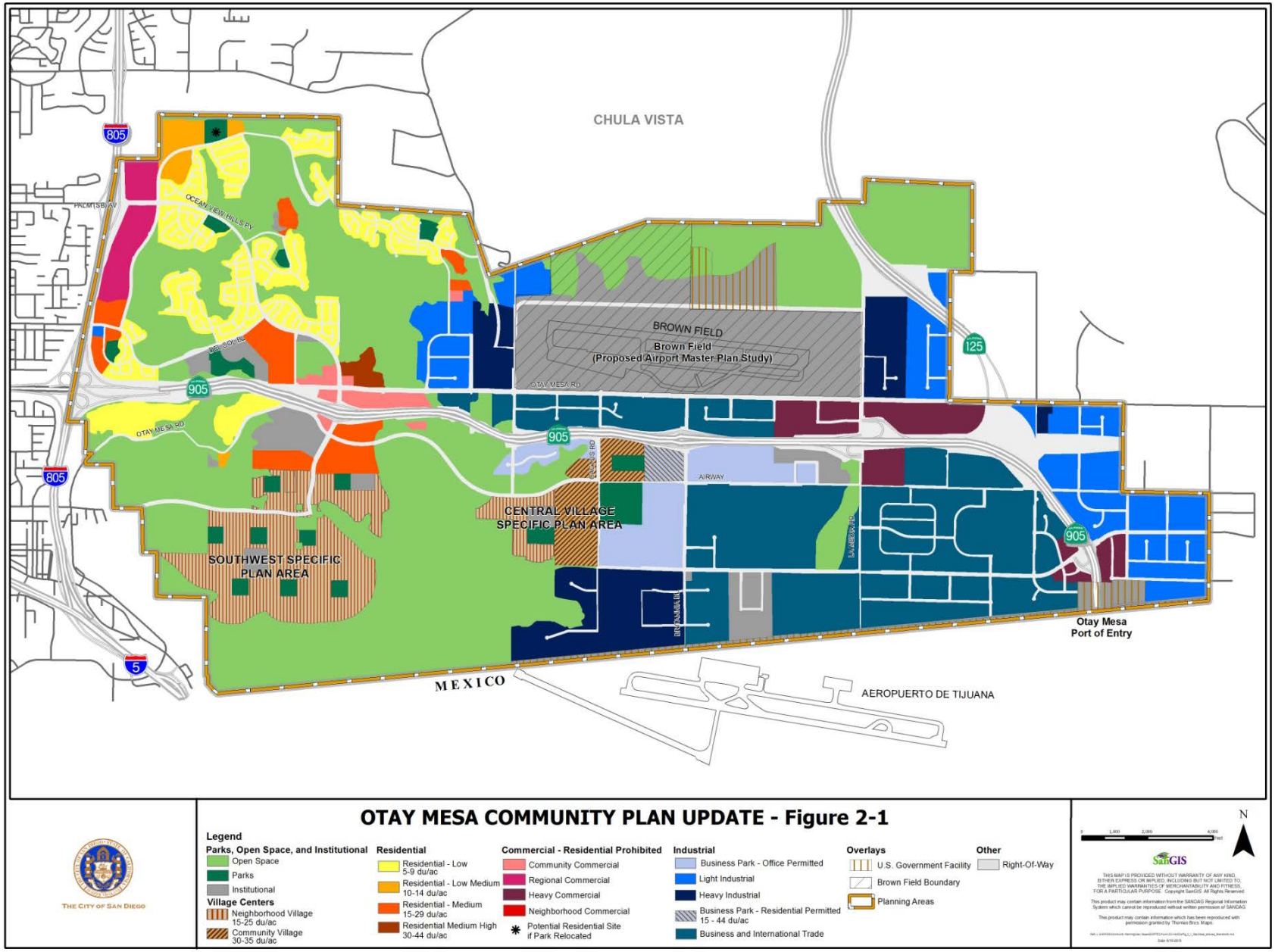
Year 2010 and planned land uses within Otay Mesa are outlined in Tables 2-1 and 2-2. Otay Mesa's extensive canyon systems in the western portion of the planning area accounts for 29 percent of the total community acreage and results in Open Space comprising the largest single land use. The Open Space 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	1,023	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	802	9%	7,648
Commercial	302	3%	
Village Area	560	6%	11,126
Residential	530		
Mixed-Use	30		
Industrial	2,510	27%	
Institutional	1,120	12%	
Parks	151	2%	
Right-of-Way	1,023	11%	
Total	9,302	100%	18, 774



OTAY MESA COMMUNITY PLAN UPDATE - Figure 2-1

THE CITY OF SAN DIEGO

Legend

Parks, Open Space, and Institutional
- Open Space
- Parks
- Institutional

Village Centers
- Neighborhood Village 15-25 du/ac
- Community Village 30-35 du/ac

Residential
- Residential - Low 5-9 du/ac
- Residential - Low Medium 10-14 du/ac
- Residential - Medium 15-29 du/ac
- Residential Medium High 30-44 du/ac

Commercial - Residential Prohibited
- Community Commercial
- Regional Commercial
- Heavy Commercial
- Neighborhood Commercial
- Potential Residential Site if Park Relocated

Industrial
- Business Park - Office Permitted
- Light Industrial
- Heavy Industrial
- Business Park - Residential Permitted 15 - 44 du/ac
- Business and International Trade

Overlays
- U.S. Government Facility
- Brown Field Boundary
- Planning Areas

Other
- Right-Of-Way

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Table 2-3 Community Plan Land Use Designations

General Plan Land Use	Community Plan Designation	Use Considerations	Description	Residential Density (du/ac)	Non-Residential Building Intensity
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	Limited	Limited [1]
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	Limited	Limited
	Resource-based Parks	None	Provides for recreational parks to be located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population as well as visitors.	Limited	Limited
Residential	Residential - Very Low	None	Provides for single-family housing within the lowest-density range.	0 - 4 du/ac	
	Residential - Low	None	Provides for both single-family and multifamily housing within a low-density range.	5 - 9 du/ac	
	Residential - Low Medium	None	Provides for both single-family and multifamily housing within a low-medium-density range.	10 - 14 du/ac	
	Residential - Medium	None	Provides for both single-family and multifamily housing within a medium-density range.	15 - 29 du/ac	

[1] See Conservation Element Policies 8.1-1 and 8.1-5.

Table 2-3 Community Plan Land Use Designations

General Plan Land Use	Community Plan Designation	Use Considerations	Description	Residential Density (du/ac)	Non-Residential Building Intensity
	Residential - Medium High	None	Provides for multifamily housing within a medium-high-density range.	30 - 44 du/ac	
	Community Commercial	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.	N/A	CC-2-3 with 0.3 FAR
	Regional Commercial	Residential Prohibited	Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses.	N/A	CC-1-3 with 0.3 FAR
	Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses.	N/A	IL-3-1with 0.5 FAR
Institutional, Public and Semi-Public Facilities	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: military facilities, community colleges, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A	N/A
Multiple Use	Neighborhood Village	Residential Required	Provides housing in a mixed-use setting and convenience shopping, civic uses as an important component, and services serving an approximate three mile radius.	15 to 25 du/ac	
	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional / administrative offices, commercial recreation facilities, services businesses, and similar types of uses allowed.	30 to 35 du/ac	

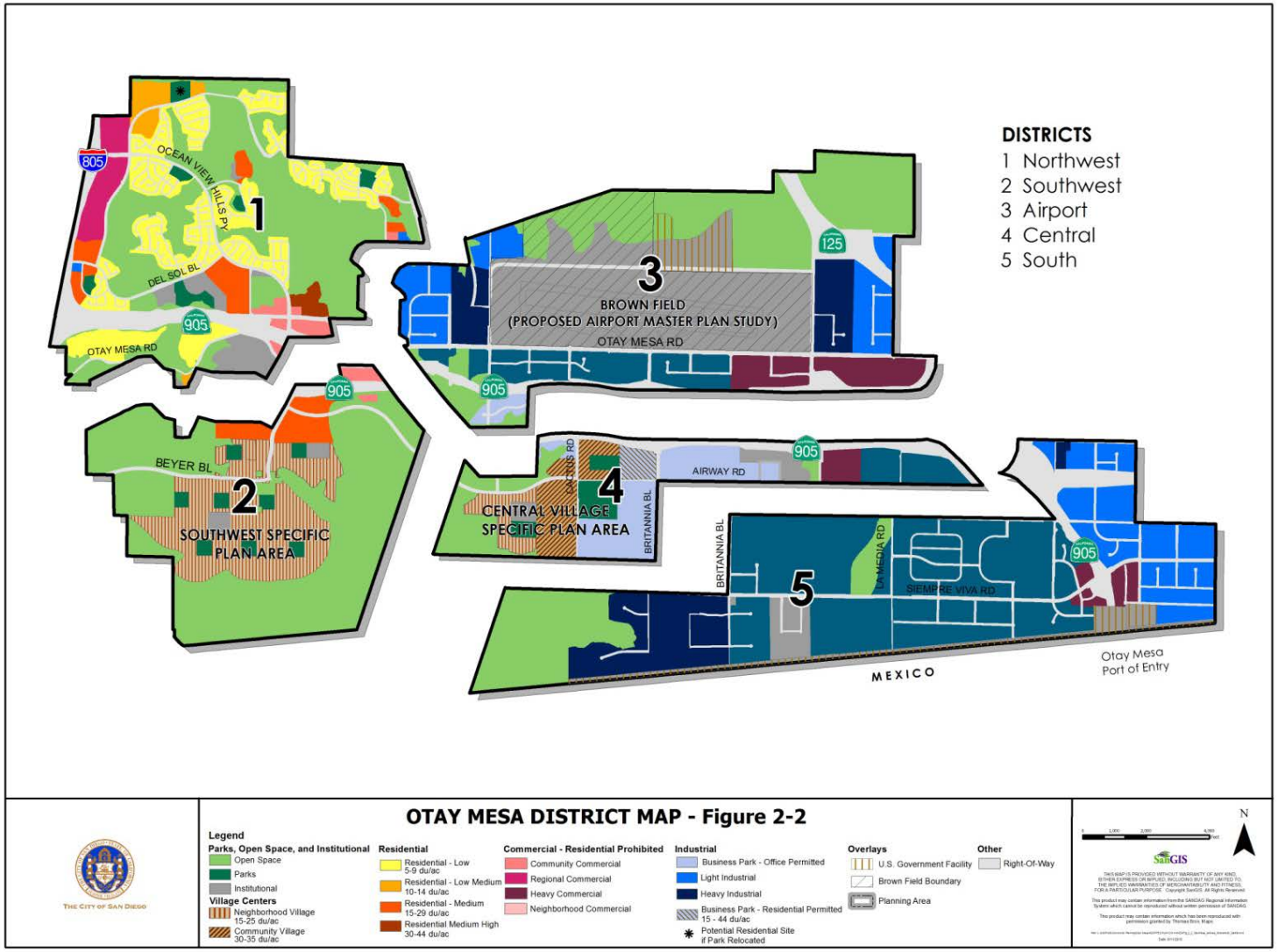
Table 2-3 Community Plan Land Use Designations

General Plan Land Use	Community Plan Designation	Use Considerations	Description	Residential Density (du/ac)	Non-Residential Building Intensity
Industrial Employment	Light Industrial	Office Use Limited	Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.	N/A	IL-2-1 with 0.5 FAR
	Business Park-Residential Permitted	Office Use Permitted	Applies in areas where employment and residential uses are located on the same premises or in close proximity, and conform to APCD and HAZMAT adjacency guidelines and regulations, if required. Allows office, research and development uses, along with optional residential uses. Residential uses should not exceed 49% percent of the contiguous area with this designation. Multifamily residential uses are optional with the density of 15-44 dwelling units per acre.	15 to 44 du/ac	IP-3-1 with 0.5 FAR [1]
	Business Park	Office Use Permitted	Allows office, research and development, and light manufacturing uses. This designation would not permit storage and distribution uses except as accessory to the primary use. It is appropriate to apply in portions of communities primarily characterized by single- and multi-tenant office development with some light industrial uses.	N/A	IP-1-1 with 0.5 FAR
	International Business and Trade	Office Use Permitted	Combines the uses permitted in both the Business Park and Light Industrial designations. Allows single- and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. It is appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.	N/A	IBT -1-1 with 0.5 FAR
	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics. For reasons of health, safety, environmental effects, or welfare these uses should be segregated from other uses. Non-industrial uses, except corporate headquarters, should be prohibited.	N/A	IH-1-1 with 0.5 FAR

[1] The Brown Field Technology Park property has previously approved entitlements and permits that allow a FAR of 2.0.

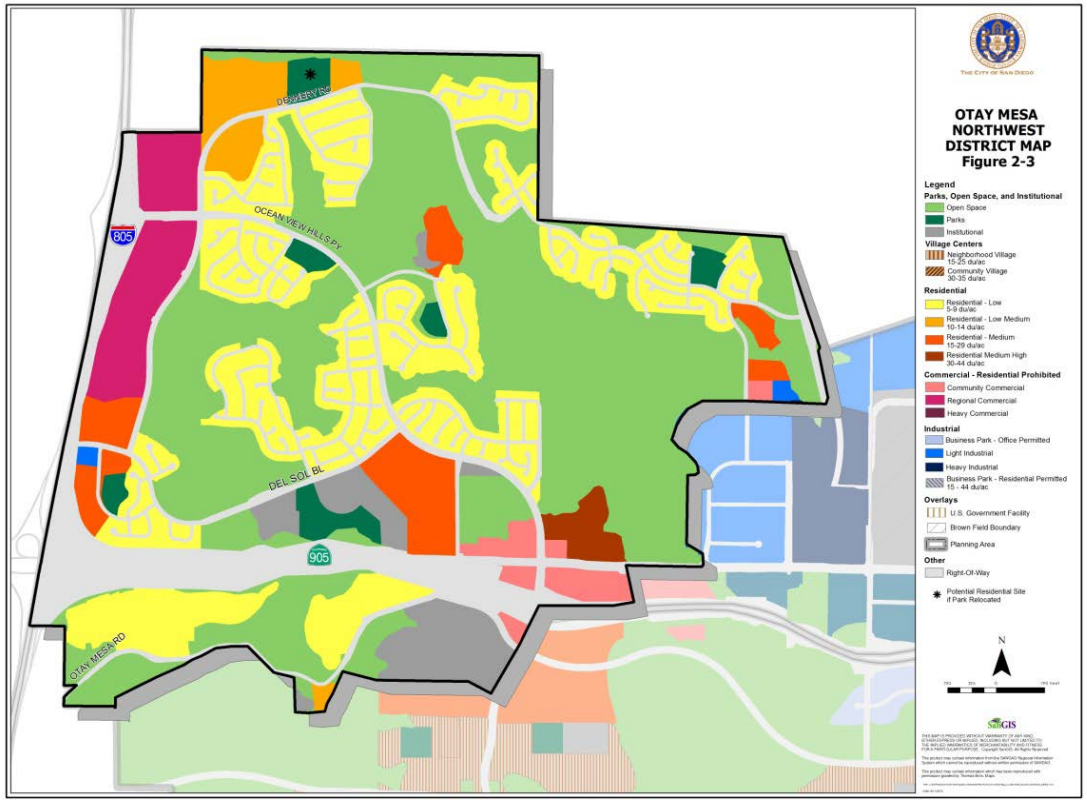
Districts

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.



1. Northwest District

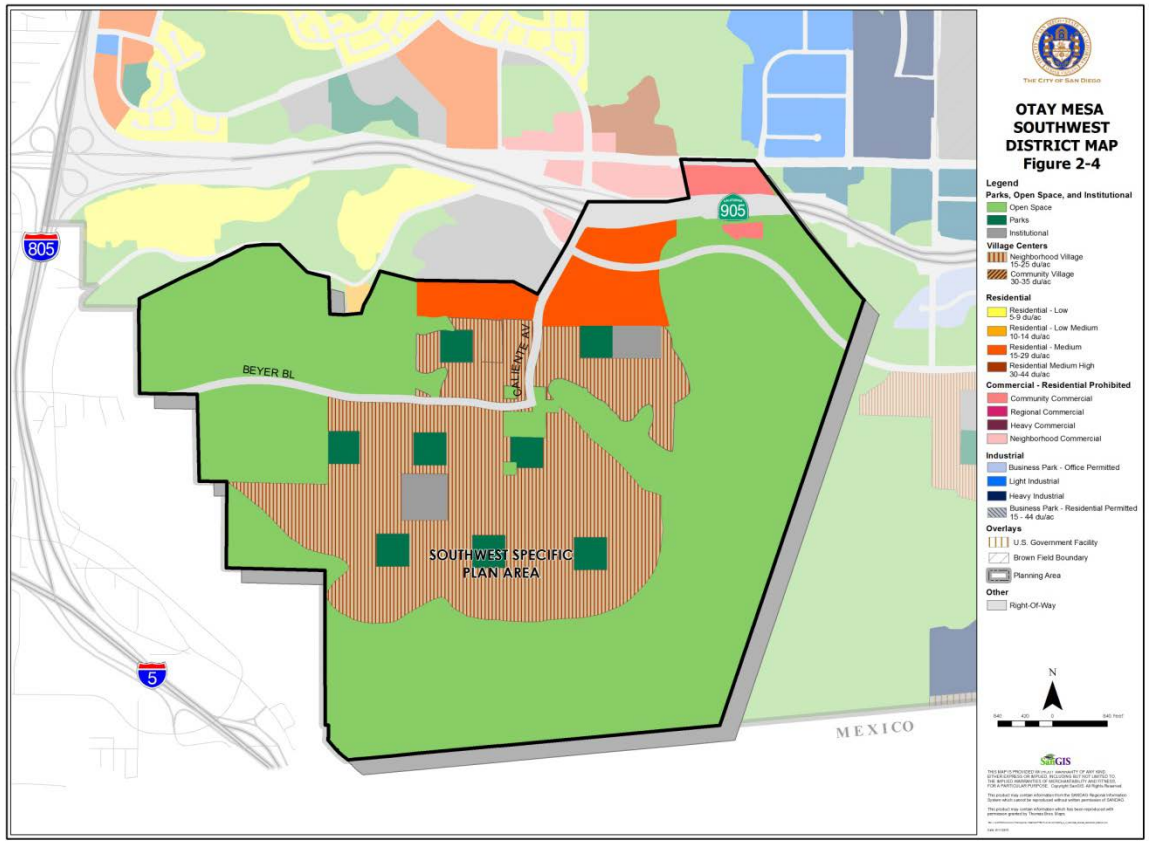
The Northwest District of Otay Mesa is generally bounded by I-805 on the west, Moody Canyon to the south, Dennery Canyon to the west, and the boundary with Chula Vista to the north. The district is characterized by hilltop low density single-family residential development, a canyon system with protected 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, Dennery 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.



2. Southwest District

The Southwest District of Otay Mesa is generally bounded by the Moody and Spring Canyon systems to the west, south, and east, and San Ysidro High School and the SR-905 to the north. The district is characterized as a mesa top bounded by Open Space and extensive canyon systems that are home to sensitive biological resources and habitat areas. The Southwest District includes opportunities for both village development and resource preservation.

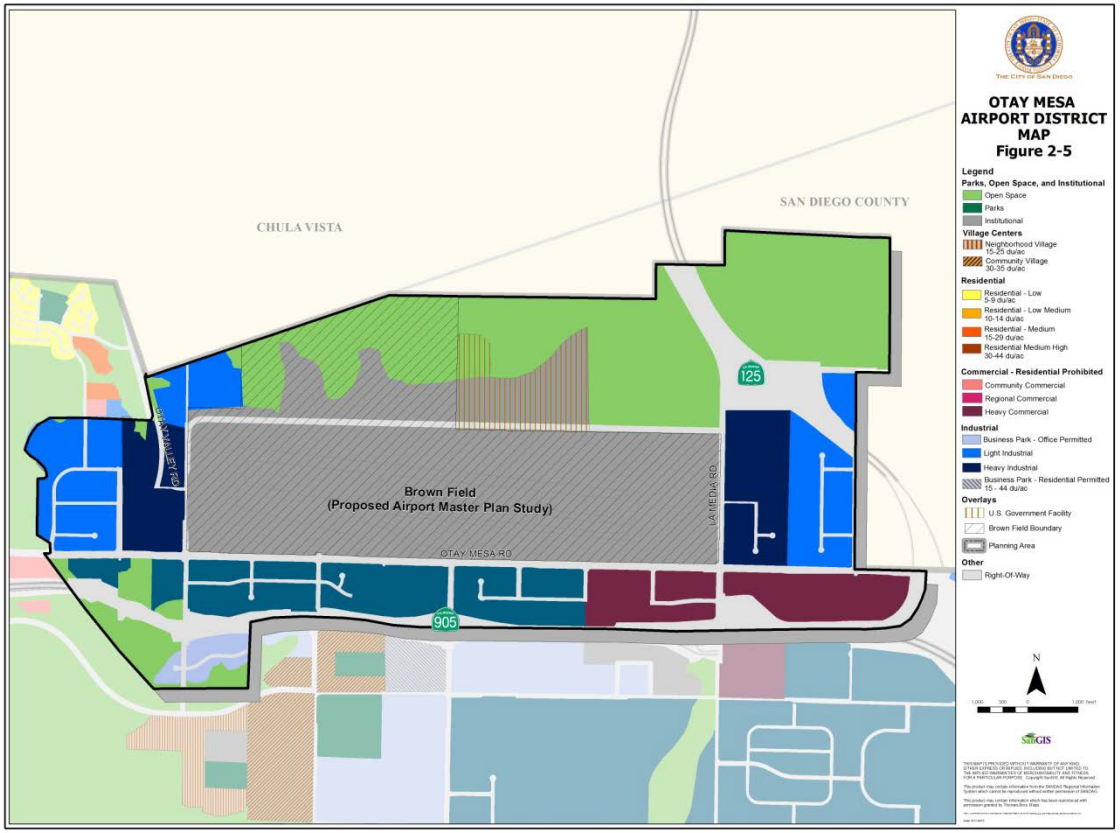
The village will be primarily residential in nature, with a core mixed-use center including civic, and neighborhood-serving commercial uses and services. Resource protection combined with educational opportunities will help facilitate community awareness and stewardship of the sensitive resources. There is also a large community-serving commercial center planned in the northeast corner of the District that straddles SR-905.



3. Airport District

The Airport District is generally bounded by SR-905 to the south, Spring Canyon and Dennery 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.

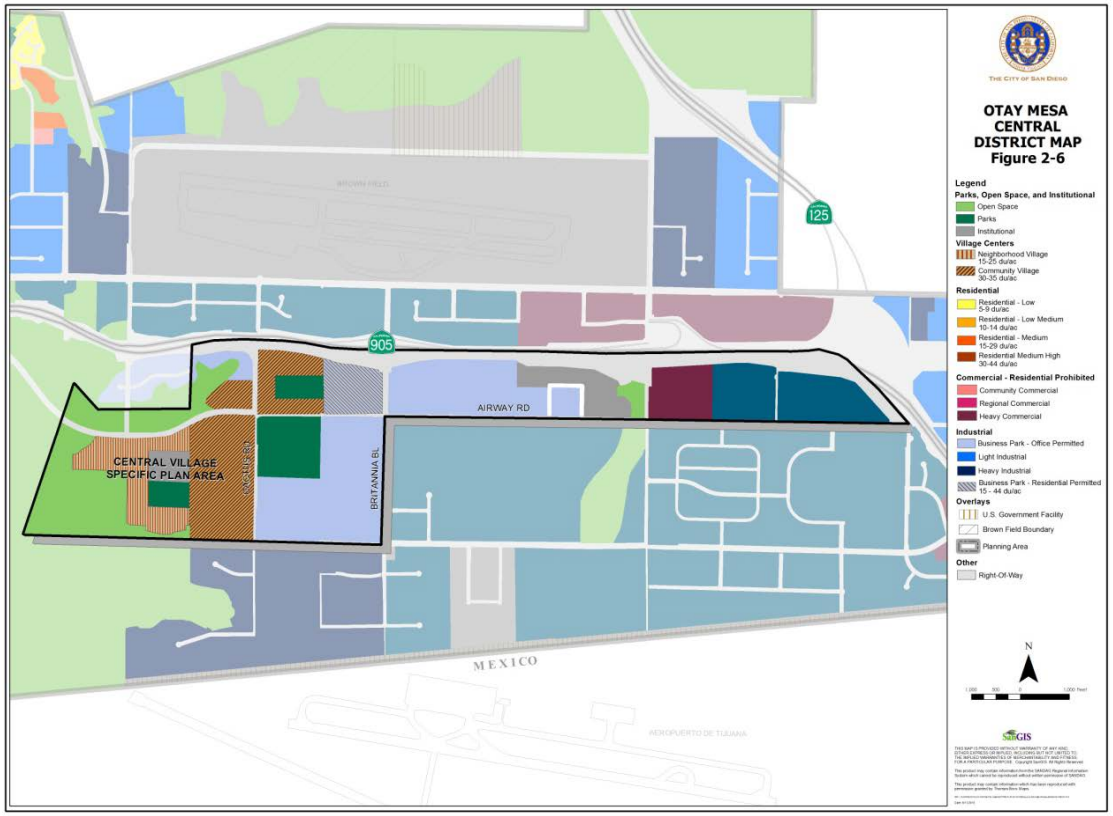
Brown Field is a general aviation airport which serves as a catalyst for economic development in Otay Mesa, with emphasis on corporate aircraft, Customs and Border Patrol operations and international trade logistics support. Due to airport operations, the eastern and western areas adjacent to the airport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



4. Central District

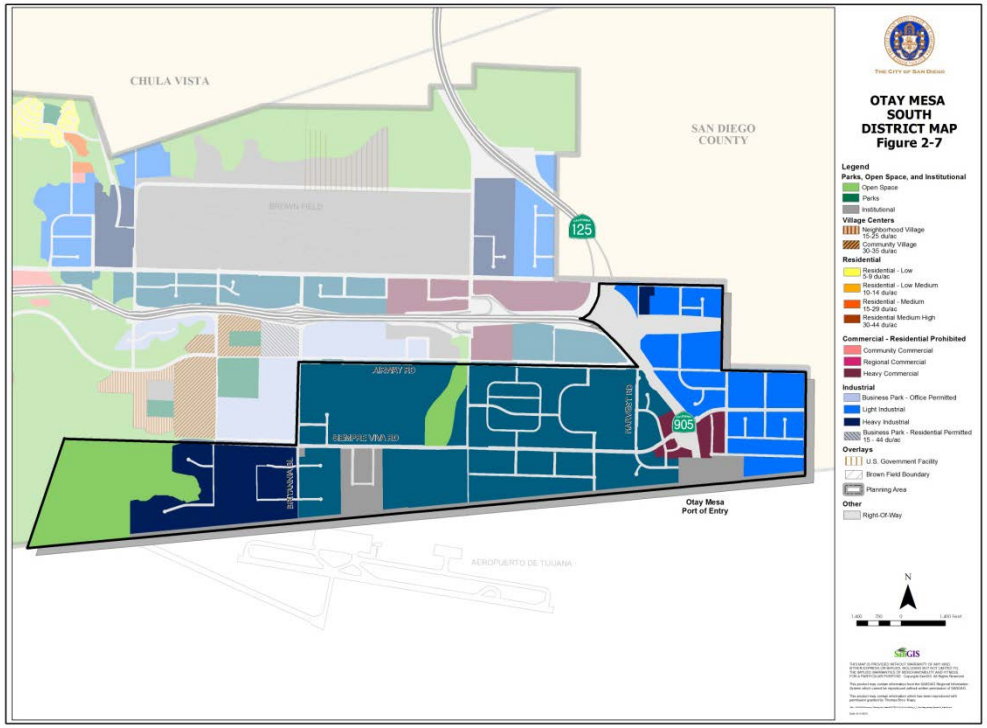
The Central District is generally bounded by Spring Canyon to the west, Siempre Viva Road, Britannia Boulevard, and Airway Road to the south, and the SR-905 to the east and north. The Spring Canyon system is home to many protected sensitive biological resources and habitat areas. The district includes Airway Road which is the spine of the community and is Otay Mesa's primary transit corridor.

The District extends from Heritage Road to Harvest Road and is in between the Airport District and the industrial South District. The Central District includes the Central Village, the Grand Park, and employment opportunities that are further defined in the Urban Design Element. The Central District envisions a village center at the western end of the mesa with employment, educational, and recreation opportunities sited along the transit corridor.



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.



2.1 Specific Plan Areas

DISCUSSION

In order to implement the General Plan's City of Villages Strategy, village areas are planned in the Southwest and the Central Districts. Predominately residential in nature, these village areas have core areas of mixed uses and public spaces. The villages are envisioned as compact, active areas that create sustainable and efficient land use patterns, are pedestrian-friendly, transit-oriented and include a variety of residential, commercial and civic spaces. Transit is an integral part of village development in Otay Mesa, with transit along Airway Road connecting the villages, activity centers, and employment centers. Dedication of transit right-of-way and application of transit-oriented development design principles are intended to support increased transit use and facilitate the implementation of future rapid bus transit and express transit stations. Further details on village area and transit supportive design are contained in the Urban Design Element.

Specific Plans

The Southwest and Central Village Areas will be developed through Specific Plans, which will provide detailed design guidelines for the development of the village areas. Each Specific Plan will contain design details for the village core, public spaces, a complete multi-modal circulation system, with linkages to the Otay Mesa circulation system, transit locations, the precise location of public facilities and amenities, and implementation plans that will provide infrastructure improvements and facilities as development occurs. The Community Plan and General Plan provide specific direction and guidance for the development of each Specific Plan.

In order to comprehensively plan the Southwest and Central Village Areas using the General Plan's City of Villages Strategy, one Specific Plan covering each of the village areas will be required prior to consideration of any comprehensive development and rezoning proposals. All properties to be considered within a specific plan must be contiguous. Specific plans should be privately sponsored and developed in collaboration with the City of San Diego. Both Specific Plans will be considered amendments to the Community Plan, and must adhere to the City's process for plan amendments and any associated rezoning.

The Community Plan envisions one specific plan for the Southwest District, and one specific plan for the Central Village. Specific plans must create sustainable and efficient land use patterns, and must meet all of the criteria within Policies 2.1-1 and 2.1-2. The specific plans' implementation programs must include the phased provision of infrastructure and public facilities. When developing specific plans, the plans must demonstrate consistency with the General Plan policies, specifically the Urban Design Element Sections B and C, and the Mobility Element Sections A, B, C, and Table

ME-1 to provide further guidance to determine consistency with City policies.

POLICIES AND RECOMMENDATIONS

2.1-1 Require Specific Plans and any required rezoning for the Southwest and Central Village Areas to be consistent with the policies of this plan.

2.1-2 Achieve sustainable and efficient land use patterns with comprehensive neighborhood and community village development through Specific Plans that:

a. Respect the natural topography and sensitive habitat areas with growth patterns that balance development with preservation of natural resources.

b. Provide a land use map that illustrates the detailed land use designations, including any lands set aside for resource conservation, consistent with the MSCP Subarea Plan and any future Vernal Pool Habitat Conservation Plan. The specific plan land use map will refine the Otay Mesa Community Plan Land Use Map (Figure 2-1) as part of the specific plan approval process.

c. Illustrate the complete circulation system that, where possible, follows a grid pattern, and indicate how the system will relate to the overall Otay Mesa circulation system.

d. Strive for block sizes along local and collector streets to have a maximum perimeter of 1,800 feet.

e. Illustrate a separate system of pedestrian and bicycle facilities and pathways linking the activity centers with the residential areas, public facilities, and open space systems.

f. Distribute parks comprehensively throughout the village area. Refer to Policy 7.1-7 of the Recreation Element for further recommendations.

1. Link parks to one another with pathways to increase connectivity and enhance sense of community.

Separate Pedestrian System

2. Locate neighborhood parks at the end of streets and adjacent to canyons, when

appropriate, to accommodate and enhance public views and vistas.

g. Identify specific locations for schools, parks, pedestrian pathways and trails.
   1. Site schools and parks adjacent to each other to create activity centers within neighborhoods. See Policy 2.7-2.
   2. Include pathways and trails that connect public facilities with each other and to residential areas.
   3. Provide pathways and connections, such as interpretive centers and trailheads, from facilities to canyon edges to take advantage of educational and recreational opportunities.
   4. Determine final trail alignments and analyze with future Specific Plans or project-specific proposals. See policies in Recreation Element Section 7.2.

h. Incorporate a diversity of housing types that includes market rate and affordable housing. Encourage inclusionary housing on-site.

i. Include an appropriate balance of single-family and multi-family housing consistent with the projections provided in the plan.

j. Provide development at densities that support transit as an integral component of village areas and corridors.

k. Require a mixed-use residential/commercial component to be included within village core areas, with neighborhood-serving commercial uses such as food markets, restaurants, and other small retail shops. Encourage an anchor grocery store within each village area.

l. Identify centrally located mixed-use core areas within each village area adjacent to key roadways and transit stops. Require a minimum of 15 du/ac for core areas designated Neighborhood Village and 30 du/ac for core areas designated Community Village.

m. Locate higher density mixed residential uses within a ½ mile of a "Town Center" along Beyer Road and within a ½ mile from the community commercial center in the north portion of the Southwest Village.

n. Locate higher density mixed residential uses within a ¼ mile of transit stops along Airway Road and near the mixed-use retail uses in the Central Village as shown on Mobility Figure 3-2.

o. Include a detailed design plan for the mixed-use village core areas that identifies retail, convenience uses, and public spaces.

p. Provide sufficient community serving commercial development within village core areas and along transit corridors that support the residents, workforce, and visitors as these areas develop.

q. Provide refined architecture, urban design, and streetscape guidelines consistent with the policies in the Otay Mesa Community Plan and the General Plan.

r. Include guidelines and illustrations for height, bulk, and scale of buildings and their relation to each other.
s. Provide a street tree plan that utilizes species within the Otay Mesa Street Tree Plan.
t. Require a phasing plan to ensure timely provision of necessary public facilities to serve the proposed development.

2.2 Housing

DISCUSSION

The Community Plan provides opportunities for a variety of housing types catering to a diversity of economic needs including market rate, workforce, and affordable housing. The land use designations and design guidelines are intended to help improve Otay Mesa's image, provide a diversity of housing for all income levels, and implement the City of Villages strategy. In order to achieve community balance, the residential policies for Otay Mesa promote a diversity of population with respect to income level and household types. This housing diversity, coupled with transit opportunities, could help reduce trips and traffic congestion while improving air quality by allowing residents to live closer to employment centers.

Existing residential development has occurred within the Northwest District through the precise planning process. Most of the neighborhoods within the precise plans are developed or have been mapped. The development pattern is predominantly single family dwelling units, with several multi-family dwelling unit complexes dispersed throughout the area. As of 2010, there were 2,727 single family units and 1,106 multi-family dwelling units in Otay Mesa as shown in Table 2-4. In order to determine the appropriate housing types for Otay Mesa, a household survey of the South Bay area concluded that household sizes were larger than previous SANDAG estimates for the area. Residential development opportunities in Otay Mesa will need to take into consideration the household sizes from the survey in order to maximize the benefits to Otay Mesa's residential community.

Table 2-4

2010 Housing and Population Estimates Comparisons Otay Mesa and the City of San Diego

	House-hold Pop.	Housing Stock				House-hold Size	Median House-hold Income
		Single Family		Multi-Family			
		No.	%	No.	%		
Otay Mesa	13,446	2,727	71%	1,106	29%	3.64	$41,900
City of San Diego	1,376,173	278,694	55%	227,565	45%	2.80	$61,118

Data shown in Table 2-4 provides a snapshot of the housing characteristics of Otay Mesa in relation to the City as a whole. As of 2010, Otay Mesa's residential character is predominately single-family, with more than 70% of existing residential units developed as single-family

homes. Citywide, the residential character is more evenly split between single-family and multi-family homes. Otay Mesa's households are generally larger than the City as a whole, and the median household income is significantly lower as well.

In order to achieve a balanced community in Otay Mesa, larger units along with a greater proportion of multi-family residential developments are needed to accommodate the larger households. Furthermore, affordable housing opportunities are needed to ensure a diverse mixture of incomes and households in Otay Mesa.

Based on the density ranges of the Land Use Map and household sizes within the aforementioned survey, Table 2-5 shows estimated totals for population, as well as village dwelling unit totals for single family and units for the three residential areas within Otay Mesa. The village totals represent the total unit count used to determine infrastructure and public facility needs for the village, and should be considered the maximum number when Specific Plans are processed. The Northwest District area is mostly developed, and considered as an area with little opportunity for change. The Southwest and Central Villages represent areas of opportunity for village development.

The City of Villages strategy encourages future development to increase the housing supply and diversity with compact, mixed-use activity centers that are integrated into the larger community. Table 2-6 provides the residential density ranges for Otay Mesa, and further defines the estimated units from Table 2-5 into more specific density ranges. The Very Low, Low, Low Medium, Medium, and Medium High designations are representative of the development pattern and intensities of the Northwest Area.

Table 2-5

Estimated Otay Mesa Residential Summary Table at Build-Out				
	SF Units	**MF Units**	**Total Units**	**Total Population**
Northwest Area	2,873	4,775	7,648	27,908
Southwest Village	1,400	4,480	5,880	21,028
Central Village	-	768	4,768	16,451
Business Park, Res. Permitted	-	478	478	1,648
TOTAL	**4,273**	**14,501**	**18,774**	**67,035**

The Neighborhood Village designation will allow for the provision of both single-family and multi-family housing types and is applied in the Southwest Specific Plan Area as well as the western half of the Central Village to achieve a balanced mix of single-family, multi-family and mixed-use developments. The Community Village designation, applied in the eastern half of the Central Village Specific Plan Area provides opportunities for smaller lots, townhomes, and multi-family housing development. While the village density ranges were used

to estimate dwelling units and population, further refinement of the land use designations and dwelling unit counts may occur when Specific Plans are submitted for the village areas

Residential development is planned for the Central Village, with a goal of providing housing in close proximity to employment. A variety of industrial lands are located to the north, east, and south of the Central Village, providing a diversity of employment opportunities for village residents. In order to prevent potential conflicts between village and industrial uses, the Otay Mesa Community Plan utilizes multiple land use designations to help create distance between sensitive receptors in the Central Village and the industrial lands to the east and the south.

The Open Space lands serve as a natural distance separator between industrial activity and sensitive receptors, reducing the potential for conflicts. The Business Park land use designation, which allows for light manufacturing and office uses that do not create nuisance or hazardous characteristics, provides uses that can locate near sensitive receptors as well as more traditional industrial uses. Business Park lands located along Britannia Boulevard and Siempre Viva Road separate the Grand Park and residential village from other industrial land uses. Heavy Industrial lands located south of Siempre Viva Road are separated from the Central Village by Wruck Canyon, depicted in Figure 8-1. Although this distance separation reduces the potential for conflicts between users, all future development will need to ensure appropriate separation distances between industrial and residential uses, as stated in the General Plan's Economic Prosperity Element and Appendix C.

Table 2-6

Otay Mesa Residential Density Ranges **Single Family (SF) and Multi-family (MF) Dwelling Units (du's)**			
Designation	Density Range	SF Units	MF Units
Residential - Very Low	0-4 du's /acre	59	0
Residential - Low	5-9 du's /acre	2,814	0
Residential - Low Medium	10-14 du's /acre	0	860
Residential - Medium	15-29 du's /acre	0	1,321
Residential - Medium High	30-44 du's /acre	0	2,594
Neighborhood Village	15-25 du's /acre	1,400	4,480
Community Village	30-35 du's /acre	0	768
Business Park, Res. Permitted	15-44 du's/acre		478
Total Units		**4,273**	**14,501**

POLICIES AND RECOMMENDATIONS

2.2-1 Respect existing density ranges in previously approved Precise Plan areas of the Northwest District.

a. Include existing density ranges of precise plans to allow any undeveloped neighborhood areas to develop in accordance with precise plan designations.

b. Implement design guidelines of precise plans that are consistent with the goals and policies of the City's General Plan.

c. Transition new development with greater intensity from existing development through the use of landscaping, fencing, setbacks, off-setting planes and other urban design techniques.

d. Develop remaining undeveloped neighborhoods with a variety of housing types, and target the upper limits of the density ranges.

2.2-2 Integrate a variety of housing types within village and residentially designated areas with multi-modal access from the villages to the employment centers in the eastern portion of Otay Mesa.

2.2-3 Include in all residential developments housing units that are sized to meet the household family sizes anticipated in Otay Mesa.

Multi-family development in Otay Mesa

2.2-4 Provide adequate buffer uses/distance separation for residential proposals within a quarter mile of industrial uses with hazardous or toxic substances.

Affordable Housing

The Otay Mesa Community Plan, in accordance with the City's Housing Element, provides appropriate policies to address the community's balance and affordable housing needs. According to 2010 Census data, approximately 50 percent of the households' earnings in Otay Mesa are at or below the Area Median Income. By allowing for a variety of density ranges and housing types, the Community Plan helps to facilitate continued affordable housing production. Within the village areas, opportunities exist to provide units that are affordable and in close proximity to transit and employment centers.

2.2-5 Develop housing at different density ranges to provide housing affordable to all income levels.

2.2-6 Promote affordable housing development through the provision of a variety of housing types, including flats, townhomes, smaller-lot single-family homes, and other types of housing that are affordable in nature.

2.2-7 Promote the production of very-low and low income affordable housing in all residential and village designations.

a. Support development of on-site inclusionary housing within all specific plan proposals.
b. Encourage on-site inclusionary housing within all residential development proposals.

2.2-8 Create affordable home ownership opportunities for moderate income buyers.

a. Encourage development of moderately priced, market rate housing affordable to middle income households.
b. Promote homebuyer assistance programs for moderate income households.

2.3 Commercial

DISCUSSION

Otay Mesa's commercial land uses comprise approximately five percent of all lands within the community. A majority of these lands are located in close proximity to the SR-125, SR-905 and the Port of Entry to meet the demand of border-related activity. Existing commercial lands serving both regional and community functions are primarily located in the Northwest District; businesses in this area include regional serving retail outlets. Other existing commercial and retail establishments are concentrated at the intersection of Otay Mesa Rd. and La Media Road. that serve surrounding residential uses. While a market analysis shows there is enough commercial acreage within Otay Mesa to service the community through buildout, additional neighborhood and community serving commercial is anticipated within the village areas.

The Community Plan identifies land for commercial uses through the Community Commercial, Regional Commercial, and Heavy Commercial designations. This section provides discussions and corresponding policies for each of the commercial land use designations.

POLICIES AND RECOMMENDATIONS

2.3-1 Maintain lands for existing commercial development within Otay Mesa to serve the

demands of the residential and employment communities.

Community Commercial

Lands designated Community Commercial occupy just under two percent of Otay Mesa's land area. Located in the Northwest Village area, permitted land uses include commercial, retail, and civic uses for the broader community within approximately three to six miles. Community commercial lands are located in the western portion of Otay Mesa adjacent to SR-905 to accommodate the demand for goods and services of the residential and employment communities of Otay Mesa at buildout. These lands are intended to support commercial uses that cannot be accommodated within the mixed-use areas located within the villages.

POLICIES AND RECOMMENDATIONS

2.3-2 Maintain Community Commercial areas in Otay Mesa to support the development of retail, office and other commercial services to serve surrounding areas.

Regional Commercial

The regional commercial land use designation allows for commercial and retail uses that serve the surrounding region, within five to 25-plus miles. Otay Mesa's regional commercial lands are located in the Northwest District, adjacent to I-805 and the northwest neighborhoods. The Northwest District is characterized by large retail establishments, restaurants, and a multi-plex movie theatre that serves not only Otay Mesa, but also numerous communities in South County and along the U.S./Mexico border. The area, known as Palm Plaza, is mostly developed. This land should continue to support commercial uses that are regional in nature. Public facilities and/or public spaces, such as a plaza or gathering space, should be considered for this area.

Otay Mesa Regional Commercial Center

POLICIES AND RECOMMENDATIONS

2.3-3 Maintain and enhance regional commercial uses for use by Otay Mesa and surrounding areas.

Heavy Commercial

Otay Mesa's heavy commercial lands allow for a variety of commercial and industrial uses ranging from retail and commercial services to office and light industrial. While the heavy commercial land use designation allows for a diversity of uses, it is intended for heavier commercial uses such as distribution, storage, and large retail establishments. Heavy commercial lands are located in the eastern portion of the community, between Otay Mesa Road on the north and SR-905 on the south. The location of these lands in close proximity to two major freeways (SR-905 and SR-125) provides businesses with high visibility. The approximately 140 acres designated heavy commercial meet the demand of border-related activity that occurs near the Otay Mesa Port of Entry. The heavy commercial lands closest to the border crossing have been developed as part of the Otay International Center Precise Plan.

POLICIES AND RECOMMENDATIONS

2.3-4 Allow Heavy Commercial, a mixture of industrial and commercial uses, near the Port of Entry and along Otay Mesa Road where existing development is a mix of industrial and commercial uses.

2.3-5 Continue to allow retail uses within the Heavy Commercial designated areas that support cross border activity.

2.3-6 Develop the remaining vacant parcels in the Otay International Center in accordance with the Precise Plan. Redevelopment of existing development should comply with its current land use designation and zone.

2.4 Industrial

DISCUSSION

Within Otay Mesa, approximately one quarter of the land area is designated for industrial use. The industrial facilities of Otay Mesa help drive the bi-regional economy through the production of goods and the development of intellectual products and processes which are exported to national and international markets. These base-sector industries are crucial to the growth and sustainability of the regional economy. The use of a variety of industrial land use designations in Otay Mesa is intended to protect and enhance the existing industrial uses while providing an opportunity to increase industrial capacity. With the implementation of a variety of industrial land use designations, Otay Mesa is able to differentiate uses and cluster complementary uses.

Heavy Industrial

Approximately 400 acres of land is designated for Heavy Industrial, which emphasizes base sector industries, but also allows for uses with nuisance or hazardous characteristics, such as auto-salvaging, auto-storage and concrete batch plants. Otay Mesa remains a prime

location for heavy industrial uses and is one of San Diego's last remaining viable spaces where these can locate free of sensitive receptor conflicts. A Heavy Industrial land use designation and its corresponding zoning, applied to lands adequately distanced from sensitive receptors such as residences, public assembly uses, and schools, provides the policy and regulatory framework to allow these businesses to continue to operate permanently in Otay Mesa.

The Heavy Industrial lands are located along the eastern and western edges of Brown Field and south of Siempre Viva adjacent to the U.S./Mexico border. The heavy industrial lands adjacent to Brown Field are located in the Airport Influence Area for Brown Field and are subject to the Airport Implementation Overlay Zone. Many of the auto-salvaging businesses, located along the eastern and western edges of Brown Field, have been operating in the community for decades as conditional uses.

The remaining heavy industrially designated lands are located south of Siempre Viva Road and west of Britannia Boulevard. Existing uses within the area include distribution services, steel fabrication, cement production, and concrete recycling operations. The heavy industrial lands are bounded by the U.S./Mexico border and canyon lands, and can accommodate uses with hazardous characteristics while limiting impacts to sensitive receptors.

Innovative Cold Storage Enterprises, Inc. in Otay Mesa

When reviewing project proposals, the following policies and recommendations should be used in conjunction with all applicable policies from the General Plan. In particular, policies in Section A of the Economic Prosperity Element and Appendix C, EP-2 of the General Plan should be reviewed for guidance.

POLICIES AND RECOMMENDATIONS

2.4-1 Maintain lands designated as Heavy Industrial where uses with nuisance or hazardous characteristics can locate safe from encroachment by sensitive receptors.

2.4-2 Provide adequate land use buffers and/or distance separation from residential uses for heavy

industrial proposals with hazardous or toxic substances.

a. Consider office, commercial, retail and parking uses as acceptable buffer uses within the village-freeway interface area.
b. Locate schools, parks and libraries outside of interface areas. (Expand policy once air quality information is available.)
c. Determine distance separation on a case by case basis based on an approved study submitted by an applicant, or if no study is prepared, provide a 1000-foot minimum distance separation.
d. Apply the buffer to sensitive receptors located along the Mexican Border.

2.4-3 Reduce or mitigate the environmental and negative impacts of Heavy Industrial uses on surrounding areas, such as noise, visual, and air quality impacts. Consider design elements that include, but are not limited to, landscape, site orientation, fencing, and screening.

Light Industrial

Light industrial lands designated in Otay Mesa are located primarily in the southeastern section of the community, adjacent to the Otay Mesa Port of Entry, as well as Otay Corporate Center, west of Brown Field and north of Otay Mesa Road. Existing development and uses are light manufacturing, distribution, and storage. A significant amount of Otay Mesa's manufacturing firms and transportation logistics are located in this area and have been developed according to the policies and regulations of the previously adopted Otay Mesa Development District. Light Industrial uses located on either side of Brown Field serve as transitional uses from heavy industrial lands to less intensive commercial and other nonindustrial uses.

Otay Mesa Industrial Use

POLICIES AND RECOMMENDATIONS

2.4-4 Maintain the Light Industrial land use designation for the development of light manufacturing, distribution and storage uses, while providing adequate buffers, such as distance, landscape, berms, walls and other uses, where adjacent to

open space, residential development, and educational facilities.

International Business and Trade

Lands with the International Business & Trade (IBT) designation encompass approximately 1300 acres in the center of Otay Mesa. This land use allows for a wide range of uses and allows flexibility with buildings that may change use over time.

IBT lands are focused primarily in the border zone, west of the Otay Mesa Port of Entry; covering most of the land east of Britannia Boulevard and south of the Central District's Great Park. IBT is also designated between Otay Mesa Road and SR-905 adjacent to Brown Field.

The growth of activity and the changing role of the regional and border economies relative to the global economy, and the need for industries and companies to respond quickly to changes in international markets requires some industrial lands to maintain flexibility in allowable uses. The International Business and Trade designation addresses this need by permitting a diversity of uses. The IBT designation allows a variety of uses including light industrial, manufacturing, distribution services, research and development, and business services. Single- and multi-tenant office uses, as well as limited commercial retail uses that serve the IBT workforce and businesses, are also permitted. The IBT designation encourages uses that interact with and support industrial and international trade with Mexico and other global markets.

POLICIES AND RECOMMENDATIONS

2.4-5 Provide the International Business and Trade land use designation to support a wide range of industrial land uses which can intensify over time.

2.4-6 Allow a Cross Border Facility with its supportive commercial uses to locate in Institutional lands within the approximately 63.8-acre site previously known as the Otay Pacific Business Park directly across from the Rodriguez International Airport.

Business Park/Business Park-Residential Permitted

Business Park lands are within the Central District along Airway Road and surrounding the Great Park as a buffer from more intense industrial uses. Business Park Residential-Permitted is adjacent to the eastern portion of the Central Village, and may provide opportunities for office and research and development to serve as an additional buffer between Britannia Boulevard and the multi-family housing outside of the buffer area.

Although most of Otay Mesa's employment is generated through industrial users, it is important to maintain a diversity of land uses to allow a wide range of business to locate in Otay Mesa. The Business Park land use designation allows for a variety of uses, such as multi-tenant office, light manufacturing, and research and

development uses to locate within Otay Mesa. Land designated as Business Park encompasses approximately 140 acres located south of SR-905, between Britannia Boulevard and La Media Road directly between the Central Village on the west and Southwestern Community College to the east. Existing development within the area includes light manufacturing and distribution uses. Existing distribution uses are permitted to continue operating within Business Park lands, but no new distribution facilities will be allowed to develop in lands designated for Business Park. Properties designated Business Park that front Britannia Boulevard and Siempre Viva Road located south of Airway Road are intended to separate the park and school uses from more traditional industrial uses that may exhibit nuisance or hazardous characteristics.

Land designated as Business Park-Residential Permitted is directly adjacent to the eastern portion of the Central Village, located at the northeast corner of Airway Road and Britannia Boulevard. Allowed employment uses in Business Park-Residential Permitted lands include office, and research and development. Multi-family residential uses are allowed at a density range of 15-44 dwelling units per acre. Because these lands are in close proximity to SR-905, and the designated truck route of Britannia Boulevard, the employment lands have an opportunity to serve as a buffer between more intense industrial areas to the south and east and residential and park land. The approximately 26 acres of land has the opportunity to contribute toward Otay Mesa's jobs/housing balance by providing a diversity of employment opportunities within walking distance of residential villages.

POLICIES AND RECOMMENDATIONS

2.4-7 Allow for a wide range of businesses that do not negatively impact sensitive receptors to locate in the Business Park areas adjacent to parks and village areas.

a. Provide adequate buffers, such as distance, landscape, berms, walls and other uses, where adjacent to public parks and village areas.
b. Develop synergy with the adjacent village and public facility uses to maximize non-vehicular trips.

2.4-8 Allow office, research and development, and optional residential uses with Industrial proposals in the Business Park-Residential Permitted area.

a. Allow optional residential uses with industrial proposals that conform to APCD and HAZMAT adjacency guidelines and regulations.
b. Implement proposals with optional residential uses within the Business Park Residential Permitted CPIOZ, where the residential use does not exceed 49 percent of the contiguous area within the Business Park, Residential Permitted site, and the density range for the multifamily residential uses is 15-44 dwelling units per acre.

2.4-9 Provide adequate buffers, such as land uses, landscape, walls, and distance between the residential component of the Business Park – Residential Permitted lands, SR-905, and Britannia Boulevard to minimize negative impacts of air quality, noise, and truck transportation on residents.

2.5 Community Plan Implementation Overlay Zones

Two Community Plan Implementation Overlay Zones are applied in the Otay Mesa planning area.

Otay Mesa Community Plan Implementation Overlay Zone

The Otay Mesa Community Plan Implementation Overlay Zone (OM CPIOZ) includes all industrial and commercial properties within Otay Mesa except for the approximately 26-acre site designated as Business Park Residential Permitted (see Figure 2-8). OM CPIOZ is required to ensure protection of sensitive resources, construction of the circulation infrastructure, and conformance with the appropriate policies from the Urban Design Element.

CPIOZ Type A

The following standards apply to the area designated for commercial and industrial uses as shown in Figure 2-8. Future commercial and industrial development applications for properties identified on Figure 2-8 that are consistent with the community plan, the base zone regulations, and these supplemental regulations will be processed ministerially (CPIOZ A) in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14).

Any property which both (a) has a Final Map, and (b) either (i) has completed grading since April 4, 2011 pursuant to a grading permit issued by the City or (ii) has a grading permit which has been issued since April 4, 2011 and which is unexpired as of March 11, 2014, shall be entitled to process development and construction plans ministerially, as long as they are otherwise in conformance with the map conditions, and shall not be subject to the following regulations 1-4 inclusive.

Development that complies with all of the following shall be processed as CPIOZ A

1. Development on properties that that have not been previously graded, or have been graded but have not otherwise developed, and comply with all of the following:
   a. Submittal of an Archeological Survey prepared by a qualified archeologist, confirmed and accepted by the City Manager, stating there is no presence of archeological resources on site.
   b. Submittal of paleontological documentation prepared by a qualified paleontologist, confirmed

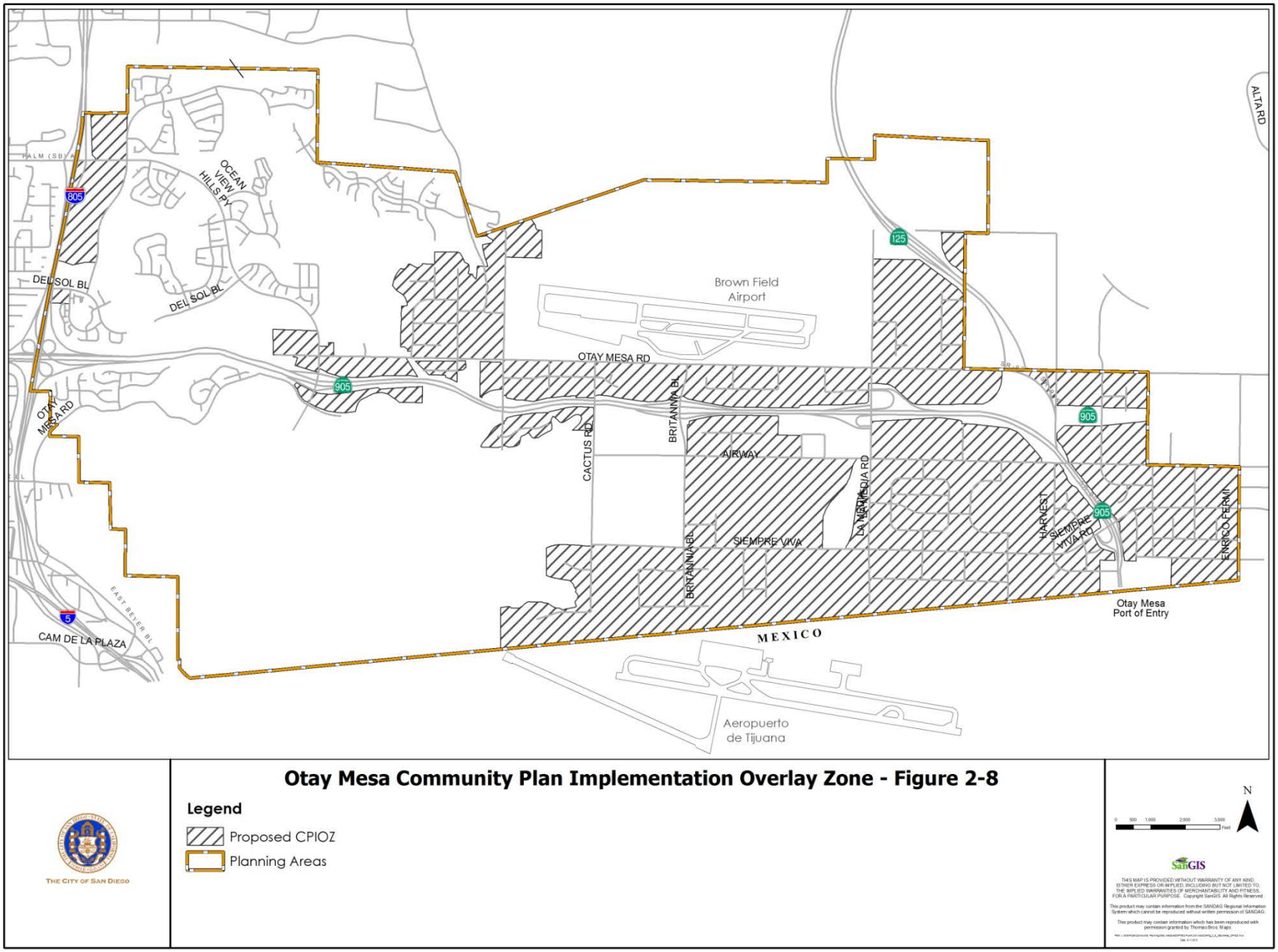
and accepted by the City Manager, stating there is no presence of paleontological resources on site.

c. Submittal of a Focused Biological Resources Survey prepared by a qualified biologist in accordance with the Biology Guidelines of the LDC, confirmed and accepted by the City Manager, stating there is no presence of sensitive plants or animal species, or habitats on site.

2. Development on properties that that have been previously graded and developed with structures, and conform to the following policies of the Urban Design Element of the Otay Mesa Community Plan:
   a. For all industrial development, proposals shall conform to
      i. Section 4.1: Policy 4.1-10;
      ii. Section 4.2: Policies 4.2-1, 4.2-2 a-c, 4.2-4, 4.2-5, 4.2-6, 4.2-8 b, 4.2-9, 4.2-10, and 4.2-11,
      iii. Section 4.3: 4.3-1 and 4.3-2 for properties adjacent to canyons and Open Space, 4.3-4 for proposals along Airway Road, 4.3-3, 4.3-5, and 4.3-7 for all proposals,
      iv. Section 4.5: All policies.
      v. Section 4.7: All policies.
      vi. Section 4.8: All policies.
      vii. Section 4.9: All policies.
      viii. Section 4.10: Policy 4.10-1.
   b. For all commercial development, proposals shall conform to
      i. Section 4.1: Policies 4.2-1, 4.2-2 a-c, 4.2-4, 4.2-5, 4.2-6, 4.2-8 b, 4.2-9, 4.2-10, 4.2-11,
      ii. Section 4.3: 4.3-1 and 4.3-2 for proposals adjacent to canyons and Open Space, 4.3-4 for proposals along Airway Road, 4.3-5 and 4.3-7 for all proposals,
      iii. Section 4.4: All policies.
      iv. Section 4.7: All policies.
      v. Section 4.8: All policies.
      vi. Section 4.9: All policies.
      vii. Section 4.10: Policy 4.10-1.
3. Development that includes construction of the abutting street(s) to the street classification identified in the Mobility Element of the Otay Mesa Community Plan.
4. Documentation from a California Registered Traffic Engineer, confirmed and accepted by the City Engineer, stating that the proposed project's traffic volumes are based on the City's trip generation rated and are less than 1,000 ADT's.

CPIOZ Type B

Development proposals that do not comply with the supplemental regulations for CPIOZ Type A and the regulations of the underlying zone shall apply for a Process 3 CPIOZ Type B permit. Applications for a Process 3 CPIOZ Type B permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the City Manager in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 132.1403).



Otay Mesa Community Plan Implementation Overlay Zone - Figure 2-8

Legend

Proposed CPIOZ

Planning Areas

Business Park, Residential Permitted Community Plan Implementation Overlay Zone

The Business Park, Residential Permitted Community Plan Implementation Overlay Zone (BPRP CPIOZ) includes the approximately 26-acre site designated Business Park, Residential Permitted just west of Britannia Boulevard and north of Airway Road (see Figure 2-9). BPRP CPIOZ is required to ensure a maximum area for residential development and conformance with the appropriate policies from the Urban Design Element.

CPIOZ A

The following standards apply to the area designated for Business Park, Residential Permitted as shown in Figure 2-9. Future development applications for properties indentified on Figure 2-9 that are consistent with the community plan, the based zone regulations, and these supplemental regulations will be processed ministerially (CPIOZ A) in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14).

Development that complies with all of the following shall be processed as CPIOZ Type A:

1. A minimum of 13.52 acres (51%) of the Business Park, Residential CPIOZ area shall be developed with industrial use.
2. Residential development may occur provided that:
   a. Residential development does not exceed 13.0 acres (49%) of the Business Park Residential CPIOZ;
   b. The residential development is at a density of 15-44 dwelling units per acre, and
   c. The residential development is developed in accordance with the development regulations of the RM-3-7 zone, except that the lot area, lot dimensions, floor area ratio, and setbacks be in accordance with the IP-3-1 zone.
3. Development is in conformance with the following policies of the Urban Design Element of the Otay Mesa Community Plan:
   a. Section 4.1: Policy 4.1-9;
   b. Section 4.2: Policies 4.2-1, 4.2-5, 4.2-6, 4.2-9, 4.2-10, 4.2-11;
   c. Section 4.3: 4.3-3, 4.3-5, 4.3-7;
   d. Section 4.5: Policies 4.5-1 – 4.5-9;
   e. Section 4.9: All policies;
   f. Section 4.10: Policy 4.10-1.

CPIOZ Type B

Development within the Business Park Residential Permitted CPIOZ that is not consistent with the community plan, base zone regulations, and these supplemental regulations for CPIOZ Type shall be processed as CPIOZ Type B. Development proposals on any parcel identified as CPIOZ Type B shall be required to obtain discretionary approval processed as a Site Development Permit in accordance with the Municipal Code Chapter 12, Article 6, Division 5.

Business Park, Residential Permitted Community Plan Implementation Overlay Zone - Figure 2-9

Legend

Business Park - Residential Permitted CPIOZ

Planning Areas

THE CITY OF SAN DIEGO

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2.6 Open Space and Parks

DISCUSSION

Land designated for Parks and Open Space total approximately 2,909 acres, or 31 percent of the total acreage within the planning area. The open space system is comprised of a series of steep canyon systems and areas that contain sensitive biological resources. Lands adjacent to the open space system have an opportunity to integrate recreational and educational opportunities to increase awareness and interest in the sensitive resources. Neighborhood parks are placed within the residential neighborhoods with pedestrian access, while the community parks provide recreation and aquatic facilities for the community.

Otay Mesa Open Space

POLICIES AND RECOMMENDATIONS

2.6-1 Maintain the existing Open Space, and collaborate with the wildlife agencies, environmental groups and the public to ensure adequate conservation for sensitive biological resources and consistency with the City's MSCP Subarea Plan.

2.6-2 Create a close relationship between the natural environment of the Otay River Valley, Spring Canyon, and the Dennery Canyon systems and developed areas through the provision of multi-use trails and educational elements.

2.6-3 Maintain existing parks within the Northwest District, and develop remaining parks in the Riviera Del Sol and Hidden Trials neighborhoods.

2.6-4 Identify and provide population-based parks per the General Plan standards at locations that are accessible and centrally located to most users within the Southwest and Central Villages. Create pedestrian pathways that connect parks with activity centers.

2.7 Institutional Uses

DISCUSSION

Institutional land use comprises 12 percent of the land use in Otay Mesa. While this percentage appears large, the City's General Aviation Airport, Brown Field, comprises approximately 900 acres, or 75 percent of the institutional use. The remaining acreage identifies public and semi-public services to the community, and includes fire stations, police station, schools, library, and Southwestern Community College. The Public Facilities, Services and Safety Element provides greater detail for the facilities and services required for the buildout of Otay Mesa.

Ocean View Hills K-8 School

POLICIES AND RECOMMENDATIONS

2.7-1 Provide public services and facilities consistent with General Plan standards.

2.7-2 Provide schools consistent with the San Ysidro and Sweetwater High School Districts standards.

a. Work cooperatively with districts to provide schools within close proximity to housing development.
b. Work cooperatively with districts to provide innovative educational opportunities and services, such as K-8 schools and multi-level schools to reduce site acquisition costs and development footprint.
c. Collaborate with San Ysidro School District on the locations for two to three additional K-8 schools and one to three additional K-6 schools within the Southwest and Central village areas based on the projected housing units and population found in Table 2-4.
d. Collaborate with the Sweetwater Union High School District to provide one additional high school for the future residential development and population projections shown in Table 2-4.

2.7-3 Allow a Cross Border Facility and its ancillary uses in the general area south of Siempre Viva Road and east of Britannia Boulevard directly across from the Rodriguez International Airport (Figure 2-1).

2.8 Airports and Airport Land Use Compatibility

DISCUSSION

Otay Mesa is unique in its position to take advantage of two airports, Brown Field, which serves as a focal point within the center of the community, and Rodriguez International Airport, approximately one-tenth of a mile south of the U.S./Mexico border. Brown Field is a busy general aviation airport and is located in the center of Otay Mesa. General aviation encompasses all aviation except air carrier and military, although the military continues to maintain a strong presence. The types of general aviation aircraft that operate at Brown Field include: private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, cargo, skydiving, banner towing, and airships. Brown Field has the opportunity to stimulate business in Otay Mesa. Coordination of redevelopment efforts with the Otay Mesa Community Plan is ongoing and includes the opportunity for business development on the perimeter of the Brown Field site.

Rodriguez International Airport, with direct international flights, is adjacent to Otay Mesa. Current air travelers using Rodriguez International Airport must travel into Mexico through the San Ysidro or Otay Mesa Ports of Entry. Travelling through these ports of entry most often involves increased ground travel times, border crossing wait times, unnecessary fuel consumption, and increased automotive exhaust emissions. A cross-border facility would allow ticketed travelers to check-in on the US side and have direct access to the gates at the Rodriguez International Airport, which has direct international flights. Development of a San-Diego Tijuana Airport Cross Border Facility (CBF) would provide safe, secure, and convenient access to air travelers using Rodriguez International Airport and would greatly reduce negatives associated with accessing Rodriguez International Airport via the existing Ports of Entry. The Cross Border Facility is discussed further in the Mobility and Urban Design Elements.

The Airport Influence Area for Brown Field informs the Otay Mesa Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan (ALUCP) for Brown Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and over flight areas. Review Area 2 is comprised of the airspace protection surfaces and over flight areas. The Airport Land Use Commission for San Diego County adopted the ALUCP for Brown Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area. The policies and criteria protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports (see EPE Section5.4). The policies and criteria contained in the ALUCP are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and

implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

POLICIES AND RECOMMENDATIONS

2.8-1 Collaborate with the airport operator, California Department of Transportation, and the Federal Aviation Administration in the modernization and development of Brown Field.
   a. Demonstrate retention of non-aviation uses.
   b. Demonstrate that any non-aviation uses (industrial and commercial) do not adversely affect the industrial and commercial lands with Otay Mesa (see EPE).

2.8-2 Review projects within the Airport Influence Area for consistency with the adopted ALUCP.

2.9 Border Facilities

DISCUSSION

Otay Mesa is home to the International border crossing known as the Otay Mesa Land Port of Entry (LPOE), and is vitally important to international trade and the regional economy. The Otay Mesa LPOE is a multi-modal (commercial, non-commercial and pedestrian) port of entry. The port is a major driver to the Southern California and Baja California border, handling the second highest volume of trucks but the highest dollar volume of trade among all U.S. land ports. As a result of a study by SANDAG on the economic impacts of border wait times, the General Services Administration is coordinating the expansion of the existing LPOE, as well as planning for another POE facility further east in the County.

POLICIES AND RECOMMENDATIONS

2.9-1 Collaborate with Federal, State and local agencies to minimize impacts to Otay Mesa properties and infrastructure from any expansion of the existing facility.

2.9-2 Work cooperatively with outside agencies to minimize land use and infrastructure impacts to Otay Mesa from any new LPOE and its corresponding freeway/roadway network.

3.0 Introduction

The Otay Mesa Community Plan provides direction on how to achieve mobility and environmental goals through a balanced, multi-modal transportation network. The community plan refines the Mobility Element of the General Plan through community-specific pedestrian, bicycle, transit, streets, goods movement, truck traffic, and regional collaboration recommendations. Unique mobility features addressed in the Community Plan include the Port of Entry, international goods movement, and Brown Field.

The Otay Mesa Mobility Element is closely linked to the community plan's Land Use and Urban Design Elements. Village sites have been identified in the Land Use Element that provide opportunities for higher density housing and employment uses to be located in areas with existing or planned transit service. The Otay Mesa Transit Route Map (Figure 3-2) shows the relationship between planned villages and other activity centers, and the transit system. The Urban Design Element contains design guidelines to help ensure that new buildings, public spaces, and streetscape features support walkability, transit-orientation, and sustainability goals.

The village pattern of land use is also consistent with the smart growth land use pattern called for in SANDAG's Regional Comprehensive Plan. While the additional housing will add vehicle trips to the transportation network as compared to no new growth, region-wide, it is believed that the increase in per capita vehicle miles traveled is less than would otherwise occur in a more dispersed, auto-oriented form of development. The village, multi-modal approach to planning is also consistent with the direction provided by Senate Bill 375 (adopted in 2008) to reduce greenhouse gas emissions associated with vehicle miles traveled from cars and light trucks, while addressing regional housing needs. The Conservation Element has additional information on other initiatives to reduce greenhouse gas emissions.

GOALS

* A pedestrian sidewalk and trails network that allows for safe and comfortable walking throughout the community
* An effective transit network that provides fast and reliable service to local and regional destinations
* A complete and interconnected street system that balances the needs of drivers, bicyclists, pedestrians and others
* A bicycle commuter network that links residents to transit, recreational, educational, and employment opportunities within the community
* Transportation infrastructure and operations investments that facilitate goods movement and international travel, while fostering economic prosperity and a high quality of life within the community
* Support for public health goals to increase the potential for walking and other forms of exercise to be incorporated into everyday life

3.1 Walkability

DISCUSSION

A community is "walkable" when it addresses pedestrians' needs for safety, accessibility, connectivity and comfort. High levels of walkability contribute to mobility, environmental, and public health goals. Parts of Otay Mesa are pedestrian-friendly; neighborhoods within the Northwest District include large parkways, non-contiguous sidewalks, and minimized curb cuts that connect community residents to park and school facilities. However, the community generally lacks connectivity and pedestrian amenities due in part to the topography of Otay Mesa, the unfinished nature of the community, as well as the predominance of large block developments that are oriented to the automobile.

Otay Mesa provides an excellent opportunity to establish a connected trail system through its extensive canyon system. Trails through the MHPA complement important mobility links and provide opportunities for passive recreation. Trail connections should attempt to link the southern canyon system near the border area to villages, activity centers, parks, schools, the Dennery Ranch canyon system, and the Otay Valley Regional Park to the north.

When reviewing project proposals, the following policies and recommendations should be used in conjunction with the policies from the General Plan's Mobility Element, particularly the Pedestrian Improvements Toolbox, Table ME-11 to provide further guidance to determine consistency with City policies.

POLICIES AND RECOMMENDATIONS

3.1-1 Provide a sidewalk and trail system with connections to villages, activity centers, and open spaces.

a. Prioritize connections that link activity centers and create safe routes to schools, transit, and village areas.

b. Provide safe, convenient, and attractive pedestrian crossings of SR-905.

1. Provide safe pedestrian access to San Ysidro High School with well-designed crossings along Old Otay Mesa Road, Ocean View Hills Parkway and Caliente Avenue.

2. Provide safe pedestrian access at the truck route crossings of SR-905 along Britannia Boulevard and La Media Road, which should include separation from travel lanes

c. Create the pedestrian realm in accordance with the standards and guidelines of the Street Design Manual.

d. Improve the quality of the walking experience through streetscape, shading, and separation from travel lanes.

e. Design open space trails to be consistent with the Multiple Species Conservation Program and with the trail standards and design policies from Appendix K of Park and Recreation's Consultant's Guide to Park Design and Development 2011.

f. Provide multi-use (equestrian, biking, pedestrian use) trails except where maintenance, resource protection or safety concerns warrant limiting use of one or more of the above user groups.

3.1-2 Use street design and traffic management solutions to improve pedestrian safety and comfort in locations including but not limited to those identified on Figure 3-1.

3.1-3 Design Airway Road between Spring Canyon and La Media Road as Otay Mesa's "main street" with boulevard characteristics as shown in the graphic to the right.

a. Provide an urban parkway utilizing Urban Parkway Configurations U-4 – U-6 of the Street Design Manual with a right-of–way between 14 and 22 feet from curb to property line, to allow for wide sidewalks, healthy street trees, Low Impact Development storm water management facilities, and urban design treatments.

b. Provide safe pedestrian and bicycle access to the Grand Park and Southwestern College at intersections along Airway Road.

Airway Road Cross Section Example

3.1-4 Enhance street or pedestrian connections within industrial superblocks through exterior improvements such as public art, pedestrian–scale windows, entrances, signs, street furniture, landscape, and plazas.

3.1-5 Implement the Community's Street Tree Master Plan to contribute to more walkable, tree-lined streets, using identified drought tolerant species. (Urban Design Element Section 4.8)

3.2 Transit

DISCUSSION

Otay Mesa is currently served by Metropolitan Transit System (MTS) express and local bus service. Service is generally provided along Otay Mesa Road/SR-905, between the Iris Avenue Trolley Station and the Otay Mesa Port of Entry, as shown on Figure 3-1, *Otay Mesa Transit Map*.

SANDAG's Regional Transportation Plan identifies a bus rapid transit corridor called the South Bay Bus Rapid Transit (BRT). This project will provide a rapid and reliable transportation alternative connecting downtown San Diego and the Otay Mesa Port of Entry, as shown in Figure 3-1. This new BRT will provide access to regional employment centers in downtown San Diego, Otay Mesa, and the future Chula Vista Eastern Urban Center, as well as serve residential communities in Chula Vista and National City. The project will relieve traffic congestion in a major transportation corridor, and is scheduled to be implemented by late 2014.

Airway Road serves as the principal community transportation and activity corridor. An east-west high frequency bus corridor is proposed to link between the South Bay BRT and San Diego Trolley. The transit route that travels along Airway Road links villages, employment centers, and Southwestern College within Otay Mesa. Additional right-of-way for Airway Road would provide the option for dedicated transit lanes or other transit priority measures.

A second bus route proposal being analyzed would provide a transit linkage to Otay Mesa between the communities of San Ysidro, Otay Mesa – Nestor and Imperial Beach. Within Otay Mesa, this route would link the proposed village in the southwestern area to San Ysidro High School, Ocean View Hills K-8 Elementary School, Palm Plaza shopping center and the Kaiser Permanente Medical Center. Additional local serving transit routes may be considered by MTS over time as demand warrants. See Figure 3-1 for location of transit corridors, stops, and stations. The Otay Mesa Community Plan supports transit service improvements by requiring implementation of transit-supportive densities and design in strategic locations, planning for transit priority measures on city streets, and improving community walkability. Key locations for transit priority measures are on shown on Figure 3-1 Transit Route Map.

POLICIES AND RECOMMENDATIONS

3.2-1 Encourage SANDAG and MTS to expand transit investments and service in Otay Mesa.

a. Collaborate with agencies to implement the South Bay Bus Rapid Transit (BRT) services to the Port of Entry to provide access to employment.

b. Provide local bus service connecting the Iris Trolley Station, San Ysidro High School, and the Southwest Village, the Central Village, the Grand Park and Southwestern College (see Figure 3-1).

3.2-2 Implement transit priority measures such as queue jumpers and signal priority measures to allow transit to bypass congestion and result in faster transit travel times at critical locations.

a. Provide right-of-way for transit queue jump treatment priority measures at the intersections of Airway Road with Caliente Road, Heritage Road, Britannia Boulevard, and La Media Road.

3.2-3 Coordinate with transit planners to address the needs of transit as a part of the project design and review process.

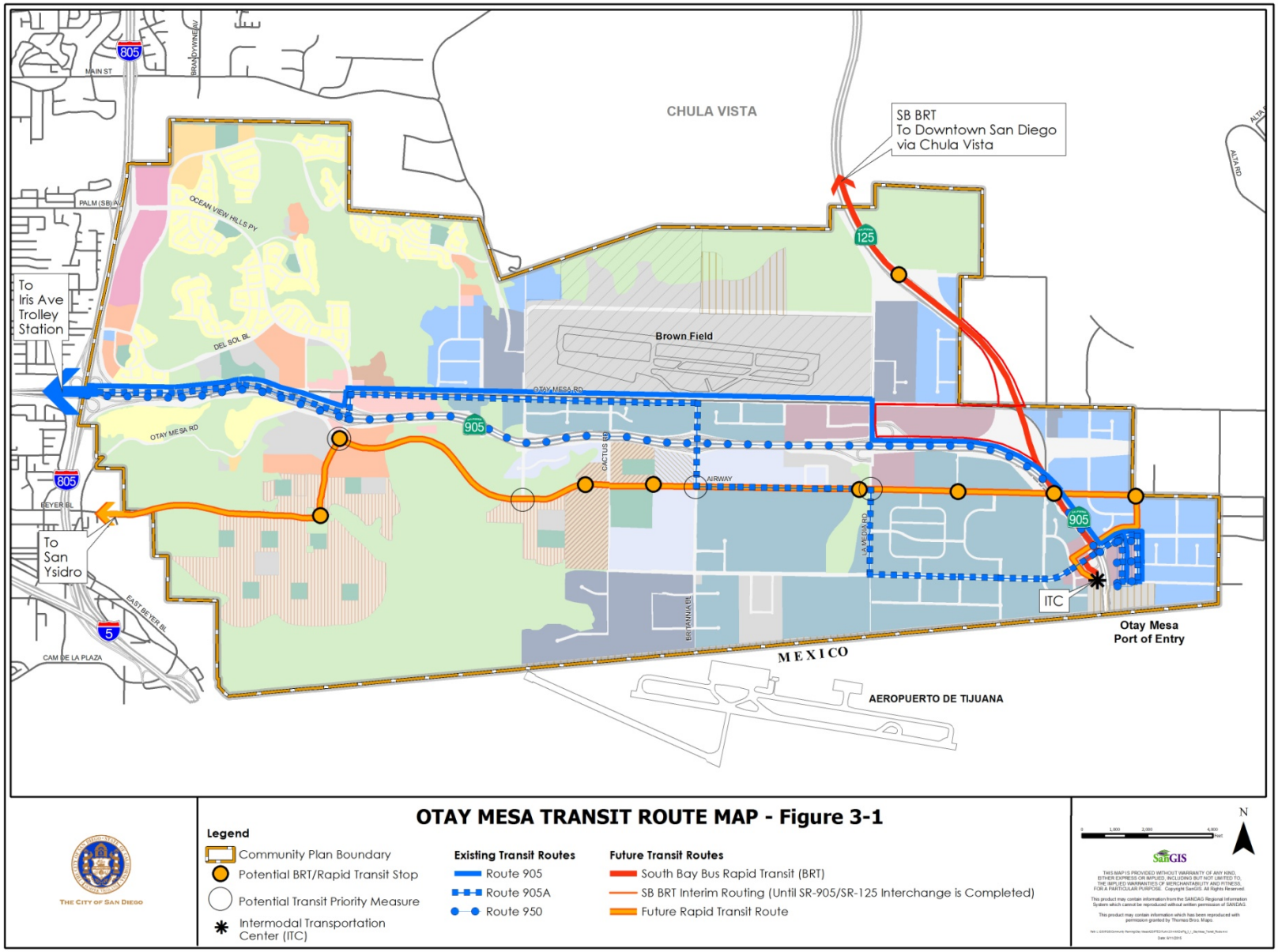
a. Integrate transit right-of-way needs and priority treatments into street and site design considerations.

b. Integrate transit station and transit stop infrastructure and amenities, such as bicycle parking, shelters, seating, and trash receptacles, into building and site design plans.

3.2-4 Emphasize transit orientation in village development plans including but not limited to those identified on the Land Use Map, Figure 2-1. See also OMCP Urban Design Element.

3.2-5 Work with SANDAG and MTS to provide local and regional transit linkages to California's High Speed Rail system, should the system be extended through Otay Mesa.

Otay Mesa Is Served by MTS


CHULA VISTA
SB BRT
To Downtown San Diego
via Chula Vista
To
Iris Ave
Trolley
Station
To
San
Ysidro
Brown Field
OTAY MESA RD
OCEAN VIEW HILLS PY
DEL SOL BL
CACTUS RD
AIRWAY
LA MEDA RD
BRITANNIA BL
BEYER BL
EAST BEYER BL
CAM DE LA PLAZA
MAIN ST
PALM (SB) AV
BRANDYWINE AV
ALTA RD
ITC
Otay Mesa
Port of Entry
MEXICO
AEROPUERTO DE TIJUANA
805
905
125
5
OTAY MESA TRANSIT ROUTE MAP - Figure 3-1
Legend
Community Plan Boundary
Potential BRT/Rapid Transit Stop
Potential Transit Priority Measure
Intermodal Transportation Center (ITC)
Existing Transit Routes
Route 905
Route 905A
Route 950
Future Transit Routes
South Bay Bus Rapid Transit (BRT)
SB BRT Interim Routing (Until SR-905/SR-125 Interchange is Completed)
Future Rapid Transit Route
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3.3 Streets and Freeways

DISCUSSION

Street and Freeway Network

Otay Mesa's basic grid system consists of several major corridors that provide transit, connect activity centers, and service the Otay Mesa Port of Entry. The major North-South corridors include Britannia Boulevard and La Media Road, which are designated truck routes that service the international industries and the Port of Entry on a daily basis. The East-West major corridors include SR-905, Otay Mesa Road, Airway Road, and Siempre Viva Road. Airway Road is considered the spine of the community, providing an east-west connection for Otay Mesa that incorporates transit and bike routes to service the residential and workforce population of Otay Mesa. Beyond the major corridor system, the existing network follows a development pattern that incorporates pocketed neighborhoods throughout the canyon systems in the Northwest District.

The Otay Mesa circulation system plays an important role in regional and international goods movement and must also serve the needs of local residents, employees, and visitors. These multiple demands are especially clear with respect to the use of Otay Mesa Road. This busy six-lane street parallels SR-905 and provides access to the U.S./Mexico Port of Entry at Otay Mesa. The completion of SR-905 and other highway projects will help relieve traffic on Otay Mesa Road and throughout the community.

The planned Otay Mesa roadway network is shown on Figure 3-2, and the projected Average Daily Trips (ADTs) that are expected to occur on this network at community plan buildout are shown on Figure 3-4. This planned network includes planned interchange and roadway improvements, new streets and additional mobility improvements for pedestrians and bicyclists. The planned network takes into account the needs of multiple users of the public right-of-way including pedestrians, bicyclists, transit vehicles, and trucks as well as the driving public.

State Route 905

Different classifications of streets are designed to serve different ADT and access levels. Classifications form a hierarchy of streets ranging from those that are primarily for travel between communities to streets that are primarily for local access. Street classifications in Otay Mesa include:

- Local and collector streets - provide for pedestrian and bicycle connectivity, local traffic movement, and access to abutting property. Local and collector streets also provide alternative routes to reach major streets, and help to disperse traffic.
- Major streets - carry through traffic, and provide for the needs of pedestrians and bicyclists, while providing minimal driveway access to abutting industrial and commercial property.
- Primary arterials - designed to provide network connectivity for vehicles and transit, with no driveway access to abutting property. Prime arterials also provide for the needs of pedestrians and bicyclists.

Together, the roadway system forms a network of connections. A high degree of connectivity is desired as it helps disperse traffic, gives people choices of routes to neighborhood destinations, and provides alternative exit routes in the event of an emergency. Since parts of Otay Mesa are currently undeveloped or planned for redevelopment, the street system is incomplete. The community is also divided by the SR-905, and the provision of connections is important to help unite the community.

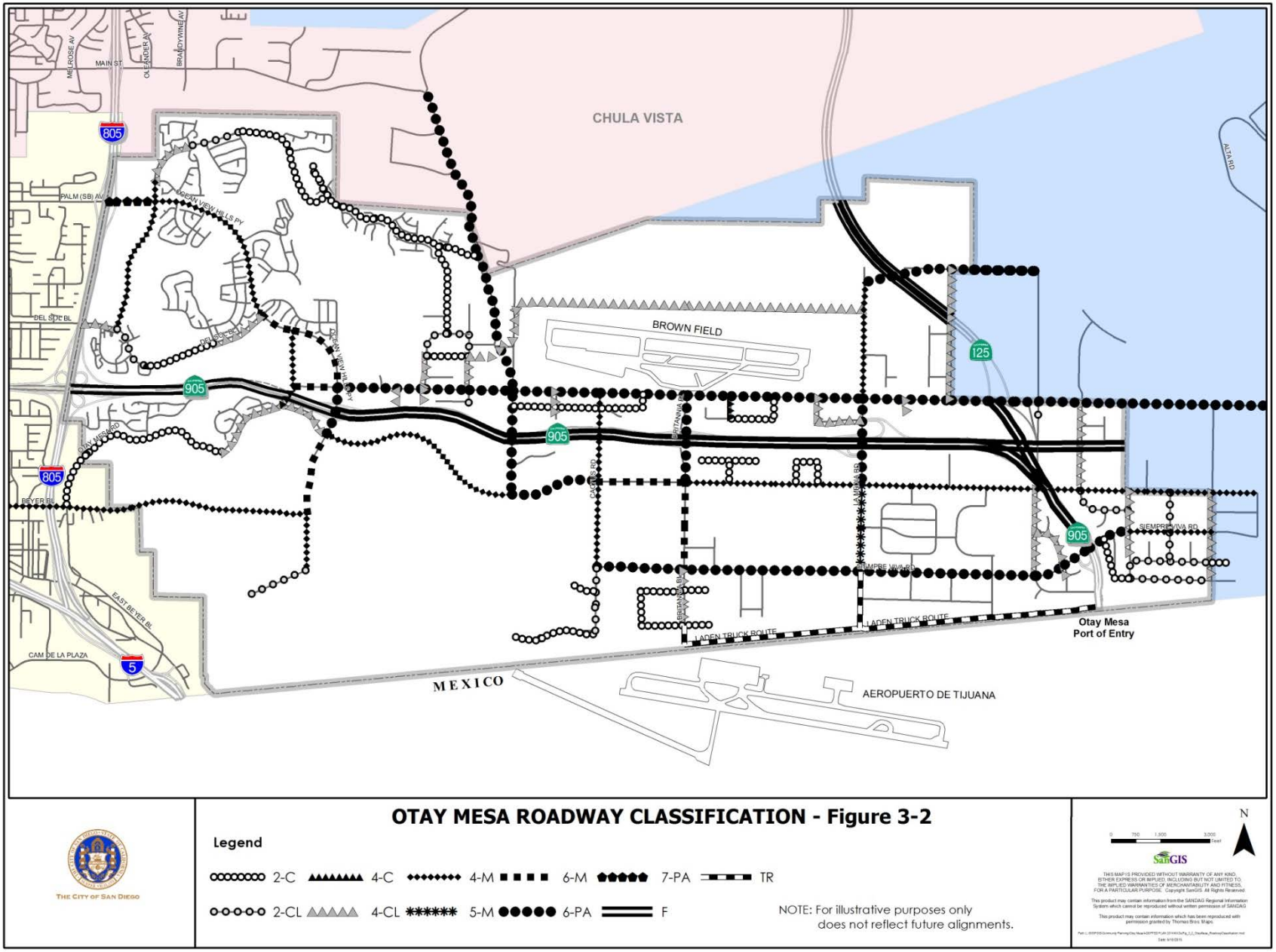
Auto and Truck Traffic in Otay Mesa

Congestion occurs along various segments of the existing roadway network largely due to limited roadway access, high truck volumes, and proximity to the highly-utilized commercial crossing at the Otay Mesa Port of Entry. In some locations congestion is projected to occur even with planned roadway and transit improvements. In these cases, increased levels of congestion were weighed and considered acceptable in order to achieve the walkability and

community character goals of the plan. Over time, non-vehicular mode split - the levels of walking, transit use and bicycling – are expected to increase and help reduce forecasted traffic impacts. Key street and freeway improvements completed as of 2011, in progress, or planned in the community are shown in Figure 3-2 and include:

- South Bay Expressway (SR-125) – this expressway opened in November 2007 and operates as a toll road. It extends SR-125 from SR-54 in Spring Valley to SR-905 in Otay Mesa. It improves regional traffic flow in the South Bay and expands access for residential, businesses and employment centers.
- SR-905 –this 6-lane facility opened in July 2012 and provides a direct east-west connection from I-805 to the Otay Mesa Port of Entry, to move people and goods across the U.S./Mexico gateway to access the international, regional, and local markets. The ultimate project will include grade separated local access interchanges, and a freeway to freeway interchange with the South Bay Expressway.
- SR-11 – this proposed approximately 3-mile long facility will connect the proposed SR-905/SR-125 junction to a future Federal Port of Entry at East Otay Mesa in San Diego County. It is anticipated to operate as a tollway.
- Beyer Boulevard is proposed to be an east/west connection classified as a 4-lane Major roadway and would link Otay Mesa to the San Ysidro community.
- Heritage Road is proposed as a 6-lane Primary arterial roadway linking Otay Mesa to the City of Chula Vista.
- Britannia Boulevard, La Media Road, and the Border Road are proposed as the truck routes to promote efficient cross border movement of goods with a minimal impact to the Otay Mesa community.
- Airway Road is planned as a main street with boulevard design treatments to promote multi-modal access to village centers, activity centers, educational complex, and employment centers.

When reviewing project proposals, the following policies and recommendations should be used in conjunction with the applicable policies from the General Plan's Mobility Element to provide further guidance to determine consistency with City policies. Particularly, consult General Plan Policy ME-C.3 as a starting point for street layout design, which may be refined based on site-specific study.


CHULA VISTA
BROWN FIELD
MEXICO
AEROPUERTO DE TIJUANA
Otay Mesa
Port of Entry
LADEN TRUCK ROUTE
LADEN TRUCK ROUTE
SIEMPRE VIVA RD
SIEMPRE VIVA RD
BRITANNIA BL
BRITANNIA BL
PASEO DE OLA
LA MESA BL
ALTA RD
905
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805
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MAIN ST
MELROSE AV
OLEANDER AV
BRANDYWINE AV
PALM (SB) AV
OCEAN VIEW HILLS PY
DEL SOL BL
OLD OTAY RD
OCEAN VIEW HILLS PKWY
OLD MESA RD
BEYER BL
EAST BEYER BL
CAM DE LA PLAZA
OTAY MESA ROADWAY CLASSIFICATION - Figure 3-2
Legend
2-C
4-C
4-M
6-M
7-PA
TR
2-CL
4-CL
5-M
6-PA
F
NOTE: For illustrative purposes only
does not reflect future alignments.
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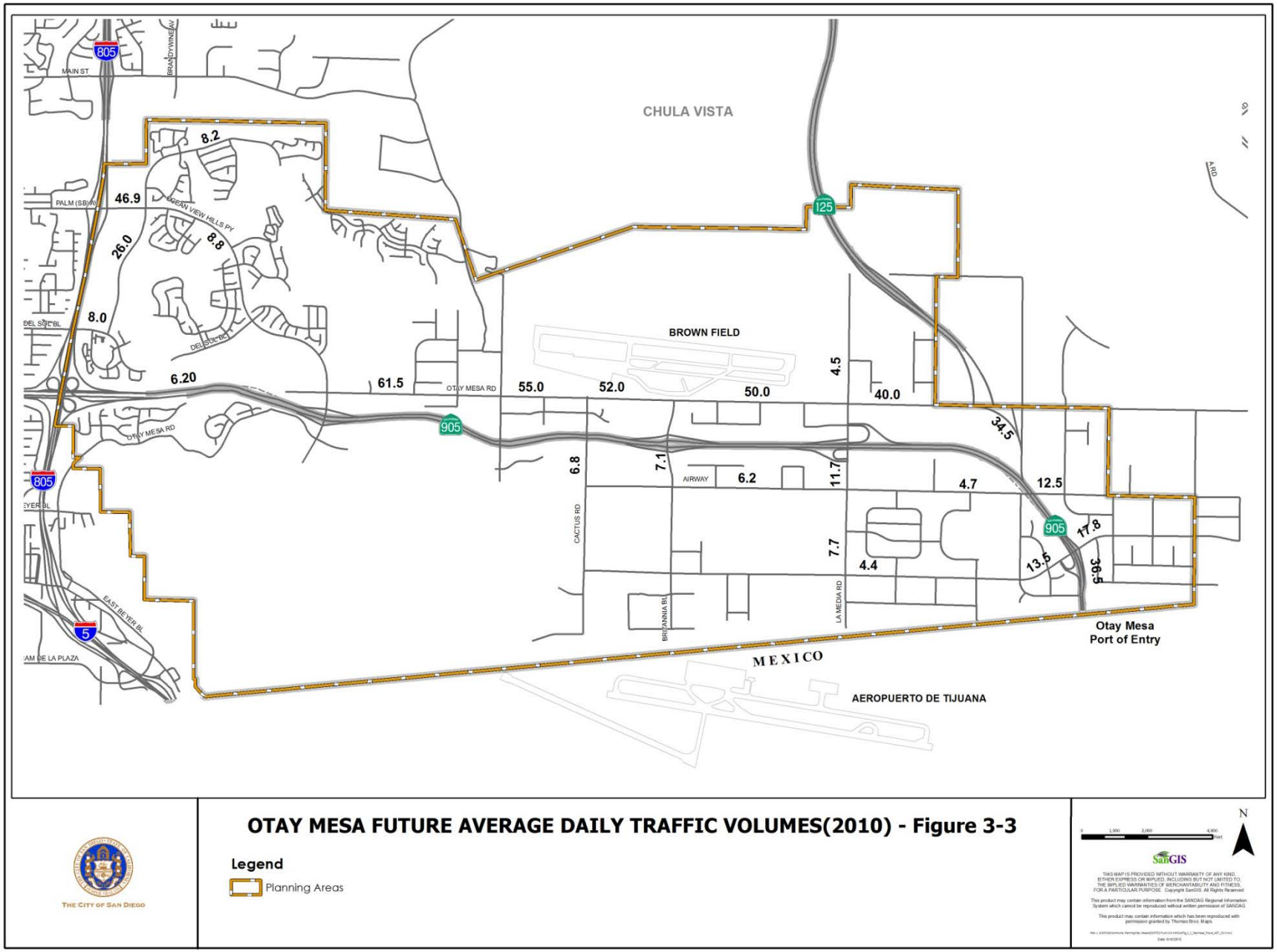
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LA MEDA RD
EAST BEYER BL
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46.9
26.0
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6.20
61.5
55.0
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40.0
34.5
6.8
7.1
6.2
11.7
4.7
12.5
7.7
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17.8
13.5
36.5
OTAY MESA FUTURE AVERAGE DAILY TRAFFIC VOLUMES(2010) - Figure 3-3
Legend
Planning Areas
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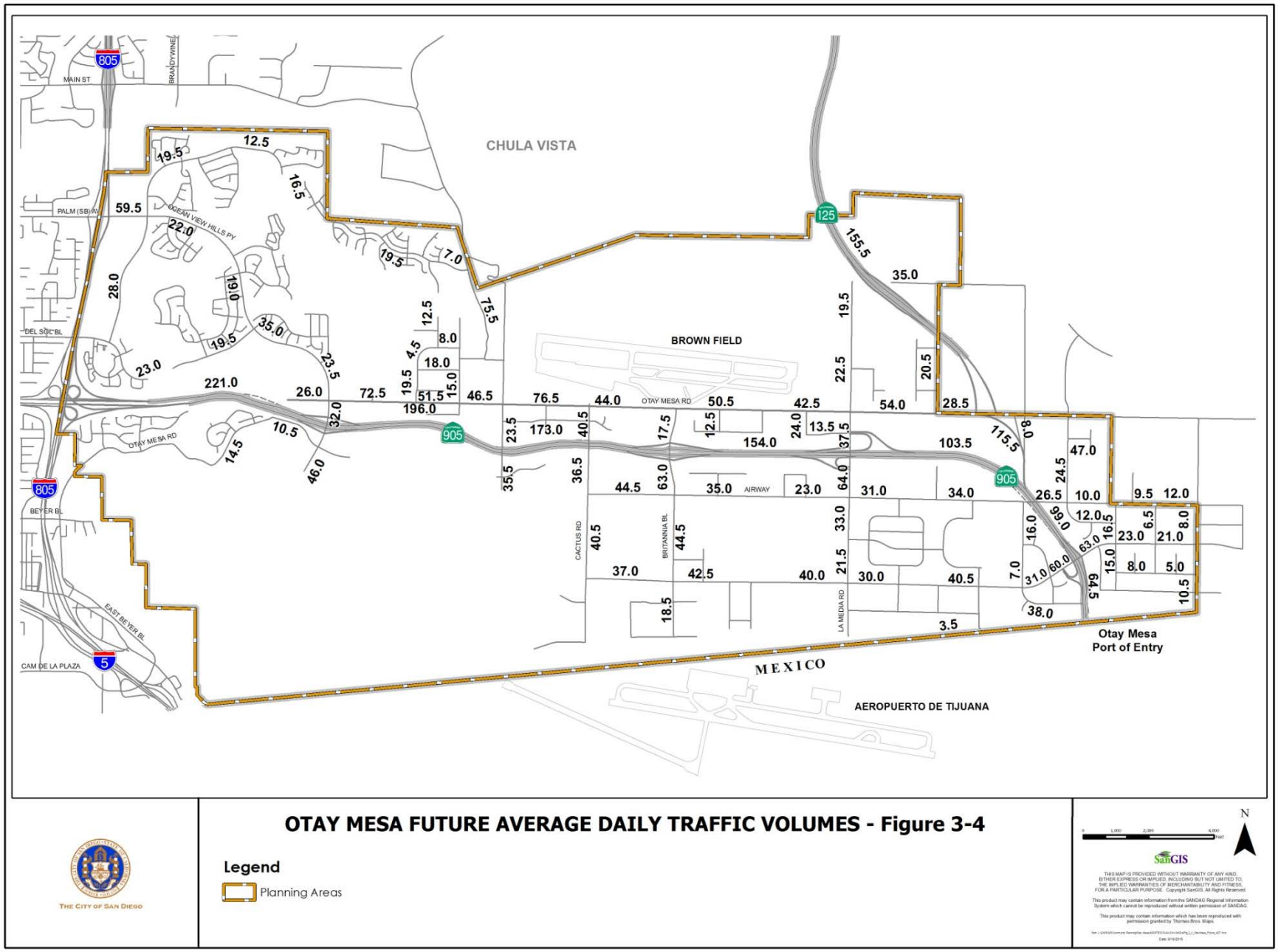
CHULA VISTA
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BRITANNIA BL
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OTAY MESA FUTURE AVERAGE DAILY TRAFFIC VOLUMES - Figure 3-4
Legend
Planning Areas
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POLICIES AND RECOMMENDATIONS

Streets

3.3-1 Provide an interconnected network of public streets and internal project circulation systems as an organizing framework for development. See also OMCP Urban Design Element Policy 4.2-2.

a. Within the Southwestern Village pursue interconnectivity policies to the extent that they are consistent with vernal pool habitat preservation including the Vernal Pool Management Plan.

b. Expand the local and collector street system to improve connectivity and provide alternative routes to destinations at locations including but not limited to those identified on Figure 3-2.

c. Minimize the use of cul-de-sacs, and require pedestrian and bicycle connections to collector streets for any proposed cul-de-sacs.

3.3-2 Avoid street design configurations that rely on free-flow turn lanes that conflict with bicycle and pedestrian movements.

3.3-3 Designate areas within the right-of-way for Low-Impact Development storm water management facilities, such as bioswales, that remove pollutants from street surface water runoff and allow runoff to infiltrate into the ground. Find sizing ratios in the Storm Water Standards.

3.3-4 Provide adequate sidewalk width and separation from travel lanes for major pedestrian routes connecting activity centers.

3.3-5 Plant drought tolerant trees adjacent to the curb in grates or parkways, as referenced in the Street Tree Plan.

Street Tree Grates

3.3-6 Develop partnerships with surrounding jurisdictions to determine fair share contributions for roadways of mutual benefit.

3.3-7 Coordinate with other jurisdictions to explore measures aimed at providing alternative carrying capacity on roadways, such as converting SR-125 toll way to a freeway.

3.3-8 Design Airway Road as Otay Mesa's "main street" (see also Section 3.1).

a. Provide urban design and pedestrian crossing amenities at intersections.
b. Consider connectivity and multi-modal level of service policies when evaluating intersection design.
c. Acquire any needed transit right-of-way as stated in Policy 3.2-2.

3.3-9 Provide necessary improvements to transition Otay Mesa Road from a freeway to a City street.

3.3-10 Utilize a grid or modified grid street system within village areas.

3.4 Bicycles

DISCUSSION

Bicycling is a sustainable and economical form of transportation that offers benefits to bicyclists as well as the community-at-large. Cyclists need safe bikeways that are connected to activity centers, and benefit from easy access to public transit, convenient and secure bicycle parking, and other supportive facilities. Development, maintenance, and support of the citywide bicycle network is guided by the City's Bicycle Master Plan (BMP). The BMP contains detailed policies, action items, and the citywide bicycle network map. The Otay Mesa Community Plan provides information and direction on planned facilities in Otay Mesa, as shown in Figure 3-5.

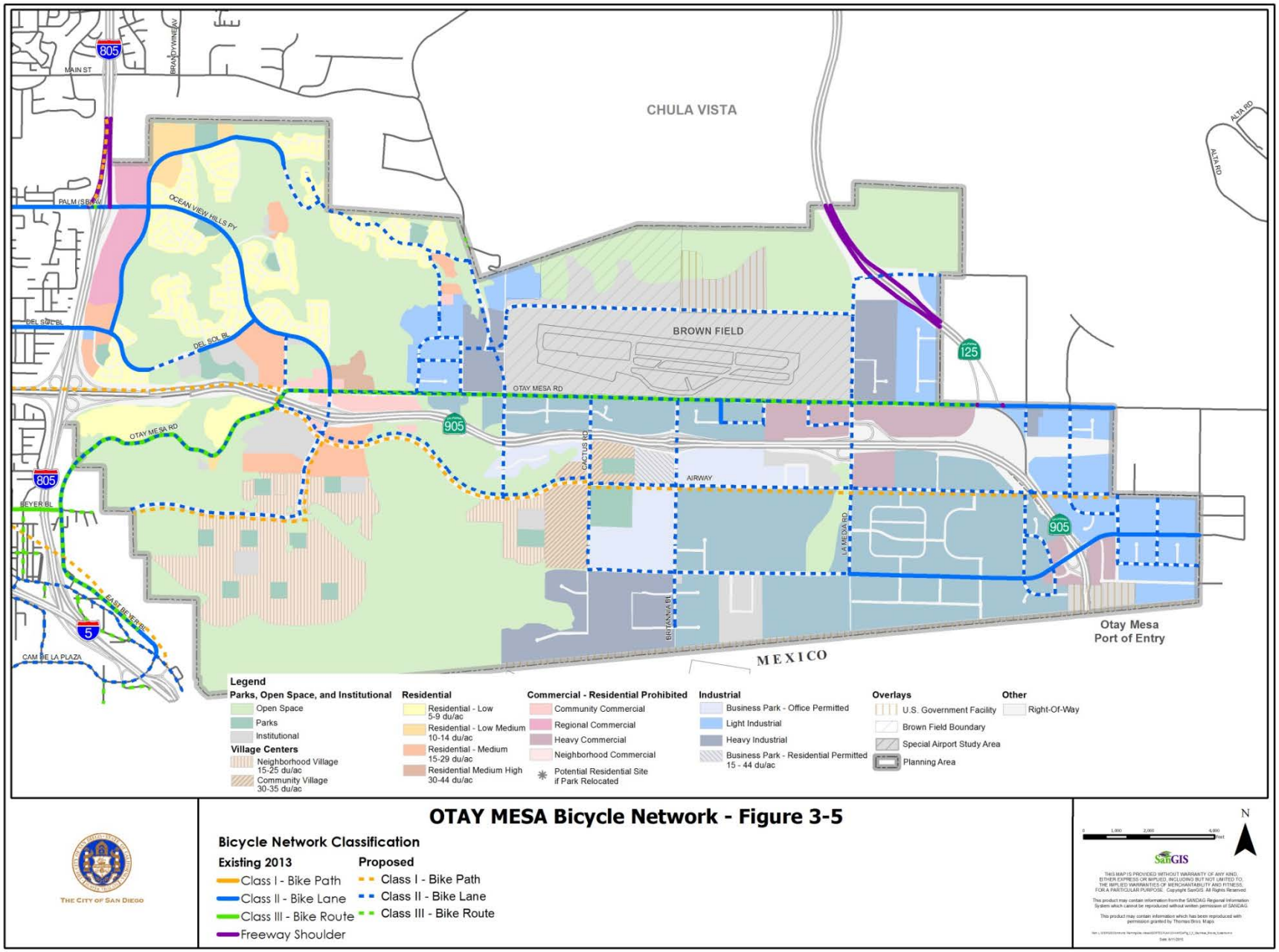
Class II Bikeway

POLICIES AND RECOMMENDATIONS

3.4-1 Refine and implement the BMP in the Otay Mesa Community Plan area.

a. Develop bicycle facilities that implement internal connectivity to activity areas within the community and links to regional bicycle network.
b. Construct bicycle facilities as identified in Figure 3-5.
c. Provide Class I bikeways along Caliente Road, Beyer Boulevard and the south side of Airway Road.
d. Provide Class II bikeways along all new classified streets in Otay Mesa.
e. Bikeways within the village areas should connect to trail heads with access to the canyon system trails and pathways.
f. Provide secure bicycle parking, especially near transit and in the community village areas.

3.4-2 Provide multi-use trails in a manner consistent with the Multiple Species Conservation (See Recreation Element, Trails Figure 7-1). Note that south of Otay Mesa Road these alignments are conceptual, with trail head areas and trail alignments being required with future specific plans.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CACTUS RD
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LA MESA RD
BRITANNIA BL
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Legend
Parks, Open Space, and Institutional
Open Space
Parks
Institutional
Village Centers
Neighborhood Village 15-25 du/ac
Community Village 30-35 du/ac
Residential
Residential - Low 5-9 du/ac
Residential - Low Medium 10-14 du/ac
Residential - Medium 15-29 du/ac
Residential Medium High 30-44 du/ac
Commercial - Residential Prohibited
Community Commercial
Regional Commercial
Heavy Commercial
Neighborhood Commercial
Potential Residential Site if Park Relocated
Industrial
Business Park - Office Permitted
Light Industrial
Heavy Industrial
Business Park - Residential Permitted 15 - 44 du/ac
Overlays
U.S. Government Facility
Brown Field Boundary
Special Airport Study Area
Planning Area
Other
Right-Of-Way
OTAY MESA Bicycle Network - Figure 3-5
Bicycle Network Classification
Existing 2013
Class I - Bike Path
Class II - Bike Lane
Class III - Bike Route
Freeway Shoulder
Proposed
Class I - Bike Path
Class II - Bike Lane
Class III - Bike Route
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3.5 Ports of Entry and Goods Movement

DISCUSSION

Ports of Entry

Otay Mesa serves an important role in local, regional and international goods movement. The Otay Mesa Port of Entry is the sole port for commercial trucks in the western San Diego region. It is the 25th busiest commercial land port in the United States and the third busiest port along the border with Mexico.

Otay Mesa Commercial Port of Entry

Otay Mesa experiences a significant number of trucks in the community because of the truck intensive businesses associated with the commercial border crossing to Mexico. Currently, both laden and unladen trucks traveling into Mexico are inspected by Mexican customs. Because the inspections cause increased processing time and substantial queuing problems on City streets, an agreement between U.S. Customs, the U.S. Border Patrol, and the City of San Diego was reached which separated the laden and unladen queues. The agreement, requires unladen trucks to travel south on Drucker Lane and the laden trucks to travel south on La Media to the existing one-lane truck route along the Mexican Border. Upon completion of the Border Truck Route project, laden trucks will utilize Britannia Boulevard and unladen truck will use La Media Road for Port of Entry access.

The existing Otay Mesa Port of Entry (POE) will be unable to support the growth in the volume of movement of cross-border commercial goods under the existing logistics system. The facility also needs substantial improvements to facilitate passenger travel. The General Services Administration (GSA), with anticipated additional federal funding, plans to upgrade both the commercial and non-commercial operations. Upgrades will include increasing the number of primary booths for non-commercial uses, increasing the number of commercial booths, and upgrading technologies to streamline operations.

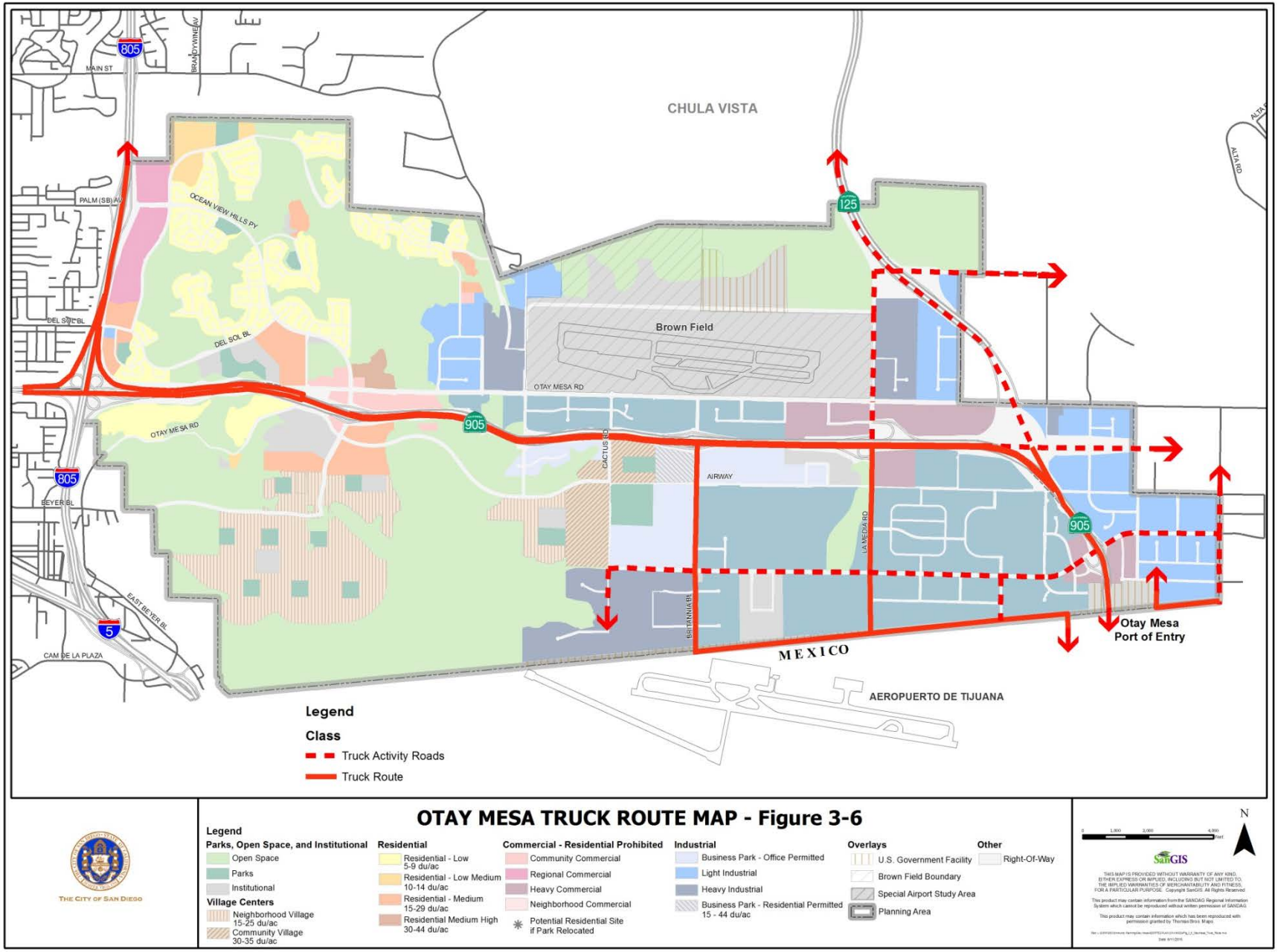
To help meet future growth, a new Port of Entry is planned in the County of San Diego at Otay Mesa East. This new POE will be served by State Route-11, which will connect to SR-125 and SR-905 in the United States.

Logistics Centers and Truck Circulation

Logistic centers are facilities used by customs brokers, freight forwarders and truck depots that are a part of the goods movement industry. A key driver in the demand for logistics centers is the continued expansion of the maquiladora industry. The maquiladora industry is expected to continue to expand at a rate between three and ten percent per year, which translates into demand for logistics space and an increase in truck traffic in the Otay Mesa area. Most of the logistics businesses are concentrated northeast of the Otay Mesa Port of Entry and along Siempre Viva Road east and west of SR-905.

The logistics market in Otay Mesa is heavily influenced by Mexican customs regulations, restrictions on foreign trucks operating in the United States and Mexico and other logistics industry factors. As a result, goods do not transit through the Otay Mesa Port of Entry directly from origin to destination; goods must be transferred at truck depots in Otay Mesa before heading to final destinations. The truck depots are short-term and long-term storage facilities for the truck trailers waiting for transfer across the international border. Short haul trucks in a process known as "drayage" handle the actual crossings in both directions. Because goods are shuttled over short distances by drayage trucks, most of the internal truck traffic can operate independently of the SR-905 freeway and SR-125, provided the local roadway network is constructed. It is primarily the long haul trucks that will continue to rely on the improved freeway/expressway network. Figure 3-7 shows the designated trucking routes, along with the roadways that continue to have truck traffic activity.

Truck Inspection at Otay Mesa POE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LA MEDA RD
BISTANNA BL
ALTA RD
MEXICO
AEROPUERTO DE TIJUANA
Otay Mesa
Port of Entry
805
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5
Legend
Class
Truck Activity Roads
Truck Route
OTAY MESA TRUCK ROUTE MAP - Figure 3-6
Legend
Parks, Open Space, and Institutional
Open Space
Parks
Institutional
Village Centers
Neighborhood Village 15-25 du/ac
Community Village 30-35 du/ac
Residential
Residential - Low 5-9 du/ac
Residential - Low Medium 10-14 du/ac
Residential - Medium 15-29 du/ac
Residential Medium High 30-44 du/ac
Commercial - Residential Prohibited
Community Commercial
Regional Commercial
Heavy Commercial
Neighborhood Commercial
Potential Residential Site if Park Relocated
Industrial
Business Park - Office Permitted
Light Industrial
Heavy Industrial
Business Park - Residential Permitted 15 - 44 du/ac
Overlays
U.S. Government Facility
Brown Field Boundary
Special Airport Study Area
Planning Area
Other
Right-Of-Way
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POLICIES AND RECOMMENDATIONS

3.5-1 Support development of a future Otay Mesa East Port of Entry as another commercial land port between California and Baja California, Mexico.

3.5-2 Collaborate with state and federal agencies to upgrade and modernize the existing Port of Entry to facilitate goods movement while relieving congestion and impacts to the community network system.

3.5-3 Work with local, state and federal levels of government to streamline the movement of goods between California and Baja California, Mexico.

3.5-4 Collaborate with outside agencies to find funding mechanisms for regional impacts to Otay's infrastructure.

3.5-5 Maintain coordination with SANDAG to implement the RTP and Goods Movement Action Plan, and to shape future RTP updates.

a. Increase network capacity, efficiency, and connectivity.
b. Minimize community, health, and environmental impacts.

3.5-6 Develop and maintain Britannia Boulevard, La Media Road, and the border access road as the truck routes. Work with Caltrans periodically to assess truck movement and needs along the truck routes.

3.5-7 Minimize conflicts between truck routes and other users of the circulation system.

3.6 Airports

DISCUSSION

Brown Field

Brown Field, a general aviation airport owned and operated by the City of San Diego, occupies approximately 900 acres in the north central area of Otay Mesa (see Figure 3-7). Brown Field is an important land use in Otay Mesa, helps define the community's character, and is a potential catalyst to encourage public and private investment in Otay Mesa. It has the potential to function as a corporate/business serving airport while continuing its general aviation, port of entry and international trade operations. Brown Field supports the air transport of small, time-sensitive cargo manufactured in Tijuana.

An Administrative Draft Brown Field Municipal Airport Master Plan was issued in April 2010. Planning for the development of aviation and non-aviation uses on

Brown Field will be addressed by the airport layout plan and master plan.

Rodriguez International Airport

Rodriguez International Airport is located adjacent to the international border. The airport's airlines provide domestic services to major cities within Mexico, as well as international flights to Japan, China, and Canada. The runway runs east-west, parallel to the U.S./Mexican international border, and is approximately 300 meters (almost 1,000 feet) from the border.

Brown Field

The San Diego County Airport Authority conducted a feasibility study for a Cross Border Facility associated with Rodriguez International Airport, which would connect new U.S. facilities with the existing Mexican airport. Any consideration would require Customs and Border Protection involvement.

The Cross Border Facility and ancillary uses such as lodging, car rental, commercial parking, and passenger supported commercial uses are encouraged uses consistent with the Community Plan. The facility could provide convenient and time-saving access to ticketed passengers, while relieving some congestion at the existing vehicular border crossings.

POLICIES AND RECOMMENDATIONS

3.6.1 Support and encourage continued use of general aviation at Brown Field.

3.6.2 Consider Brown Field as a corporate/business-serving airport in addition to its other general aviation roles.

3.6.3 Support the development of non-aviation uses that economically support the long-term operation of Brown Field and Otay Mesa.

3.6.4 Support efforts to construct a cross border facility that would link ticketed passengers to the Rodriguez International Airport in the area adjacent to and just north of the airport.

Conceptual Design for Cross Border Facility

3.7 Regional Collaboration

DISCUSSION

Because the Otay Mesa community planning area includes regional impacts and issues, the City works closely with SANDAG, Caltrans, Airport Authority, City of Chula Vista and County staff to coordinate a comprehensive approach for the planning, financing, and implementation of transportation facilities.

When reviewing project proposals, the following policies and recommendations should be used in conjunction with the applicable policies from the General Plan's General Economic Prosperity Element Section J to provide further guidance to determine consistency with City policies.

POLICIES AND RECOMMENDATIONS

3.7-1 Continue to collaborate on circulation issues that affect multiple jurisdictions.

a. Cooperate with the City of Chula Vista to appropriately size and finance facilities used by both jurisdictions, such as Heritage Road.
b. Work with the County to determine appropriate classifications and financing of shared roads.

4.0 Introduction

Distinct natural boundaries for Otay Mesa's planned built environment are found in its unique system of open space canyons and habitats. The relationship between development and open space is an important aspect of the area's history and highlights the distinctive character of the region. The intent of the Urban Design Element is to provide policy guidelines and visual illustrations for the future of the built environment. The Urban Design Element builds from the framework established in the General Plan's Urban Design Element. The Otay Mesa Community Plan echoes the General Plan's desire for respecting the community's natural setting, strengthening linkages and connectivity, improving the built environment, and creating mixed-use walkable villages. Key strategies for all villages include pedestrian orientation, transit-oriented development, streetscape and public facility design, and architectural design.

GOALS

* An urban form that reflects land and topography as an amenity and provides an attractive built environment
* Functional industrial corridors with a high quality design standard
* A Southwest Village and Central Village that respect and showcase Spring Canyon
* Active, safe, and pleasant streets, parks and public spaces
* Clearly identified routes that connect villages and major corridors to employment centers, core commercial areas, schools, parks, trails, and transit
* An urban forest that distinguishes the districts
* A community infused with distinctive public art and cultural amenities
* Attractive gateways at key entrances to the community's districts and villages

4.1 Distinct Districts

DISCUSSION

Distinctive districts, as shown in Figure 2-2, are the fundamental building blocks for the Otay Mesa community. The five districts, linked by SR-905, the Airway Road transit corridor and multimodal pathways and trails, are the Northwest, the Southwest, the Airport, the Central, and the South Districts. They include opportunities for both residential and employment areas, as well as key locations for focused mixed-use centers. Residential neighborhoods should be designed as complete, mixed-use communities, while being appropriately scaled and designed with walkability in mind. View corridors, vistas, trails and natural linkages to Otay Mesa's extensive canyon system provide many opportunities for public access while enhancing the character of the community and creating a unique sense of place.

Northwest District

The Northwest District is comprised of established neighborhoods dispersed along the Dennery Canyon System (see Figure 2-3). The neighborhoods are comprised of mostly single family home neighborhoods, with some multi-family homes near the commercial and educational activity centers. The commercial area includes the Palm Plaza area along the I-805 at Ocean View Hills Parkway. The neighborhoods are auto-oriented, with transit limited to bus routes serving Otay Mesa Road and Dennery Road between Palm Avenue and Del Sol Boulevard.

Single Family Homes along Dennery Canyon

POLICIES AND RECOMMENDATIONS

4.1-1 Enhance connectivity to activity centers.

a. Provide multimodal pathways with pedestrian and bicycle amenities to schools, parks, retail centers and open space as part of new development, redevelopment, infill development proposals and Capital Improvement Projects. Retrofit commercial areas with public spaces, where

appropriate, as part of development proposals.

4.1-2 Incorporate interpretive centers to provide educational information for sensitive resources within the Dennery Ranch canyon system and the Otay River Valley as new development and redevelopment occurs.

Southwest District

The Southwest District of Otay Mesa is located south of SR-905 and is bounded by MHPA open space, including the Moody Canyon and Spring Canyon systems (see Figure 2-4). The Southwest District includes San Ysidro High School, Medium Density Residential, some Community Commercial along SR-905, and the Southwest Village.

Southwest Village

The Southwest Village is envisioned as a neighborhood village within the district. At the heart of the Southwest Village is a town center that brings together mixed-uses, public facilities, and transit. The town center is envisioned as a pedestrian-oriented area, in close proximity to neighboring schools and parks. This area has sensitive biological resources around which development must be designed to avoid negative impacts and to ensure the use of all best management practices to protect and preserve these resources. Guidelines for the village follow the discussion of the Central Village.

Central District

The Central District is defined by two subareas: the Central Village with the Grand Park, and the Industrial/ Education corridor (see Figure 2-5).

Central Village

The Central Village is bounded by Spring Canyon on the west and, on the east (see Figure 1-3). The Central Village includes both neighborhood and community village areas. It is envisioned as a medium to high density residential community centered along Airway Road, and focused around school and park uses, as well as village-scale retail. The community's denser residential uses should be located within a 1/4 mile of transit stops with proximity to Airway Road and mixed-uses. The neighborhood design should enhance the connection to the open space system to the west through the strategic siting and design of neighborhood parks and pathway systems. The neighborhood village design should consider incorporating gathering spaces at the core of the village and community gardens adjacent to parks to accentuate these connections.

Special design considerations are provided to address the open space and truck route boundaries of the village area. Guidelines for the Central Village are

located under Village Specific Plans in the next section.

The Grand Park is adjacent to the Central Village and is located along Airway Boulevard transit corridor east of Cactus Road. The Grand Park recreational and cultural center, will exemplify new sustainable infrastructure development practices, and create a place that both the residents and the workforce of Otay Mesa can make use of and enjoy.

Industrial/Education Corridor
This area includes business park and office uses along Britannia Boulevard, and business parks, a community college campus, and International Business and Trade industrial uses along the northern portion of Airway Road.

Southwest and Central Village Guidelines

Village Specific Plans
The Southwest and Central Villages will be implemented through the City's Specific Plan process, see Land Use Element Section 2.1. The village areas will include a village core site, where mixed-use, civic space and transit-oriented development will occur. Surrounding the core will be a mixture of densities to support the development of a variety of housing types, along with parks and schools, to create an active neighborhood.

When reviewing project proposals, the following policies and recommendations should be used in conjunction with the applicable policies from the General Plan's Urban Design Element Section C, Mixed Use Villages and Commercial Areas, to provide further guidance to determine consistency with City policies.

POLICIES AND RECOMMENDATIONS

Villages

4.1-3 Require design guidelines for village areas as part of the Specific Plans as outlined in Land Use Element Section 2.1.

4.1-4 Require development intensities that create active commercial centers, support transit, and encourage lively streetscapes.
   a. Refer to Figure 2-1, the Otay Mesa Land Use Map, and Table 2-3, the Land Use Designation Table.
   b. Provide pedestrian amenities and activities to activate streets.

4.1-5 Include a "main street" concept in the design of the village areas as outlined in Mobility Element policy 3.1.3 and/or a village core concept as provided in Land Use policy 2.1-3.

Main Street Concept

4.1-6 Develop a Grand Park in the Central Village area along Airway Road that residents and employees can access via walking, biking, and transit, as well as vehicles.

4.1-7 Link parks to one another with pathways to increase connectivity and enhance sense of community.

4.1-8 Minimize exposure of residential uses from noise, traffic and air quality impacts associated with SR-905 and truck routes through: the orientation of buildings and site planning, the design of buildings, landscape treatments, and distance separation

Central District Non-Village areas

4.1-9 Provide site specific use recommendations, which may include commercial, industrial, parking, and other non-residential uses, for development that will be adjacent to freeways and truck routes. Analyze air quality impacts for land uses along the freeways and truck routes.

4.1-10 Create a visual and distance separation between the public right-of-way and industrial uses such as auto dismantling, truck transportation terminals, and other uses that create noise, visual, or air quality impacts. Screen building and parking areas by using a combination of setbacks, swales, fencing, and landscape. Encourage buffer areas that use appropriate screening.

Airport District

Anchored by Brown Field, the Airport District includes the surrounding industrial uses to the west, south, and east, and protected open space to the north (see Figure 2-6). Brown Field, as the gateway to the eastern portion of Otay Mesa, is underutilized and the potential redevelopment on Brown Field provides an opportunity to create a distinct district architectural or landscaping theme that unifies the airport with the surrounding community.

Metro Air Park Rendition

POLICIES AND RECOMMENDATIONS

4.1-11 Ensure that urban design elements for the redevelopment of Brown Field help create an image for Brown Field while complementing adjacent industrial development along Otay Mesa Road.

4.1-12 Use landscape screening for industrial areas adjacent to Brown Field and within the ALUCP safety zone where minimal development may occur.

4.1-13 Create a unifying district theme for industrial development in the Airport District by incorporating design features, elements, and landscape themes from Brown Field redevelopment.

South District

The urban design policies and guidelines for the South District focus on the transitions between adjacent, less intense uses and the industrial and commercial uses associated with cross border activities (see Figure 2-7). The Port of Entry is a vital gateway for the California-Mexico trade industry and enhancements to this border crossing are provided in this section. The Port of Entry has a high concentration of vehicular traffic, including truck traffic, and significant foot traffic from commuters and travelers. In addition to road improvements near the Port of Entry, considerations should be made to improve pedestrian access, transit and pick-up areas.

The relationship between the South District and the Central District to the north requires a buffer and compatible interface between industrial uses and the adjacent village, open space, Grand Park and school uses.

POLICIES AND RECOMMENDATIONS

4.1-14 Develop the border crossing as an international gateway through collaboration with federal, state, and other agencies to ensure that

redevelopment of the Port of Entry creates a distinctive entrance to Otay Mesa.

4.1-15 Improve pedestrian access and movement from the Port of Entry to transit and commercial uses through signs and enhanced pathways.

Pedestrians at the Otay Mesa Port of Entry

4.1-16 Design streetscapes to enhance the aesthetics of the area and soften the intense industrial uses.

4.1-17 Require a distance separation, which may include landscape treatments, parking, sidewalks and street right-of-way, between the IBT and Heavy Industrial uses of the South District, and the village and educational facilities of the Central District.

4.2 Streetscape

DISCUSSION

The design of streetscapes reinforce urban design concepts by incorporating landscape features and gateway elements, defining focal points, framing views and edges, and highlighting architectural design features while serving to minimize storm water runoff. The urban design streetscape policies provide guidance for how buildings and outdoor spaces interface with the streets.

Truck Traffic

Britannia/La Media (Truck Route)

Otay Mesa/ Siempre Viva (Truck traffic/Industrial Land Uses)

Heavy truck traffic occurs on the community's street network. Designated truck routes on City streets include Britannia Boulevard, La Media Road, and the border access road that runs parallel to the border fence between Britannia Boulevard and the Port of Entry. Heavy truck traffic also occurs along Otay Mesa Road and Siempre Viva Road where existing industrial uses occur. The truck traffic creates visual impacts, as well as impacts to pedestrian and bicycle movement.

Truck Traffic in Otay Mesa

Transit/Urban Corridor

The Airway Road transit boulevard is envisioned as the core community or "main street" roadway in Otay Mesa, with building and landscape setbacks that achieve the desired rhythm and character. The south side of Airway Road is the major pedestrian and bicycle link between the villages and employment centers to the Grand Park, and requires special consideration to ensure safe access between the village residential uses and the Grand Park. Landscape featuring trees from the Street Tree Plan will help screen parking and define the pedestrian realm.

Residential/Village interface

Classified roads provide access to the neighborhood areas and the activity centers. Beyer Boulevard and Ocean View Hills Parkway connect the Southwest District activity centers with the Northwest District and San Ysidro. These roads are major pedestrian routes, providing access to San Ysidro High School and the core village activity centers. Cactus Road in the Central Village separates the majority of the village area from the Grand Park. The roadway is a major pedestrian route, and accommodates heavy pedestrian traffic connecting the Grand Park with village residents.

When reviewing project proposals, the following policies and recommendations should be used in conjunction with all applicable policies from the General Plan. In particular, General Plan policies ME Section A, ME-C.6, ME-C.7, Parking Strategies Toolbox ME-3, Section G, UD-A.3, UD-A.6, UD-A.11, UD-A.12, UD-B.4, UD-B.5, UD-C.4, UD-C.6 and UD-C.7 should be reviewed for further guidance to determine consistency with City policies.

POLICIES AND RECOMMENDATIONS

Pedestrian Movement, Sidewalks, and Streets

4.2-1 Implement pedestrian-oriented design principles at the project-level to activate the street and promote walkability.

Example of pedestrian-oriented design using wide separated sidewalks, on-street parking, sidewalk cafes, street trees, and transparency

4.2-2 Incorporate connectivity and walkability in the design of the street network.

a. Apply traffic-calming techniques that address vehicular/truck and pedestrian movements where the truck routes are adjacent to village and park uses.
b. Accommodate pedestrians along Britannia Boulevard and La Media Road with sidewalks that are non-contiguous to the curb to provide greater separation between pedestrians and vehicular travel lanes.
c. Incorporate U-6 Urban Parkway Configurations from the Street Design Manual for design of sidewalks and parkways along Airway Road.
d. Separate pedestrians from vehicular traffic along Beyer Road and Ocean View Parkway, and design sidewalks to accommodate heavy pedestrian traffic to provide safe access to schools.
e. Design the street systems for the Southwest Village and the Central Village as a grid or modified-grid that utilizes existing paper streets for the north-south streets.
f. Create blocks that are no longer than 400 feet in length within residential, commercial, and village areas to provide short street segments and walkable block sizes.
g. Activate vibrant village cores using street furniture, sidewalk cafes, and public spaces.
h. Provide commercial alleys to allow rear deliveries, reduce traffic congestion, improve aesthetics, enhance parking access and reduce the need for curb cuts.

i. Incorporate residential alleys to allow for rear garages, additional off-street parking, trash pick-up, and pedestrian areas.

4.2-3 Provide multiple and parallel routes between commercial areas, village retail, schools, parks, and surrounding residential areas to disperse local trips and to create a greater focus on pedestrian orientation.

4.2-4 Avoid cul-de-sacs and "dead-end" streets.

4.2-5 Design the street system to create and/or enhance public views along public rights of way.

4.2-6 Consider landscape as a major element of the streetscape and incorporate a consistent theme along the roadways while including an appropriate mix of plant types to create a diverse ecosystem.

Parking

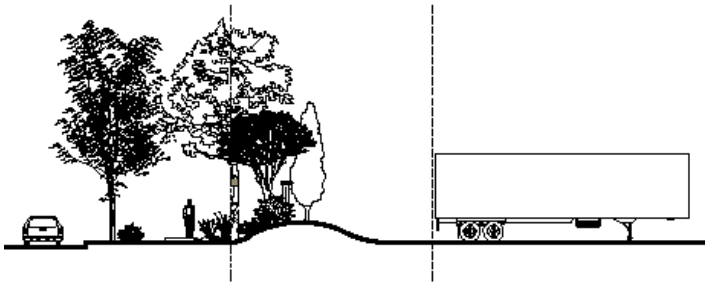
4.2-7 Encourage alternative parking design as part of streetscape design and implement the strategies when developing specific plans.

4.2-8 Design parking for development projects to enhance aesthetics and minimize impacts to connectivity.

a. Consider diagonal or parallel parking for areas that approach the village core to emphasize a main street appearance.
b. Provide, parking areas in the rear of the development to activate the streets and village cores.
c. Implement transit-oriented development principles with parking in the rear of development for the area along Airway Road within the Central Village.

4.2-9 Screen views of parking lots and loading areas from the public right-of-way in commercial and industrial areas, utilizing drought tolerant shrubs and/or berms.

4.2-10 Require screening to be at a height that is equal to or greater than the outdoor storage use.



Example of screening for storage

4.2-11 Locate loading areas in the rear or side of project areas to enhance aesthetics and not distract from the streetscape.

4.3 Building Character

DISCUSSION

The character and vitality of a place is influenced by many considerations, including the collective experience of streets, buildings, public facilities, and open space. Future development of buildings and public spaces should establish an overall sense of continuity and identity throughout the community by creating a well-designed public realm. Buildings should contribute to the character of the area through the use of materials that provide a sense of visual interest, durability, and permanence.

POLICIES AND RECOMMENDATIONS

When reviewing project proposals, the following policies and recommendations should be used in conjunction with all applicable policies from the General Plan. In particular, General Plan policies UD-A.2, UD-A.3, UD-A.6, UD-A.8, UD-A.17, UD-C.1, UD-C.4, UD-C.7 and CE-A.11 should be reviewed for further guidance to determine consistency with City policies.

Development Adjacent to Open Space and Park Lands

4.3-1 Employ sensitive design techniques when developing adjacent to Otay Mesa's natural canyon and open space systems.

a. Relate development to the topography and natural features when grading to retain the character of the land form.
b. Implement contour grading and bank undulation to avoid extreme slope faces.
c. Maintain first floor setbacks and step-back additional stories along the public right-of-way to enhance scenic opportunities.

4.3-2 Provide public space, parks, and scenic overlooks at the end of streets and adjacent to open space areas to take full advantage of scenic opportunities.

a. Provide for public view opportunities when streets end due to open space areas or abrupt changes in topography
b. Avoid locating housing and other structures at the end of streets.

Park at the end of a street

Architectural Details

4.3-3 Develop buildings and street frontages with architectural interest adjacent to public areas and the public right-of-way. Use design techniques such as façade step-backs, articulation, off-setting planes, unique roof forms, and varied building elevations.

4.3-4 Activate corner parcels along Beyer Road, Caliente Avenue, Cactus Road, and Airway Boulevard within the village areas.

a. Incorporate transparency and articulation design techniques along street facing walls.
b. Provide adequate space for pedestrians at the street corner.
c. Incorporate public space and/or outdoor café space at the corners within village areas.

4.3-5 Use visual details such as architectural style, color and material schemes, and façade treatments to convey neighborhood identity.

4.3-6 Discourage walls and fences along the street facing side for both residential and commercial uses. Consider low walls and fencing to delineate private seating areas from the public right-of-way.

Landscape Design

4.3-7 Create visual and physical linkages within villages, neighborhoods, and project site areas through a unified landscape theme.

a. Complement the streetscape design and enhance overall connectivity with a landscape theme.
b. Utilize sustainable landscape practices, including water conservation and storm water management.

4.4 Commercial Design

DISCUSSION

Commercial activity centers are sited throughout Otay Mesa, and are distinct in how they look and act. Palm Plaza is characterized by regional, auto-oriented activity. The future commercial activity center at the intersection of Caliente Road and the SR-905 will be community serving. The Heavy Commercial center near the Port of Entry is a mixture of employment and commercial uses for cross border visitors, and is characterized by heavy pedestrian and auto uses. The future village cores will include transit-oriented and pedestrian oriented commercial uses. Street edges, human-scale architecture, connectivity, and locating building entrances at the street and activity centers all contribute to creating pedestrian-scale environments for the Otay Mesa villages. Transit is an integral part of village development in Otay Mesa, and transit-oriented development design principles should be adhered to near bus rapid transit and express transit stations.

Architectural design is an integral component to establishing community identity within the Otay Mesa villages. Since Otay Mesa is a large community, the expectation is for there to be a variety of architectural styles, forms and massing that will contribute to creating a series of unique villages.

POLICIES AND RECOMMENDATIONS

When reviewing project proposals, the following policies and recommendations should be used in conjunction with all applicable policies from the General Plan. In particular, General Plan policies UD-C.1 and UD-C.4 should be reviewed for further guidance to determine consistency with City policies.

Commercial Design

4.4-1 Design local and internal streets to create an interconnected street system when developing community and neighborhood commercial sites, particularly along the Airway Road transit corridor.

4.4-2 Orient commercial buildings towards the street with parking located at the rear of the site, when possible.

4.4-3 Incorporate semi-public space (parks or plazas) for employees and shoppers with site design.

a. Provide internal pedestrian access routes throughout the site that link parking areas, buildings, green or public spaces, and streets.
b. Connect public spaces to larger open space areas located onsite or adjacent to projects when possible.

4.5 Industrial Design

DISCUSSION

Industrial land uses dominate the eastern portion of the Otay Mesa Community. The development in the Northwest, Central and South Districts of Otay Mesa is organized around superblocks. The existing and proposed roadways have created these large blocks, which are typically one-half to one mile in length. While the treatment of superblocks may vary by the type of industrial use, superblocks need to achieve better connectivity, encourage pedestrian orientation, facilitate alternative modes of transportation and provide local traffic multiple routes of travel to reduce traffic on roadways. Site and building areas visible from the publicly-oriented areas and open space areas necessitate a high level of design treatment.

POLICIES AND RECOMMENDATIONS

When reviewing project proposals, the following policies and recommendations should be used in conjunction with all applicable policies from the General Plan. In particular, General Plan policies UD-D.1, UD-D.2 and UD-D.3 should be reviewed for further guidance to determine consistency with City policies.

General Industrial

4.5-1 Provide and maintain large lot configurations for industrial and heavy commercial uses to support large-scale manufacturing and trucking facilities.

a. Cluster and orient buildings to create pedestrian connections and spaces.
b. Provide a multi-modal approach to internal lot and superblock circulation for pedestrian and bicycle movement.
c. Extend linkages within the site to coordinate with linkages to adjacent sites.
d. Introduce architectural concepts that reinforce campus and district design.
e. Orient parking, truck storage and loading areas toward the rear of buildings, and away from access roads.

4.5-2 Use quality design and exterior materials for industrial buildings.

a. Select building materials, trims, and finishes that convey a sense of substance and permanence.
b. Use subdued and non-reflective color schemes for industrial buildings.
c. Consider the incorporation of design features such as ceremonial entrance drives, decorative pedestrian plazas and

walkways, accent landscaping, building forms, and window patterns.

4.5-3 Encourage climbing vegetation and green walls as a method to provide articulation and visual interest to building facades.

Otay Mesa Industrial Use

4.5-4 Apply design considerations to the area between the public right-of-way and the required setback.

a. Incorporate architectural features and treatments to achieve variations in façade elements that reduce the building mass and scale.

b. Orient buildings to create a strong relationship to adjacent structures and/or to provide visual continuity and compatibility within the overall development.

4.5-5 Orient buildings to activate the street and achieve a high energy employment center image. Locate central service yards and parking between front buildings and rear industrial buildings.

4.5-6 Design fences and walls to provide protection and screening without the use of barbed or picket fencing. Provide vinyl-coated chain link fencing when fencing is proposed.

4.5-7 Incorporate semi-public spaces for employees that connect to larger open space areas onsite or adjacent to the site. Provide internal pedestrian access routes throughout the site that link parking areas, buildings, green space, plazas, and streets.

4.5-8 Incorporate energy saving technology in truck parking areas to reduce idling. For example, incorporate electrical docking stations in parking lots.

Business Park Design

4.5-9 Design Business Parks to be visually appealing and pedestrian-friendly, with buildings oriented

towards the street and the majority of parking located along the sides or rear of the site or in screened structures.

Heavy Industrial Design

4.5-10 Create a visual buffer between Heavy Industrial sites and public streets, public facilities, and open space.

a. Create a berm within the setbacks facing the public right-of-way.
b. Place a masonry wall along the berm, with variation breaks for articulation.
c. Include a landscape buffer between the sidewalk or street and the berm and wall for additional screening.
d. Require street trees from Appendix B, the Street Tree Plan for Otay Mesa.

Landscape Buffer for Industrial use

4.6 Institutional Design

DISCUSSION

Public facilities and institutions can help reinforce or establish community identity. They are often the hub of a neighborhood or activity center. As such, the design of public facilities, such as libraries and community centers, should facilitate high levels of public interaction to the greatest extent possible. See Figure 6-1.

POLICIES AND RECOMMENDATIONS

4.6-1 Coordinate the development of new institutional buildings with public art projects.

4.6-2 Locate public buildings in areas with transit access, where possible, to enliven village centers and other public activity areas.

4.6-3 Use distinctive architectural design and detail to enhance or to help create a design theme for the districts and neighborhoods where public facilities or institutions are sited.

4.7 Public Spaces

DISCUSSION

Public spaces vary in size and are aimed to attract users from adjacent uses. Residential public spaces, much like pocket parks, may include passive recreation amenities such as benches or recreation activities for children. Commercial public include café seating or resting areas for families and shoppers near retail commercial areas. Employees may use public spaces near their business to break and eat lunch. The use of public spaces may change throughout the day and should be designed with flexibility to accommodate a variety of users.

POLICIES AND RECOMMENDATIONS

4.7-1 Locate public spaces in prominent locations within Otay Mesa, including the villages' core areas, near vistas, as part of major development projects, and in areas which provide visual connections between uses.

4.7-2 Activate public spaces with visual interest and community amenities.

a. Allow sidewalk and corner vendors.
b. Incorporate public art, signs, fountains, street furniture, and banners on light standards.
c. Program farmers' markets and special events.

4.8 Street Trees

DISCUSSION

Tree-lined streets enhance a community and leave lasting impressions for anyone who lives, works, or visits the community. Street trees are a significant and highly visual portion of the urban fabric, are a vital part of the infrastructure system, and are essential to the quality of life in an urban environment. Street trees provide economic, environmental and aesthetic benefits. Street trees can give a distinctive character to the community; establish visual harmony and continuity along the street. Street trees help to

increase property values, enhance civic pride, absorb carbon dioxide, produce oxygen and filter airborne particulates to help reduce air pollution and stormwater runoff. Otay Mesa's Street Tree Plan (Appendix B) provides species and planting guidelines for each of the districts that enhance the overall community and provide distinction between the districts.

Community Corridors

Principal thoroughfares will be consistently planted with selected theme trees to enhance individualized streetscape concepts for major thoroughfares, and establish strong, recognizable community-wide design elements. The streetscapes act as linear gateways to the community and contain some significant commercial areas, villages, and employment centers. Community corridors include Airway Road, Beyer Boulevard, Britannia Road, Caliente Road, La Media Road, Otay Mesa Road, and Siempre Viva Road.

Village Areas

The streetscape in the village area is perceived from either walking or driving down the street. In order to provide a unifying element, street trees, street furniture and landscaping should be designed and implemented across the whole streetscape, not project by project.

Landscape Districts

For purposes of neighborhood street tree selection, the community has been divided into the five previously mentioned districts as shown in Figure 2-2. Each district will be distinguished by a unique selection of trees. Within each selection, a dominant tree or theme tree has not been pre-selected; any of the listed trees can be established as the theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place.

The following terms relate to the choice of street trees and the perception of the streetscape:

Theme trees form the dominant character of the street. There may be other minor plants and trees along a street, but they do not form the dominant visual element. It is the dominant species that typifies the character of the street. New tree plantings should use this species to unify the street or, when not possible due to site conditions, the alternate tree or accent tree should be used.

Alternate trees are considered appropriate for the site, due to view corridors, orientation of the street to views, microclimate conditions, or slopes. New tree planting should use these species when conditions for the theme tree species cannot be achieved, or when

there is a need to separate the dominant species for disease prevention purposes.

Tree-lined walkway

Accent trees may be used on the street to compliment the theme tree while allowing for an appropriate variety. Accent trees can also provide distinctive foliage color or branch structure.

POLICIES AND RECOMMENDATIONS

4.8-1 Select street trees identified in Appendix B along all streets and roadways in the Street Tree Plan to create a unified theme for the street, provide effective canopy, and improve community aesthetics.

4.8-2 Provide an appropriate mix of tree types (evergreen and deciduous), in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.

a. Provide a mixed age tree population, adequate species diversity and distribution – a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees.
b. Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Otay Mesa.
c. Protect and provide for the necessary care of existing street trees.

4.8-3 Ensure that common goals and objectives for maintaining or enhancing the street tree coverage are achieved through coordination by staff with public agencies and private enterprises.

4.9 Sustainability

DISCUSSION

Village and industrial development, as well as any retrofitting or redevelopment of existing buildings, should incorporate energy efficient design standards. When overall site planning and building design begins with energy efficient and green building design, distinctive context sensitive architecture is created that is unique to the residential and industrial areas in Otay Mesa.

POLICIES AND RECOMMENDATIONS

When reviewing project proposals, the following policies and recommendations should be used in conjunction with all applicable policies from the General Plan. In particular, sustainable methods in accordance with the policies in the General Plan, including CE Section A, Section E, Section I, Section J, and Urban Design Element Section A. General Urban Design should be reviewed for further guidance to determine consistency with City policies.

4.9-1 Design new development to have climate sensitive, energy efficient, and environmentally oriented site design.

4.9-2 Incorporate environmentally conscious building practices and materials for all new development and redevelopment proposals.

a. Use durable construction materials, as well as re-used and recycled materials.
b. Encourage the use of permeable paving elements in auto and non-auto-oriented areas.
c. Minimize impervious surfaces that have large thermal gain and cause hydromodification.
d. Ensure that all best management practices for storm water are implemented for both public and private properties.

Wind Turbines on Innovative Cold Storage Enterprises, Inc.

4.9-3 Minimize building heat gain with appropriate shade treatments and design techniques such as those listed below.

a. Orient new buildings and lots to minimize east and west facing facades.
b. Provide awnings, canopies and deep-set windows on south facing facades and entries.
c. Provide exterior shades and shade screens on east, west and south-facing windows
d. Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang width to equal half the vertical window height to shade windows from early May to mid-August, while allowing sunlight in the winter.

4.9-4 Provide on-site landscaping improvements that minimize heat gain and provide attractive landscape environments.
a. Plant deciduous trees on south side of buildings to shade south facades and roofs during the summer while allowing sunlight to penetrate buildings in the winter.
b. Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

4.9-5 Integrate storm water Low Impact Development principles as discussed in Section 8.4 and Best Management Practices (BMP's) early in the design process of new development, as well as any redevelopment proposals.
a. Encourage the use of green roofs and water collection devices to capture rainwater from the building for re-use.
b. Encourage the use of trees with project proposals to slow storm water runoff to help reduce peak flow.
c. Minimize on-site impermeable surfaces, such as concrete and asphalt.
d. Encourage the use of permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement, etc., to detain and infiltrate run-off on-site.

4.10 Public Art

DISCUSSION

Public art has the power to energize our public spaces and transform the places where we live, work, and play into more welcoming and beautiful environments. It increases a community's assets and expresses a positive sense of identity and values. Public art enhances the quality of life by encouraging a heightened sense of place. Public art may be located on public or private property, within community gateway areas, public spaces, and institutional facilities.

POLICIES AND RECOMMENDATIONS

4.10-1 Use public art as functional elements of site and building design, such as streetscape furniture, facade treatments, and murals.

4.10-2 Consider public art murals on institutional buildings such as recreation centers, libraries, fire stations, and schools.

4.10-3 Provide opportunities to locate public art within the gateway locations in Section 4.11.

Public Art at Otay Mesa Port of Entry

4.11 Gateways and Signs

DISCUSSION

Gateways identify the entrances to the distinct districts, neighborhoods, public spaces, and activity centers within Otay Mesa. They can help provide a sense of place, and may be prominent features within the public realm that incorporate public art and cultural amenities. Gateways identify the entrance into a special district using visual elements such as signage, landscaping, monuments, and other streetscape elements. Major road corridors or intersections, traffic patterns, and distinctive physical features can often work together to create conditions for a gateway that conveys the feeling that one is entering a district or passing from one prominent area to the next.

Signs are an integral part of the urban landscape and can enhance Otay Mesa's image and character. A sign is an important instrument of outdoor publicity and public information, and should be designed and located to fit aesthetically into the urban design of Otay Mesa.

POLICIES AND RECOMMENDATIONS

4.11-1 Coordinate gateway design with public art projects.

4.11-2 Design gateway areas in conformance with neighborhood and district landscape themes and streetscape design.

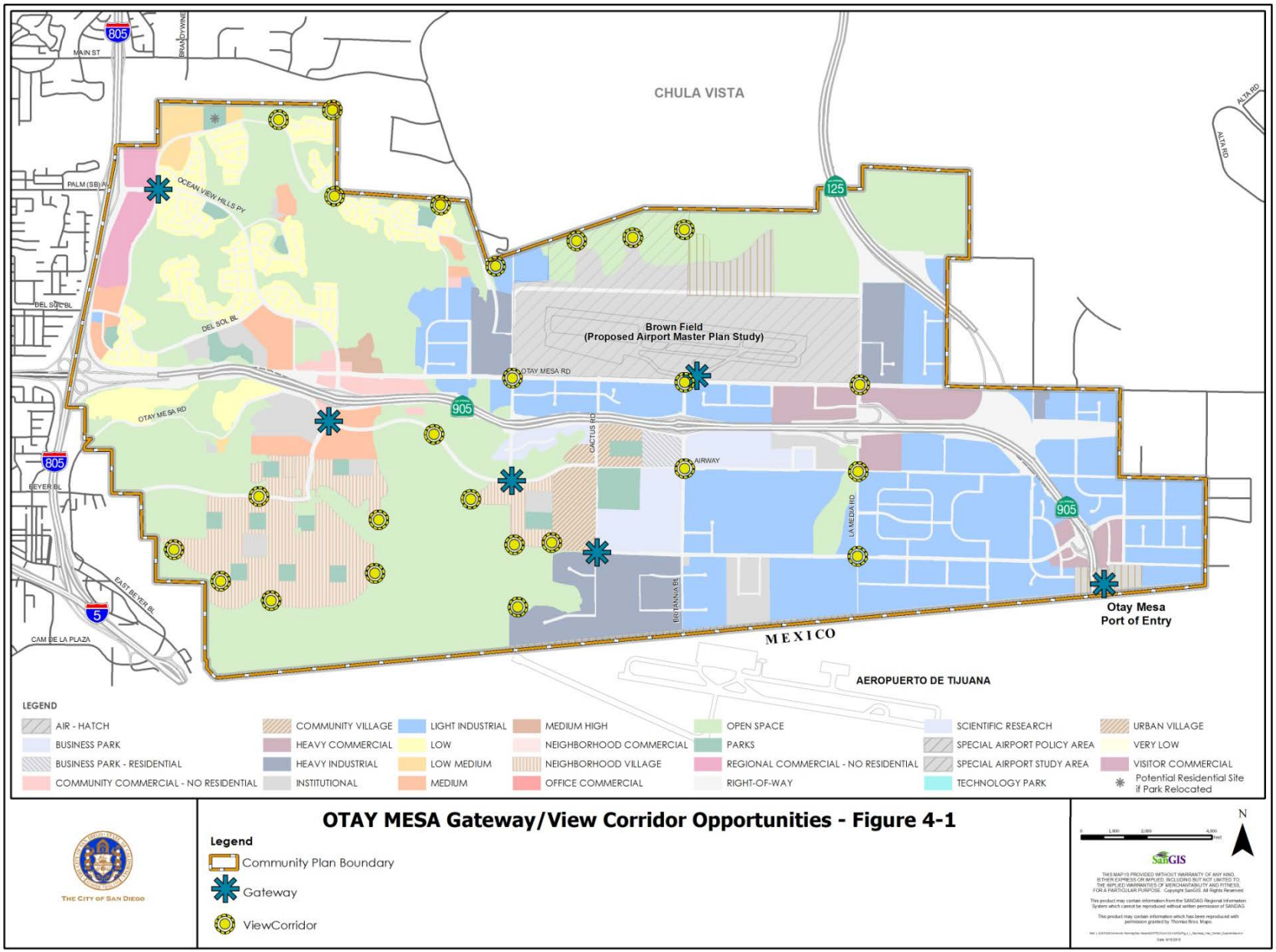
4.11-3 Include gateway elements where Airway Road meets the Central Village, as this area acts as the non freeway gateway to the eastern portion of Otay Mesa.

4.11-4 Provide gateways at the following locations per Figure 4-1:

- District gateways
- Ocean View Hills Parkway – I-805 freeway
- Ocean View Hills Parkway and Otay Mesa Road
- Caliente Avenue – SR-905 interchange
- Otay Mesa Port of Entry
- South Bay Express/SR-125 – Lonestar Road interchange
- Main entrance to Brown Field Airport
- Eastern and western Airway Road entrances
- Grand Park
- Future core areas of Southwest and Central Villages

4.11-5 Create a public sign and wayfinding system throughout Otay Mesa that reinforces the identity and distinct districts of Otay Mesa. Use symbolic signs to inform pedestrians, cyclists, and community members.

Symbolic signs



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

4.11-6 Assure that sign design and placement is compatible with building architecture and surrounding uses.

a. Provide signs on commercial, retail, and industrial buildings that are the minimum necessary to indicate the presence and function of the business.

b. Size and scale signs to be compatible with the mass and scale of the building and its associated architectural features.

c. Develop a compatible sign program in commercial developments with multiple businesses to provide a distinctive appearance for the development.

Pedestrian Oriented Signs

4.11-7 Design signs within pedestrian oriented areas to be pedestrian in scale and complementary to the building's architecture.

a. Refer to General Plan policy UD-A.14 for further guidance.

b. Locate pedestrian oriented signs no more than one story above the sidewalk level.

4.12 View Corridors

DISCUSSION

Otay Mesa's residential villages and employment centers are surrounded by unique systems of open space, canyons, and preserves. The relationship of development to the open space highlights the unique character of the community while preserving an important historical element of the area. View corridors and vistas provide opportunities for public access while creating a unique sense of place. See Figure 4-1 for gateway and view corridor opportunities.

POLICIES AND RECOMMENDATIONS

4.12-1 Protect and enhance major and minor public view corridors and access corridors within Otay Mesa.

a. Integrate and coordinate public view areas with public access to open space linkages where appropriate.

b. Locate public view areas within parks or trail staging areas when appropriate.

4.12-2 Define focal points and view corridors along Airway Road as it traverses Spring Canyon in the Open Space.

4.12-3 Provide public views and vantage points to the surrounding canyon systems within the Southwest and Central Villages. Consider perimeter roads with no development on the canyon side to preserve public access.

4.12-4 Locate viewpoints to the Otay River Valley within the Brown Field redevelopment area north of Aviator Road.

Dennery Ranch Canyon

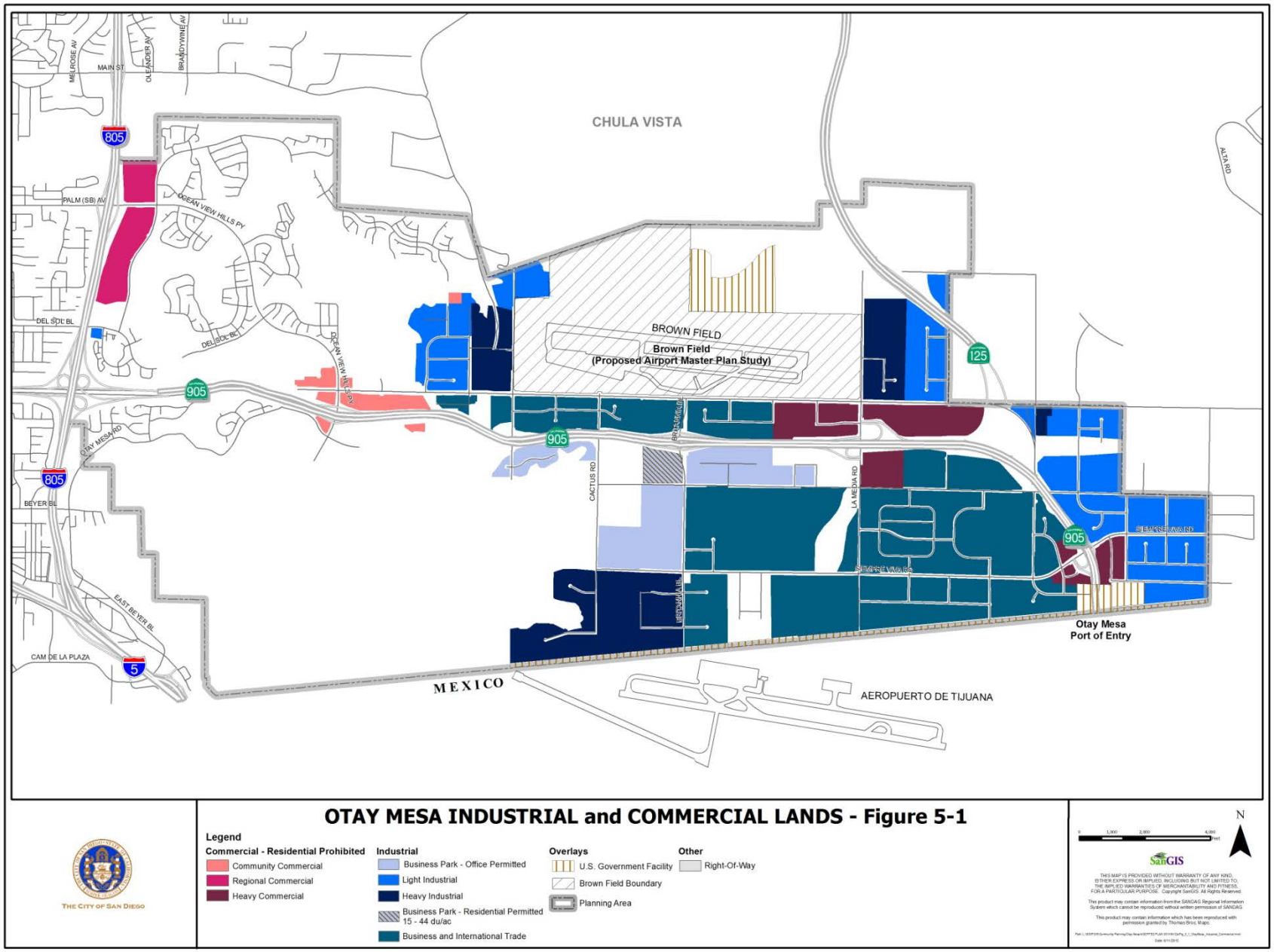
5.0 Introduction

Economic prosperity is at once local, regional, and international. Otay Mesa plays a vital role in the economic prosperity for the entire San Diego and U.S./Mexico border region due to activities generated at the Otay Mesa Port of Entry and additional base-sector industries. Otay Mesa's base-sector industries, which include transportation logistics, warehousing, manufacturing and service firms, contribute to the regional economy and San Diego's existing industry clusters. Otay Mesa provides the capacity for these and new industry clusters to expand. Simultaneously, the community continues to see an increase in residential development, bringing not only more residents, but the demand for greater access to commercial and retail businesses. Alongside a growing residential community, Otay Mesa's Port of Entry remains heavily used, with more than 730,000 truck crossings and 9 million passenger vehicle crossings in Fiscal Year 2007. This growth is expected to continue, as SANDAG projects Otay Mesa's employment base to increase over five-fold between 2000 and 2030 from 8,000 to 42,000 jobs. It is important to further attract diversified industries and supportive commercial uses to Otay Mesa to sustain growth in the regional and border economy, and provide access to quality jobs in southern San Diego.

The Otay Mesa Community Plan Economic Prosperity Element addresses the community's growing economic diversity by establishing policies for the varied industrial and commercial land uses allowed under the plan and as shown in Figure 5-1. The Economic Prosperity Element also establishes a Prime Industrial Lands map for Otay Mesa (Figure 5-2). Commercial uses that provide regional and community services are identified and addressed in this element.

GOALS

* Sufficient land and infrastructure capacity for base sector industries to support the international border economy and the greater San Diego region
* Flexibility for industrial, export-oriented businesses to respond quickly to international market competition and demand
* Employment and economic growth through diversified industrial land uses
* Integrated interregional and bi-national activities
* Employment opportunities in Otay Mesa, South County, and Mexico easily accessible to workforce housing
* Jobs that benefit middle-income workers
* Commercial uses that support Otay Mesa's industrial community
* Community educational resources to enhance workforce skills and abilities



OTAY MESA INDUSTRIAL and COMMERCIAL LANDS - Figure 5-1

Legend

Commercial - Residential Prohibited
- Community Commercial
- Regional Commercial
- Heavy Commercial

Industrial
- Business Park - Office Permitted
- Light Industrial
- Heavy Industrial
- Business Park - Residential Permitted 15 - 44 du/ac
- Business and International Trade

Overlays
- U.S. Government Facility
- Brown Field Boundary
- Planning Area

Other
- Right-Of-Way

5.1 Industrial Areas

DISCUSSION

Most of the industrial development in Otay Mesa has taken place since the mid-1990s, and largely all of it has occurred since the Community Plan was first adopted in 1981. The largest industrial facilities in Otay Mesa are the U.S.-based "twin-plants" in the "Maquiladora" production sharing system. Under this system there is a Mexico-based factory where the more labor-intensive functions occur, and a U.S.-based factory that performs the final assembly, testing, packaging, re-packaging, labeling, and distribution of products that were produced in whole, or in part, by the Mexican based twin. Low land prices in the area have also attracted firms which do not conduct business in Mexico.

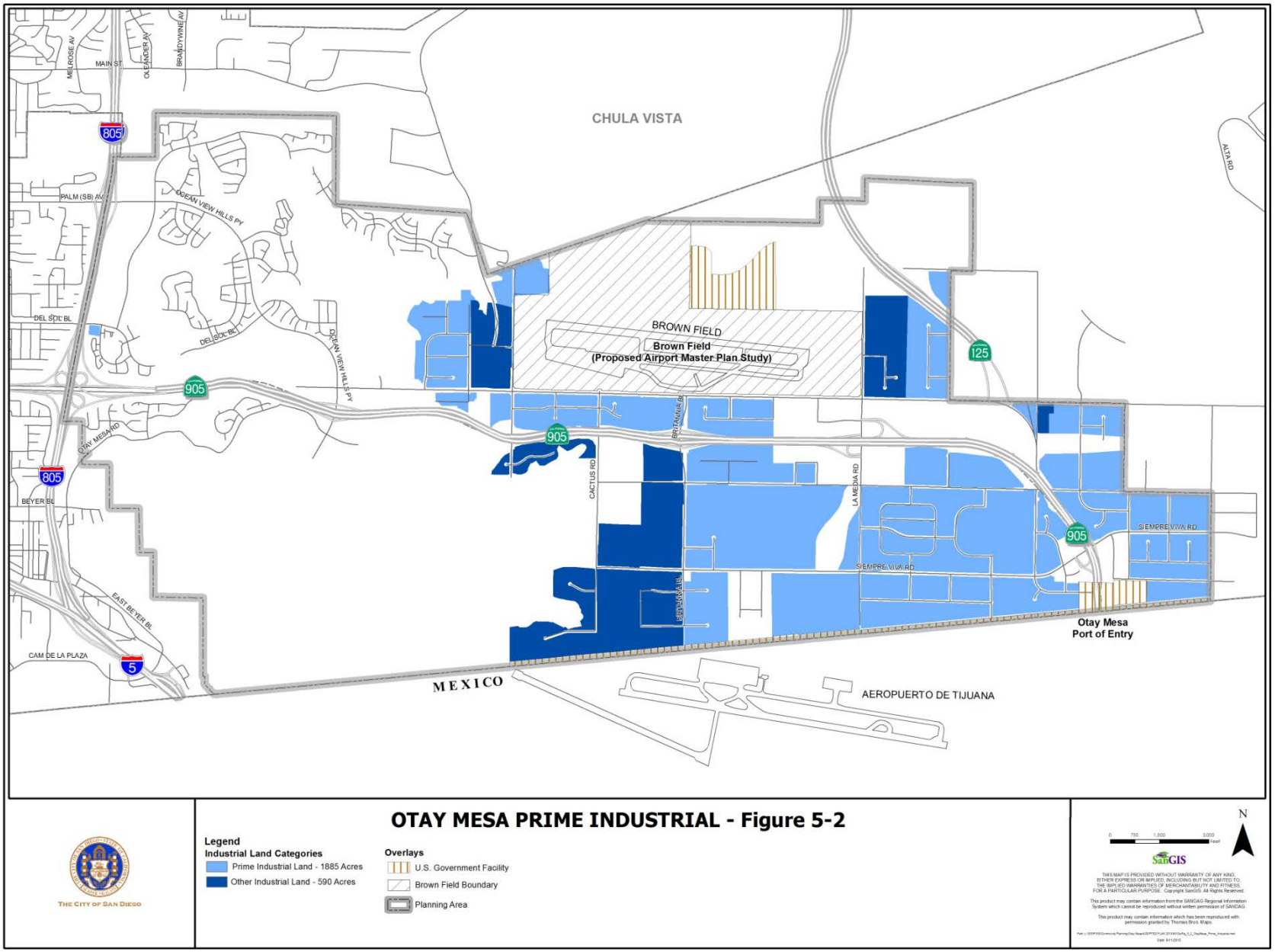
While Otay Mesa will continue to maintain a strong connection to the border economy, other base-sector industries that are not tied to Mexican trade may find Otay Mesa an attractive location, as land prices rise in other industrial areas in the region.

Although other cities in southern California, such as Ontario, also have large tracts of relatively less expensive industrial land and competitive lease rates, Otay Mesa's competitive advantage is its geographic location along the Mexican border which positions it to support Mexico-related international trade. By enabling San Diego to capture international trade opportunities, Otay Mesa serves as a critical pillar of San Diego's diversified economic base.

Prime Industrial Lands

Prime industrial lands are a key component of San Diego's diversified economy. Lands identified as prime industrial are intended to support export-oriented base sector activities such as warehouse distribution, manufacturing, research and development uses, and supporting business service uses. The identification of lands as prime industrial is intended to protect these valuable employment lands and prevent future encroachment of uses that do not conform to the purpose of prime industrial. In general, Otay Mesa's prime industrial land consists of lands designated for industrial and base-sector uses.

Otay Mesa Industrial Use



OTAY MESA PRIME INDUSTRIAL - Figure 5-2

Legend

Industrial Land Categories
- Prime Industrial Land - 1885 Acres
- Other Industrial Land - 590 Acres

Overlays
- U.S. Government Facility
- Brown Field Boundary
- Planning Area

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Otay Mesa's Prime Industrial lands are established based on the General Plan criteria identified in Appendix C, EP-1 and shown in Figure 5-2. Lands identified as Prime Industrial in Otay Mesa are designated industrial, maintain zoning restrictive to industrial uses, and are feasible for industrial development. These areas include land designated International Business and Trade (IBT), Light Industrial, and Heavy Industrial. For a more detailed definition and description of the industrials use designations, see Table 2-3 and Section 2.4 in the Land Use Element.

There are some industrial lands not identified as Prime Industrial in Otay Mesa. Business Park-designated lands are not designated prime industrial because they are adjacent to sensitive receptors, including residential, park and school sites. The Cross Border Facility is allowed on land designated IBT as an institutional use with a commercial component. In addition, lands designated as heavy industrial along the eastern and western edges of Brown Field, within the Airport Influence Area, limit uses to those that are compatible with airport overflight operations.

POLICIES AND RECOMMENDATIONS

General Industrial

5.1-1 Encourage the development of existing and emerging technology-based industries in prime industrial lands.

5.1-2 Support industrial activities that promote greater interregional and multinational activities with Tijuana's growing industrial and maquiladora development.

5.1-3 Promote the development of large industrial uses and campuses.

Otay Mesa Industrial Use

5.1-4 Protect and enhance the capacity of industrial areas, especially Prime Industrial Lands, to sustain Otay Mesa's strong economic base. Discourage encroachment from non-industrial uses.

5.1-5 Provide financial, regulatory, and procedural incentives to industries through programs

including, but not limited to, the Foreign Trade Zone, Enterprise Zone, and the City's Sustainable Buildings Expedite programs.

5.1-6 Require analysis and justification per General Plan Policies EP-A.11 and EP-A.12.c for any proposed changes that would remove properties from the Prime Industrial Lands Map and could lead to a plan amendment.

Heavy Industrial

5.1-7 Locate intensive uses with nuisance or hazardous characteristics within Otay Mesa's Heavy Industrial areas.

Light Industrial

5.1-8 Preserve light industrial base-sector uses in close proximity to the Otay Mesa Port of Entry.

5.1-9 Encourage assembly, manufacturing, and distribution uses with bi-national focus to locate in light industrial lands close to the Otay Mesa Port of Entry.

International Business and Trade

5.1-10 Promote base sector uses in IBT lands with greater capacity for production, distribution, research and development, business services, and the potential for higher value-added activities.

Light Industry in Otay Mesa

5.1-11 Promote corporate and regional headquarters and campuses that have multiple functions to locate within the IBT.

5.1-12 Encourage flexible structures that accommodate a range and evolution of permitted industrial and business uses that can quickly respond to changes in the international marketplace.

Business Park/Business Park, Residential Permitted

5.1-13 Support the development of business parks to allow for office, research and development, and light manufacturing uses.

5.1-14 Allow the development of mixed business park/ residential uses to the east of the Central Village to accommodate the provision of housing in tandem with business and in proximity to educational and public facilities. Business Park, Residential Permitted CPIOZ will be used for proposals with residential uses, with further policy direction provided in Section 2.5 of the Land Use Element.

5.2 Commercial Areas

DISCUSSION

Commercial land uses in Otay Mesa are within the Community Commercial, Regional Commercial, and Heavy Commercial land use designations, with further discussion and policies located in Section 2.3 of the Land Use Element. A majority of these lands are located in close proximity to SR-125, SR-905 and the Port of Entry to meet the demand of border-related activities. With an average of more than 1.4 million truck crossings per year, the Otay Mesa Port of Entry serves as the largest commercial crossing along the U.S./Mexico border. The border crossing also handles the second highest volume of trucks and third highest dollar value of trade among all U.S./Mexico land border crossings. The activity generated from this vital transportation hub yields a thriving commercial corridor that serves visitors and businesses on both sides of the border. It is important to ensure that these commercial lands continue to thrive around this growing port of entry and transportation hub.

Existing commercial lands serving both regional and community functions are primarily located in the Northwest District. Businesses in this area include regional serving retail outlets. Other existing commercial and retail establishments that serve surrounding residential uses are concentrated at the intersection of Otay Mesa Road and La Media Road.

POLICIES AND RECOMMENDATIONS

5.2-1 Require that each village include neighborhood-serving commercial uses such as food markets, restaurants, and other small retail shops. Encourage an anchor grocery store within each village area.

5.2-2 Encourage traveler-related support uses to cross-border activity to locate throughout the Community Commercial and Heavy Commercial areas.

5.2-3 Maintain the continued use of Palm Plaza as a regional commercial asset for Otay Mesa and consider the incorporation of civic uses, such as a library or public plaza, in any future redevelopment proposal.

5.2-4 Locate large retail establishments along transportation corridors to minimize impacts to residential neighborhoods.

5.3 Employment and Business Development

DISCUSSION

Otay Mesa's role as a sub-regional employment area affords excellent opportunities for the community to create high-quality jobs by attracting businesses unable to locate in more heavily residential neighborhoods. With more than 2,200 acres of land designated for industrial use, Otay Mesa can attract employment uses that produce higher-quality jobs that pay self-sufficient wages across a variety of industries.

Otay Mesa's diverse employment profile is supported by educational facilities that include high schools and the Southwestern College Higher Education Center. These facilities have the opportunity to provide workforce training across industries. Southwestern College offers training in a variety of fields, including international business, logistics, and community development. The opportunity for collaboration and coordination between Otay Mesa's business community and the educational institutions should be pursued to benefit the community and its residents.

Otay Mesa is home to a Foreign Trade Zone and Regional Enterprise Zone; programs established to retain, strengthen and expand the existing business base in the community. The Foreign Trade Zone offers opportunities for businesses conducting international trade and export services to realize reduced customs duties and gain efficiencies in trade. The Regional Enterprise Zone provides state and local incentives to stimulate business attraction, retention and industrial growth, primarily through hiring credits and significant tax savings. Together these programs, combined with the City's Business & Industry Incentive Program, offer specific programmatic objectives and initiatives to improve the economic prosperity of Otay Mesa and the broader San Diego region.

In 2000, three industry sectors comprised almost two-thirds of total employment in Otay Mesa. Manufacturing represented approximately one-third of total employment, transportation communications and public utilities represented about 17.0 percent, and wholesale trade represented 16.0 percent. Retail trade represented an additional 14.7 percent of total employment.

By 2030, Otay Mesa's economic profile is expected to diversify. Manufacturing, wholesale trade, and transportation communications, and public utilities businesses are all expected to represent a smaller share of total employment when compared to 2000, but absolute employment in all three sectors is expected to grow. The largest employer in the area is forecasted to be the services sector which encompasses business and professional services including telecommunications, scientific, data and technical services, and support services. This sector is anticipated to represent more than 38 percent of total employment. The finance, insurance and real estate sectors are also expected to grow significantly, but are forecasted to represent slightly less than six percent of total employment in Otay Mesa by 2030. In order to accommodate the anticipated change in the Otay Mesa employment profile, the IBT and Business Park land use designations allow for the development of these uses.

Because of Otay Mesa's forecasted change it is important to attract and retain base sector industries and preserve high-quality employment opportunities, while also providing land for growing industries to continue their expansion in the City of San Diego.

Circle Foods in Otay Mesa

POLICIES AND RECOMMENDATIONS

5.3-1 Encourage businesses that can benefit from Foreign Trade Zone incentives to locate their operations in Otay Mesa.

5.3-2 Promote coordination between the City of San Diego, adjacent cities and school districts to create a workforce partnership in Otay Mesa.

5.3-3 Encourage local businesses to utilize the incentives offered by the Enterprise Zone and Foreign Trade Zone.

6.0 Introduction

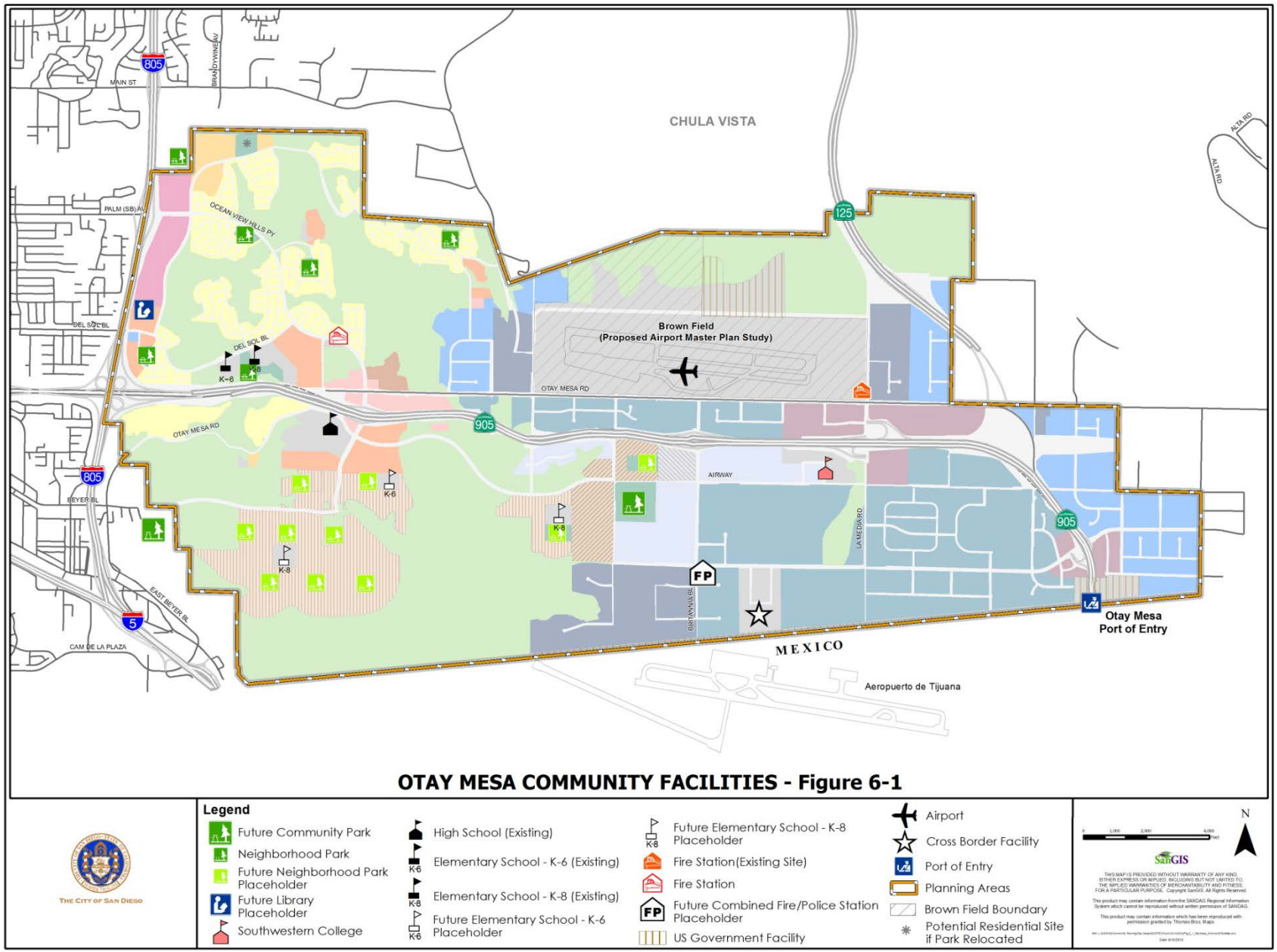
The Public Facilities, Services and Safety Element addresses the public facilities and services needed to serve the existing population and new growth anticipated for Otay Mesa. This element includes specific policies regarding public facilities financing, fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, parks, libraries, schools, healthcare services and facilities, public utilities, and regional facilities.

The community plan, which is the blueprint for future development in the community, is utilized to determine the future level of needs for facilities/services. The Otay Mesa Public Facilities Financing Plan (PFFP) implements this community plan as it identifies the public facilities needed to comply with General Plan standards and the Otay Mesa Community Plan. The PFPP includes a description of public facilities with funding sources, and a schedule of proposed facilities benefit assessments (FBA). The dollar amount of the assessment is based upon the cost of each public facility equitably distributed over a designated area of benefit in the community planning area. Fees are paid on the actual development when permits are issued.

Because Otay Mesa has large vacant areas with development potential, the opportunity exists to provide adequate public facilities and services at the time of development. The future development of vacant Otay Mesa lands should be managed through the assurance of adequate and timely public facilities to serve the projected population.

GOALS

* Public facilities and services that are available and accessible to the community
* Development that fully address impacts to public facilities and services
* Application of financing mechanisms that secure infrastructure improvements as development occurs
* Maintenance and improvement of police and fire safety services throughout the community
* Safe and convenient park and recreation and school facilities
* A reliable system of water, storm water, and sewer facilities to serve the existing and future needs of the community
* Maintenance of high levels of emergency preparedness
* Reduced exposure to hazardous materials
* Innovative public infrastructure and facility financing mechanisms and strategies


CHULA VISTA
MAIN ST
BRANDYWINE AV
PALM (SB) AV
OCEAN VIEW HILLS PY
DEL SOL BL
OTAY MESA RD
BEYER BL
EAST BEYER BL
CAM DE LA PLAZA
805
5
905
125
ALTA RD
Brown Field
(Proposed Airport Master Plan Study)
AIRWAY
LA MEDIA RD
BRITANNIA BL
FP
K-6
K-8
Otay Mesa
Port of Entry
MEXICO
Aeropuerto de Tijuana
OTAY MESA COMMUNITY FACILITIES - Figure 6-1
Legend
Future Community Park
Neighborhood Park
Future Neighborhood Park Placeholder
Future Library Placeholder
Southwestern College
High School (Existing)
Elementary School - K-6 (Existing)
Elementary School - K-8 (Existing)
Future Elementary School - K-6 Placeholder
Future Elementary School - K-8 Placeholder
Fire Station(Existing Site)
Fire Station
Future Combined Fire/Police Station Placeholder
US Government Facility
Airport
Cross Border Facility
Port of Entry
Planning Areas
Brown Field Boundary
Potential Residential Site if Park Relocated
THE CITY OF SAN DIEGO
SanGIS
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6.1 Fire and Police Services

DISCUSSION

As of 2011, the San Diego Fire Department had one station located in Otay Mesa. In service since 1996, Fire Station #43 is located on the eastern end of Brown Field at 1590 La Media Road, and currently serves the eastern portion of the Otay Mesa planning area. However, Fire Station #43 cannot provide adequate emergency response times throughout the remainder of the Otay Mesa Area.

As of 2011, the western portion of the community north of I-905 is served by Fire Station #6, located in the adjacent community planning area of Otay Mesa-Nestor. The remaining portion of Otay Mesa, south of I-905, is served by Fire Station #29, which is located in the San Ysidro community planning area.

Fire Station #49 is planned to be located in the Ocean View Hills community. This station will provide emergency response coverage to the west end of Otay Mesa. However, an additional fire station will be needed between these two fire stations near Britannia Boulevard and Airway Road to ensure an effective fire force can be provided in the community for the new planned development as a result of the Update process.

The community is served by the Southern Division of the San Diego Police Department, which is located in the adjacent Otay-Mesa Nestor Community.

When reviewing project proposals, the following policies and recommendations should be used in conjunction with the applicable policies from the General Plan's Public Facilities, Services, and Safety Element. Particularly, use General Plan Policy PF-D.4 as a starting point for site area and location policies.

Fire Station 43

POLICIES AND RECOMMENDATIONS

6.1-1 Maintain fire and police service levels to meet the demands of continued growth and development in Otay Mesa.

a. Monitor how development affects average fire and police response time goals and facilities needs.

b. Continue to coordinate with the Police and Fire-Rescue Departments to collocate

the third fire station with the police facilities in Otay Mesa.

6.1-2 Locate, staff, and equip the Otay Mesa fire stations to meet established response times.

a. Provide a minimum 10,500 square foot Fire Station #49.
b. Provide a minimum 10,500 square foot fire station facility for the third fire station located near Britannia Boulevard and Airway Road.

6.1-3 Enforce brush management regulations in vacant areas in order to reduce the risk of fire-related emergencies.

6.2 Wastewater

DISCUSSION

Existing sewer facilities within Otay Mesa include the East Otay Mesa collection system, the Otay Valley Trunk Sewer system, and the Otay Mesa Trunk Sewer within the Metropolitan Sewerage System (METRO).

POLICIES AND RECOMMENDATIONS

6.2-1 Continue to coordinate with the development community to provide reasonable and adequate facilities in conjunction with future development.

6.3 Storm Water Infrastructure

DISCUSSION

The community planning area is within both the Otay and Tijuana Hydrological Units of the San Diego Region as defined in the San Diego Basin Water Quality Control Plan. The majority of the planning area drains south across the border with Mexico and eventually into the Tijuana River. A small portion flows north into the Otay River, and the western portion of the area flows to the west through San Ysidro and then into the Tijuana River. Given the highly sensitive nature of these drainage courses, all efforts should be taken to minimize urban runoff and pollution at their source.

In the eastern portion of the area, most existing drainage facilities were constructed as part of private development. These facilities are discontinuous due to the nature of individual development projects, and consist of various storm drains, improved channels, and detention basins. According to a drainage study prepared for the City in 2005, many of the detention basins discharge to natural drainages, resulting in occasional flooding in the area.

POLICIES AND RECOMMENDATIONS

6.3-1 Use sustainable infrastructure design to capture and control using Drainage Design Standards.

6.3-2 Address Total Maximum Daily Load (TMDL) and other current regulations for each hydrologic unit by encouraging the use of low impact development design to exceed regulations set forth in the Storm Water Standards.

6.3-3 Address recurrent roadway flooding problems by improving surface and/or subsurface drainage facilities in conjunction with private development or redevelopment projects.

6.3-4 Implement the City's Master Storm Water System Maintenance Plan to ensure storm water conveyance facilities remain free of invasive plants, sediments or other debris that can reduce their capacity.

6.3-5 Coordinate with City Engineer and storm water staff to monitor and improve storm water conveyance systems in Otay Mesa.

6.3-6 Consider design features that supplement the public drinking water system such as water retention, rain barrels and infiltration within development and redevelopment projects.

6.4 Water Infrastructure

DISCUSSION

Water service in Otay Mesa is provided by two agencies. The Water Branch of the City of San Diego Public Utilities Department serves the western portion of the planning area, while the Otay Water District serves the eastern portion which is generally characterized as being east of Heritage Road.

POLICIES AND RECOMMENDATIONS

6.4-1 Provide a water supply that adequately serves the future growth of Otay Mesa.

6.4-2 Encourage development that implements water conservation and pollution prevention measures that exceed minimum requirements.

6.4-3 Increase the use of reclaimed water to supplement the existing water supply.

a. Include reclaimed water purple pipe installation with all future projects, so that infrastructure is in place when reclaimed water becomes available.
b. Monitor progress of the Indirect Potable Reuse pilot program. Reconsider the need for continued expansion of purple pipe based on results.

6.5 Waste Management

DISCUSSION

The City provides curb-side pickup of solid waste to both single-family and multi-family residences located on public streets that provide adequate safe space and access for storage and collection, and comply with regulations set forth in the Municipal Code. The City currently provides service to small business enterprises with authorization by the City Council and in accordance with specific eligibility criteria, although this may change because of City budget cutbacks. All other customers must select from haulers that are franchised by the City to operate within the City and must pay a direct fee for service. San Diego must comply with state requirements for integrated waste management practices, as well as plan for current and future disposal needs of the community.

POLICIES AND RECOMMENDATIONS

6.5-1 Plan for sufficient waste handling and disposal capacity to meet future needs.

a. Avoid development of disjointed and/or isolated single-family and multi-family residential development on public streets that impose a high cost and/or burden on City collection services.

b. Provide adequate turnaround space for waste collection vehicles at the ends of dead-end roads.

c. Provide curb lines free of overhead obstructions such as wires, trees, and signs.

6.5-2 Encourage disposal companies in Otay Mesa to consider alternatives to standard disposal practices as fiscally- and environmentally-sound technologies become available.

6.5-3 Encourage future projects to divert construction and demolition debris beyond the required level (e.g. 50 percent as of January 2011) as required by City Ordinance O-19420.

6.5-4 Maximize the separation of recyclable and compostable materials:

a. Require sufficient storage space for recycling containers in all new residential, commercial, and industrial development.

b. Promote siting of compost or green waste facilities, or the provision of these services, in all future development.

6.5-5 Promote litter prevention efforts and practices through the provision of conveniently located public litter and recyclable materials containers on public streets and in large public venues.

6.6 Parks, Schools, Libraries

DISCUSSION

As of 2011, Otay Mesa's existing recreational facilities serve the Northwest District of Otay Mesa, including California Terraces, Hidden Trails, and Ocean View Hills. The seven planned and developed recreational facilities within the community's residential neighborhoods were developed in accordance with the adopted 1981 Otay Mesa Community Plan and the associated Precise Plans. For more detailed information regarding the specific parks, please refer to the Recreation Element.

As of 2010, there are two schools and one community college operating within the Otay Mesa community planning area. The schools within Otay Mesa are as follows:

Ocean View Hills School (OVH) – Grades K – 8
Located at 4919 Del Sol Blvd. just north of SR-905 in the western portion of Otay Mesa, Ocean View Hills has served the Northwest neighborhood communities since 2001. The San Ysidro School District's only Kindergarten through Eighth Grade school, Ocean View Hills 2007-08 enrollment stands at 1,023.

San Ysidro High School– Grades 9 – 12
Located at 5333 Airway Road just south of SR-905 in the western portion of Otay Mesa, San Ysidro High (SYH) School is a part of the Sweetwater Union High School District. SYH graduated its first senior class in 2006; in the 2007-08 school year, 2,434 students were enrolled.

Southwestern Community College Higher Education Center

Southwestern College in Otay Mesa

Southwestern College is located at 8100 Gigantic Street in the center of Otay Mesa south of SR-905. The Higher Education Center is a satellite campus of

Southwestern Community College, whose main campus is located in Chula Vista. Opening in 2007, Southwestern has the capacity to serve up to 5,000 students. The school's primary programs include: the Police Academy, Environmental Technology, Nursing, Fire Science Technology, and Paramedic and Emergency Medical Technician. The school has long range plans to expand the campus and increase enrollment.

As of 2011, Otay Mesa-Nestor Library serves the needs for both the Otay Mesa-Nestor and the Otay Mesa communities. The San Ysidro Library is also available for the existing Otay Mesa Community. As the Otay Mesa community further develops, a library facility will be provided within the community.

POLICIES AND RECOMMENDATIONS

6.6-1 Maintain existing park and recreation facilities and expand facilities where opportunities arise. See Recreation Element for specific park needs.

6.6-2 Provide operational park facilities when new residential development occurs.

6.6-3 Coordinate planning efforts with the San Ysidro Unified School District and the Sweetwater Union High School District.

a. Ensure that adequate public facilities and infrastructure are in place, and compliance with maximum school enrollments are achieved, consistent with demand.
b. Consider the joint use of facilities with other public and private interests, particularly for parks, recreation, and library facilities.

6.6-4 Provide a library within the community planning area that meets community needs, and that would adapt to technological changes, enhance library services, and expand access to digital information and the internet.

6.7 Public Utilities and Communications Facilities

DISCUSSION

Gas and electricity are provided by the San Diego Gas and Electric Company (SDG&E), a private entity regulated by the Public Utilities Commission. Telephone and cable facilities are provided by private utilities. Wireless utility service providers continue to develop wireless transmission infrastructure within Otay Mesa to service the demand for enhanced service on the part of cell/mobile phone users.

POLICIES AND RECOMMENDATIONS

6.7-1 Provide future utility services in the most cost-effective and environmentally sensitive manner to meet the General Plan Policies PF-M.1-4. Integrate the design and siting of safe and efficient public utilities and associated facilities into the early stages of the planning and development of future projects.

6.7-2 Site and camouflage wireless communication facilities and equipment to reduce impacts to community character.

6.8 Regional Facilities

DISCUSSION

The City works with a number of outside agencies, including SANDAG, Caltrans, the General Services Administration, the County, the City of Chula Vista and wildlife agencies to coordinate efforts on regional facilities. The Otay Mesa community planning area includes several regional transportation facilities, including the I-805 freeway, SR-905 freeway, SR-125 tollway, and the Otay Mesa International Port of Entry (POE). The POE is the main commercial crossing between California and Mexico. Britannia Road, La Media Road, and a future road that runs parallel to the border fence are the designated truck routes that service the goods movement through the POE. This transportation network serves residents, commuters, employees, and goods movement travel between the community, the County, and Mexico.

POLICIES AND RECOMMENDATIONS

6.8-1 Coordinate planning efforts with the General Services Administration and Customs and Border Protection to minimize community impacts with the expansion of the existing POE.

6.8-2 Collaborate with the Metropolitan Transit System (MTS) to site stops, stations and park and ride facilities for the future South Bay Bus Rapid Transit and other transit routes.

6.8-3 Continue to work with SANDAG, the County, and Chula Vista to determine impact of regional traffic on City streets and any fair share contributions for roadways of mutual benefit.

6.9 Healthcare Services and Facilities

DISCUSSION

Kaiser Permanente operates a facility in Otay Mesa that provides a full range of medical and urgent

care services to the community. The facility is located in the Northwest District at Palm Avenue and Dennery Ranch Road. As Otay Mesa continues to develop, opportunities may arise for additional healthcare facilities to meet the needs of the community.

POLICIES AND RECOMMENDATIONS

6.9-1 Consider locating additional healthcare facilities in areas with village characteristics to increase accessibility and reduce driving trips.

6.9-2 Encourage facilities to become integral members of the community through educational, employment, and training opportunities.

6.10 Seismic Safety and Landslides

DISCUSSION

The western and southern edges of the planning area are within a moderate to high geo-technical and relative risk area as described in the General Plan's Figure PF-9. This area includes a complex of deep-seated landslides and several discontinuous faults.

POLICIES AND RECOMMENDATIONS

6.10-1 Allow clustering of development in the southwestern area to mitigate and avoid risks posed by seismic conditions and landslides.

6.11 Hazardous Materials

DISCUSSION

Exposure to hazardous materials can cause harm over time, and must also be mitigated to ensure a high standard of living. Because the eastern portion of Otay Mesa has been developed as an industrial area, isolated soil and/or water contamination could be encountered on properties undergoing redevelopment due to the history of industrial and storage uses. A portion of older buildings subject to demolition could likely contain asbestos and lead-based paint, posing health concerns.

POLICIES AND RECOMMENDATIONS

6.11-1 Implement established remediation protocols to reduce public health risks to negligible levels.

6.11-2 Require documentation of hazardous materials investigation addressing site and building conditions during review of all development projects.

7.0 Introduction

Otay Mesa's topography and temperate climate is conducive to year-round outdoor recreational activity. The community's park and open space systems are intended to serve the residential, village, and employment areas of Otay Mesa. The City of San Diego's General Plan Recreation Element provides guidance to preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City of San Diego for all users. The Otay Mesa Recreation Element includes specific policies addressing park and recreation guidelines, preservation, accessibility, joint use and cooperative agreements, open space lands and resource based parks. These policies along with the General Plan policies provide a comprehensive parks strategy for Otay Mesa.

GOALS

* An efficient, accessible, and comprehensive park system for Otay Mesa that serves the broad resident and workforce population
* Village areas that are enhanced by frequent and well located public spaces and parks
* A Grand Park that serves the residential, commercial, and industrial users of Otay Mesa
* Open space areas that balance the recreational needs of the community with habitat protection

7.1 Park and Recreation Guidelines

DISCUSSION

As of 2011, the park system in Otay Mesa consisted of population-based community and neighborhood parks, and one joint-use area. Consistent with the General Plan guidelines, community parks may be provided in the form of major parks or community parks; and neighborhood parks may be provided in the form of neighborhood parks, mini parks, pocket parks or plazas. Multiple neighborhood parks and a joint-use area are planned within the residential and village areas of Otay Mesa, with Pacific Breezes Community Park, Beyer Community Park and the Grand Park sited to equitably serve the community.

The Grand Park, an approximately 36-acre community park, is planned in the center of the community along Airway Road. The Grand Park is envisioned as a link between villages, the surrounding employment centers, and educational institutions, and enhances the connectivity of the Airway Road transit corridor. The Grand Park serves as a major park and recreation destination that could be used for recreational and organized sports, including activities for the large workforce while also providing residents with typical community park facilities.

Beyer Community Park is located in the San Ysidro Community Planning Area just west of Otay Mesa along Beyer Boulevard and the I-805 freeway. Beyer Community Park jointly serves the needs of the Otay Mesa and San Ysidro communities, and is jointly funded by the two communities. The Grand Park and the Beyer Community Park acreage are required to meet the population-based needs for Otay Mesa.

Vista Pacifica Park

Pacific Breezes Community Park is adjacent to a five-acre joint use facility located at the Ocean View Hills K-8 elementary school. The park will include children's play areas, tennis courts, picnic facilities, athletic fields, a 17,000 square foot recreation building, a comfort station, Skate Park, and a Swimming Complex.

Population-Based Parks and Recreation Facilities

The General Plan establishes a minimum standard provision of 2.8 useable acres of population-based park land for every 1,000 residents. All new development in Otay Mesa will be required to comply with the General Plan standard. At full community build out, this plan projects approximately 39,100 residents for the Southwest and Central Districts.

As of 2011, the Northwest District provides approximately 51 acres of park land, or 1.8 acres per 1,000 residents, as stipulated in the previously approved precise plans that govern development in these areas. The total required park acreage for Otay Mesa is approximately 161 acres, which combines the 51 acres in the Northwest District with approximately 110 acres, or 2.8 acres per 1,000 residents, for the other Neighborhood Districts in the community. Of these 110 acres, a minimum of approximately 21 acres (13 acres per 25,000 residents) of community parks should be provided; the remaining acreage should be in the form of neighborhood parks. Some neighborhood park acreage has been allocated to the Grand Park (discussed in the Central District, below). The General Plan also establishes population-based minimum guidelines for recreation centers (1 per 25,000 residents) and aquatic complexes (1 per 50,000 residents).

Table 7-1

Otay Mesa Park Acreage Summary Table			
	Total Units	**Total Population**	**Park Acres**
Northwest Area	7,648	27,908	51*
Southwest Village	5,880	21,028	59
Central Village**	5,246	18,099	51
TOTAL	**18,774**	**67,035**	**161**

*Park standards governed by previously adopted Precise Plans

** Central Village totals include units and population of Business Park – Residential Permitted area

Table 7-2

Otay Mesa Park Facilities Table		
	Recreation Centers	**Swimming Facilities**
Northwest Area	Pacific Breezes	Pacific Breezes
Southwest Village	Beyer Community Park	
Central Village	Grand Park	Grand Park

The General Plan establishes "equivalencies" as a mechanism for provision of population-based park acreage in urbanized communities where land is constrained. Since Otay Mesa is not constrained and the planning process allows for incorporation of all required park acreage, the use of equivalencies, including joint use partnerships, is not available as a method to provide population-based park acreage, except for the Ocean View Hills Middle School Joint Use Area (described below).

The population-based park acreage and recreation facilities provided in this community plan and summarized on Table 7-1 are calculated based on community plan densities and General Plan standards. A complete inventory of existing and planned Otay Mesa park and recreation facilities is provided in Table 7-3.

A description of park lands in each District is provided below. Additional descriptions of each District and Village area is found in the community plan Land Use and Urban Design Elements.

Northwest District

Approximately 51-acres of park land are reserved to meet population-based park needs within the Northwest District. This acreage includes one community park and five neighborhood parks. In addition, the five-acre Ocean View Hills Middle School Joint Use Area contributes to the population-based park requirements.

Ocean View Hills Park

Southwest District

The Southwest District, including the Southwest Village, will contain approximately 53.5 acres of population-based park land in the form of one shared community park and multiple neighborhood parks. This District will benefit from the Beyer Community Park located in, and shared with, the San Ysidro Community Planning Area. The location of the parks will be determined with specific plans; however, it is anticipated that several of the parks will be located adjacent to Spring Canyon to enhance public views and provide staging areas for canyon trails. It is also desirable to locate parks adjacent to future school sites. To meet additional community park needs, resources will be allocated to the Grand Park located in the Central Corridor District.

Central District

The Central District is the location of the Central Village, which is planned for mixed-use residential development adjacent to open space, developed parks, schools, and business park lands. The Central Corridor District also contains Otay Mesa's Grand Park for the Village residents and business employees.

The Central Village is anticipated to contain multiple neighborhood parks, some adjacent to schools. A portion of Beyer Community Park's required acreage and some of the required neighborhood

park acreage within the Central Neighborhood District are allocated to the Grand Park. The consolidation of park acreage into the Grand Park provides a central venue that is served by transit and appropriately designed to address the traffic, noise and lighting impacts that are likely to occur from large scale facilities and events. Planning and design of the urban form and scale of villages may then concentrate on incorporating smaller neighborhood, mini and pocket parks that can be accessed by pedestrians and bicyclists.

The principal function of the Grand Park is to provide a major community recreation destination for residents, as well as the workforce, which may include baseball, softball and soccer fields, multi-purpose fields, fitness tracks, children's' play areas, a recreation center, and an aquatics center. The Grand Park provides opportunities for events such as sports tournaments, running/walking races, youth events and cultural festivals.

Recreational Opportunities and Joint Use/Cooperative Partnerships

The Ocean View Hills Middle School (K-8) site contains a five-acre joint use recreation facility which includes turfed, multipurpose sports fields. This facility is available for community use pursuant to a 25-year Joint Use Agreement, which expires in 2030, with the San Ysidro Unified School District.

Accessibility

A multi-modal approach to connect park and recreation sites to each other and to residential and commercial uses increases the value of parks and promotes parks as community destinations. Pedestrian and bike access to parks should be safe, direct, and accommodate the elderly and disabled. Access to parks is part of a larger comprehensive approach to improving and enhancing pedestrian connectivity throughout Otay Mesa (see Mobility Element Section 3.1 for additional information).

It is essential to provide safe routes to parks and recreation facilities and Otay Mesa provides a couple of unique challenges. Access to the Grand Park requires special pedestrian considerations for Cactus Road and Airway Road. Creating safe and easy access for pedestrians and bicyclists across Cactus Road from the Central Village is crucial for the success of the Grand Park. Airway Road is a designated Transit Corridor and efforts should be made to locate transit stops near the Grand Park and provide pleasant sidewalks or paths along the road.

Accessibility is discussed in further detail in the Mobility Element. Streetscape beautification is also addressed in the Mobility Element as well as the Urban Design Element.

POLICIES AND RECOMMENDATIONS

Park Needs Assessment

7.1-1 Use specific plans to determine the specific quantity, locations and acreages of population-based parks, based on General Plan standards, and to provide recommendations about specific park uses and design intent.

7.1-2 Coordinate and phase the development of parks with the future mixed-use and residential development process.

7.1-3 Provide useable acreage park land required to meet General Plan population-based park standards, without the use of park equivalencies, and for the sole use as parks, independent of any shared joint use at Ocean View Hills Elementary School.

Location of Parks

7.1-4 Locate a Grand Park along Airway Road to accommodate community park needs of village, employment and residential areas, in accordance with General Plan Table RE-2, guidelines for a Major Park.

7.1-5 Provide a diverse mix of neighborhood parks, mini parks, pocket parks and plazas.

7.1-6 Locate neighborhood parks adjacent to schools and open space areas when possible. Consider additional joint use agreements to expand recreational opportunities beyond those planned to meet General Plan population-based park acreage requirements.

7.1-7 When siting and locating new parks consider the following:

a. Determine the exact location of a new park early in the specific plan or subdivision process.
b. Orient new parks in a central location to the area it will serve.
c. Plan development around new parks and do not treat parks as an afterthought.
d. Link new parks to the pedestrian and bike way systems, and to transit where possible.
e. Orient and design new parks adjacent to canyon/open space edges, when feasible, to enhance public views and create a buffer between natural open space areas and other built land uses.
f. Separate parks from one another to maximize the distribution of parks within the community.

7.1-8 Locate new park and recreation areas so that they are readily accessible and can be reached through safe and convenient approaches.

7.1-9 Provide special design treatments to address pedestrian and bicycle crossing of Cactus and Airway Roads.

7.1-10 Encourage multi-modal access to the Grand Park, including transit and multi-use trails.

7.1-11 Provide improved public access from recreation facilities, canyons, open space, and community villages using sidewalks, pathways, and trails. (See Policy 6.1-1 and General Plan Urban Design Element Policies).

Grand Park

7.1-12 Site the Grand Park at the southeastern corner of Cactus and Airway Roads.

a. Site the Grand Park beyond any buffer areas for industrial to the east and south.
b. Establish pedestrian linkages to the village areas to the west and north.

7.1-13 Design the Grand Park with the resources and facilities that accompany community parks and serve the Otay Mesa community as a whole.

7.1-14 Design the Grand Park to include the integration of arts and cultural facilities and functions within or adjacent to the park.

7.1-15 Include both a Recreation Center and Aquatic Center in the Grand Park to equitably serve the Otay Mesa Community.

Grand Park Example

7.2 Open Space Lands and Resource Based Parks

DISCUSSION

Approximately 2,200 acres of undeveloped land has been reserved for open space as a part of the region's Multi-Habitat Planning Area (MHPA) (see also the Conservation Element). There are two open space networks, Spring Canyon and Otay Valley Regional Park within or adjacent to Otay Mesa. Spring Canyon, south of SR-905, is a series of long finger canyons that provide dramatic views and steep descents to the canyon floor.

The northern boundary of Otay Mesa is adjacent to the Otay Valley Regional Park and contains steep canyon walls and spectacular views of the valley. Dennery Canyon is within the Otay Valley Regional Park system and wraps around the Northwest Neighborhoods. The open space networks within Otay Mesa offer potential recreation opportunities with trails and scenic overlook sites. These networks also provide visual relief to the development on the mesa tops, and serve as wildlife and biological preserves, and natural drainage areas. The plan identifies a multi-use trail system within the open space, providing various recreational uses and connections to the open space, adjacent neighborhoods, activity centers, and recreational destinations. Many of the trails follow existing paths or utility roads.

POLICIES AND RECOMMENDATIONS

7.2-1 Balance goals to preserve MHPA and open space areas with opportunities for providing recreation.

c. Maintain Spring Canyon and portions of the Otay Valley Regional Park in their natural state. Future uses should be compatible with the open space concept, and may include hiking, bicycling, and sightseeing.

d. Create a close relationship between the natural environment of Spring Canyon and developed areas through an extensive parks, recreation, and open space system by connecting parks to open space trails, bike routes, and sidewalks.

7.2-2 Minimize activities that require alterations to the natural open space.

7.2-3 Require the sensitive placement of structures such as benches, picnic tables in open space areas.

7.2-4 Locate scenic overlooks, and parks adjacent to Spring Canyon and Otay River Valley trail entrances.

a. Design scenic overlooks and trail entrances using natural materials and

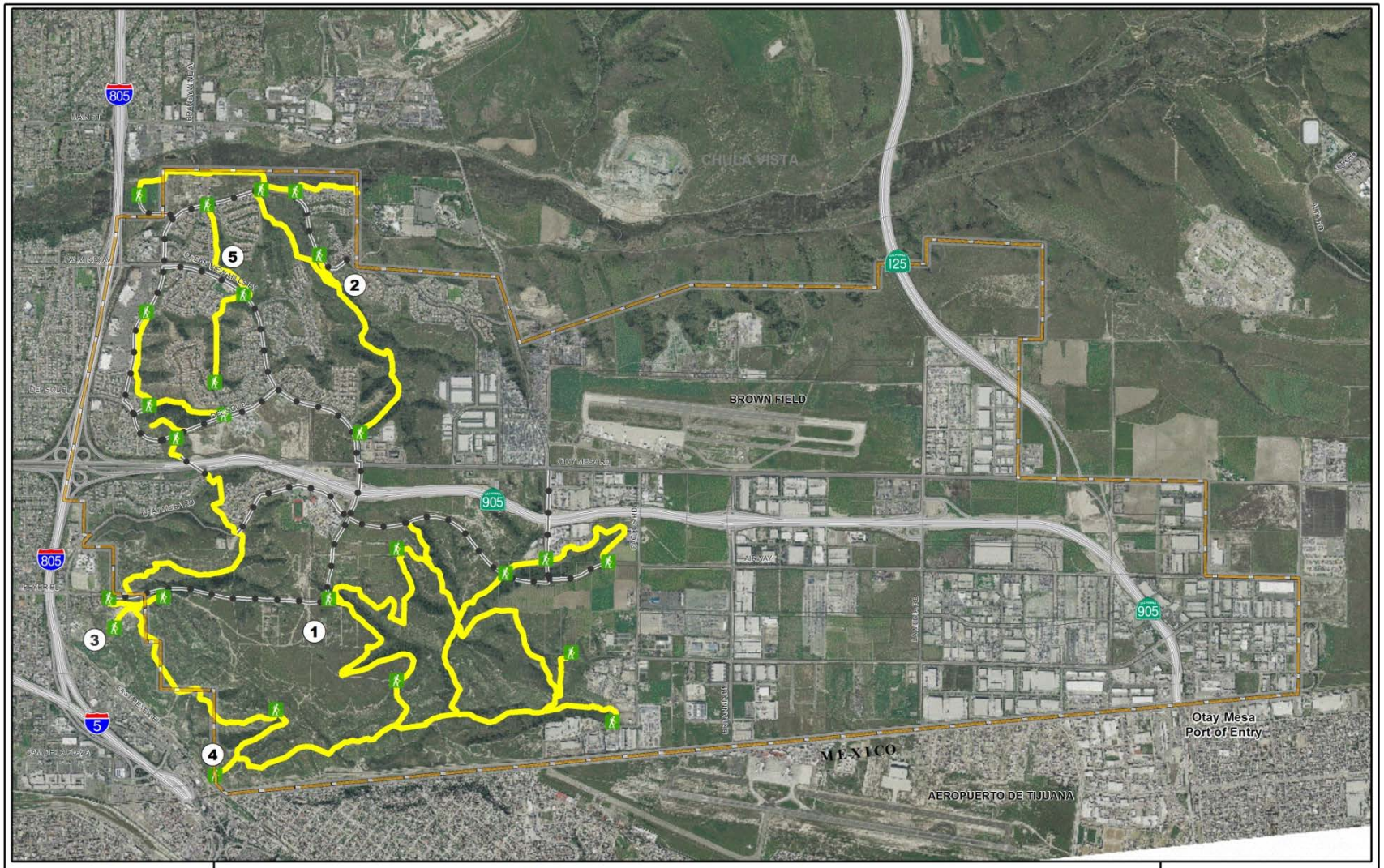
native plant species to reflect the natural surroundings.

b. Include benches, picnic tables or other types of seating at trail entrances.

c. Include information boards and trail maps at trail entrances.

7.2-5 Support efforts to designate trails and create a comprehensive trails system within Spring Canyon and the Otay Valley Regional Park's Dennery Canyon open space areas as shown in Figure 7-1. Determine final trail alignments and analyze with future Specific Plans or project-specific proposals.

7.2-6 Seek to obtain public access easements across private property and within public utility easements for bike/hike trails areas.



OTAY MESA TRAILS MAP - Figure 7-1

THE CITY OF SAN DIEGO

Legend

Planning Areas
Trails, Open Space
Trailhead View Point
Sidewalk,Bike Lane Connection-Proposed ROW

1* Approximate educational trail adjacent to Vernal Pool areas.
2* Proposed Road.
3* Connection to proposed Community Park.
4* Potential trail would require crossing rail road tracks.
5* Monitor existing trail adjacent to occupied cactus wren habitat.

N

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Table 7-3 Population Based Parks and Joint-Use Areas

Name	Location	Size (useable acres)	Description	Expected Completion Date
Ocean View Hills Neighborhood Park	Ocean View Hills Parkway	5.1	This neighborhood park provides children's play areas, picnic facilities, parking, passive lawn areas and landscaping.	Completed
Ocean View Hills Joint-Use Area	Ocean View Hills K-8 School	5.0	This 5.0 acre joint-use area is adjacent to Ocean View Hills K-8 School located on Del Sol Boulevard. The 25-year joint-use agreement with the San Ysidro School District commenced in 2005 and expires in 2030. Turfed fields have been installed, and future improvements may include a baseball backstop, a skinned infield, and sports field lighting.	Completed
Vista Pacifica Neighborhood Park	Avenida De Las Vistas	6	This neighborhood park provides children's play areas, picnic facilities, parking, passive lawn areas and landscaping.	Completed
Beyer Community Park	Southwest District	7.5	This community park may include a comfort station with a concession and storage area, basketball courts, multi-use turf fields with sports lighting, picnic areas, parking and children play areas.	Dates to be provided by Facilities Financing
Hidden Trails Neighborhood Park	Northwest District	3.7	This neighborhood park may provide play areas, parking, picnic areas, a comfort station and passive turf areas.	
Dennery Ranch Neighborhood Park	Northwest District	11.1	This neighborhood park may provide passive turf areas, play areas, parking, picnic areas and a small staging area for park users to gain access to the Otay Valley Regional Park.	

Table 7-3 Population Based Parks and Joint-Use Areas

Name	Location	Size (useable acres)	Description	Expected Completion Date
Pacific Breezes Community Park	Northwest District	15	This community park will be adjacent to a five acre joint use facility located at a K-8 elementary school. The park will include children's play areas, tennis courts, picnic facilities, athletic fields, a 17,000 square foot recreation building, a comfort station, skate park, and a Swimming Complex.	Dates to be provided by Facilities Financing
Riviera Del Sol Neighborhood Park	Northwest District	4.9	This neighborhood park may provide play areas, parking, picnic areas, a comfort station and passive turf areas.	

8.0 Introduction

The Otay Mesa Community Plan Conservation Element builds on the General Plan Conservation Element with policies tailored to conditions in Otay Mesa. The Conservation Element addresses open space and habitat protection, and also contains policies on how to meet the City's sustainable development goals in areas that have been identified as suitable for development. Water is identified as a critical issue, as well as the need for urban runoff management techniques. The community plan is also responsive to state legislation calling for greenhouse gas emissions reductions to be achieved in part through coordinated land use and transportation planning, and more sustainable development practices. Finally, the community's location next to the international border, and the high volumes of truck traffic associated with the border, present additional environmental challenges and opportunities.

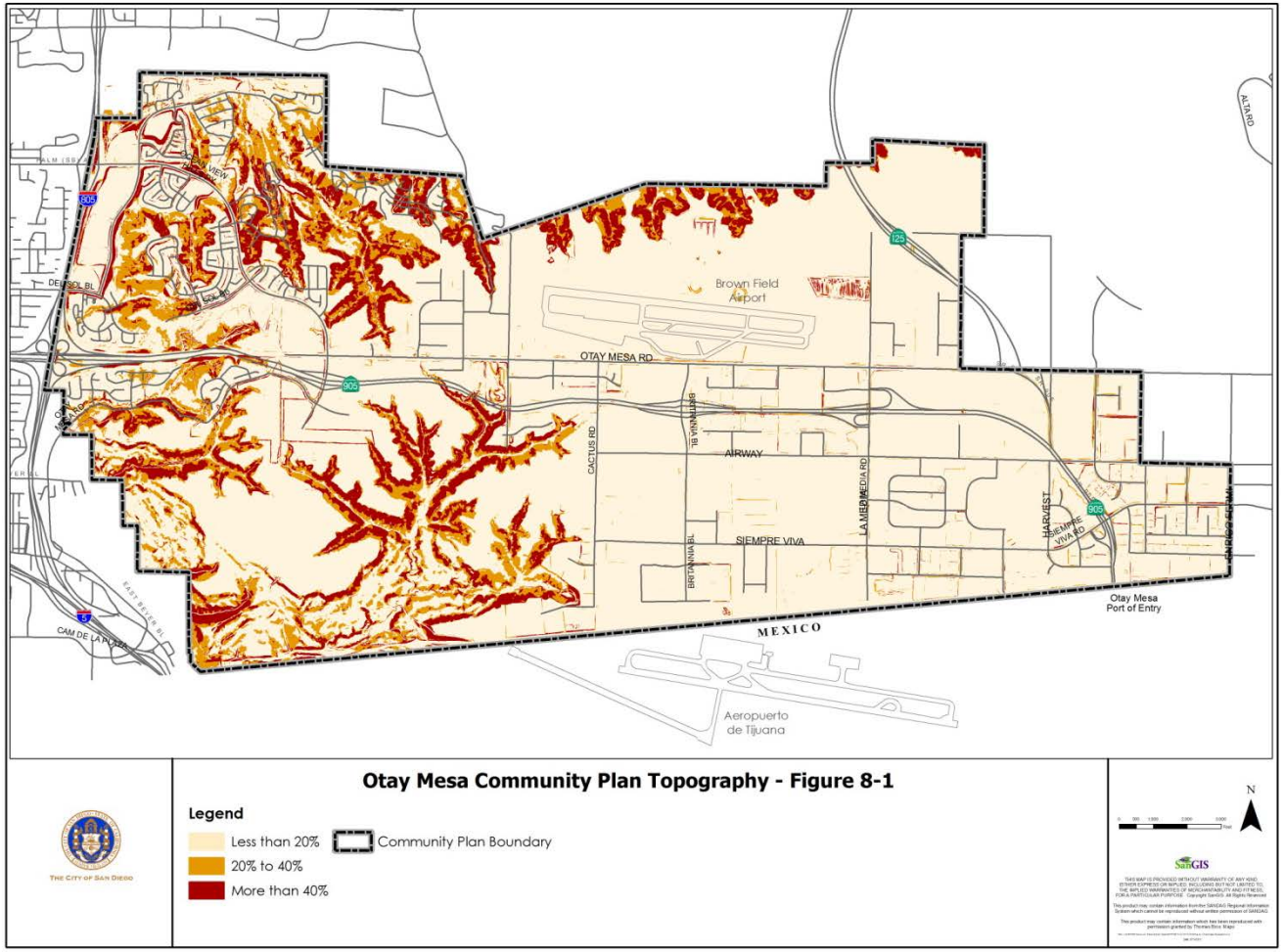
GOALS

* Preservation of a natural open space canyon network and associated biological resources
* Vernal pool preservation and management Greenhouse gas reductions through implementation of village land use plans, support for transit, incentives for clean technology industries, alternative energy generation, and sustainable development
* Assured water supply to meet future needs
* Implementation of urban runoff management techniques
* Development of a community-wide urban forest
* Local food generation through community farms and gardens
* Safe and healthy air quality within Otay Mesa

8.1 Habitat and Sensitive Lands Protection

DISCUSSION

Otay Mesa is characterized as a flat mesa or "tableland" broken by the irregular bluffs and canyons that drain north into the Otay River Valley and south to the Tijuana River. Figure 8-1 identifies the slope percentages of Otay Mesa, along with the major canyon systems that drain Otay Mesa.



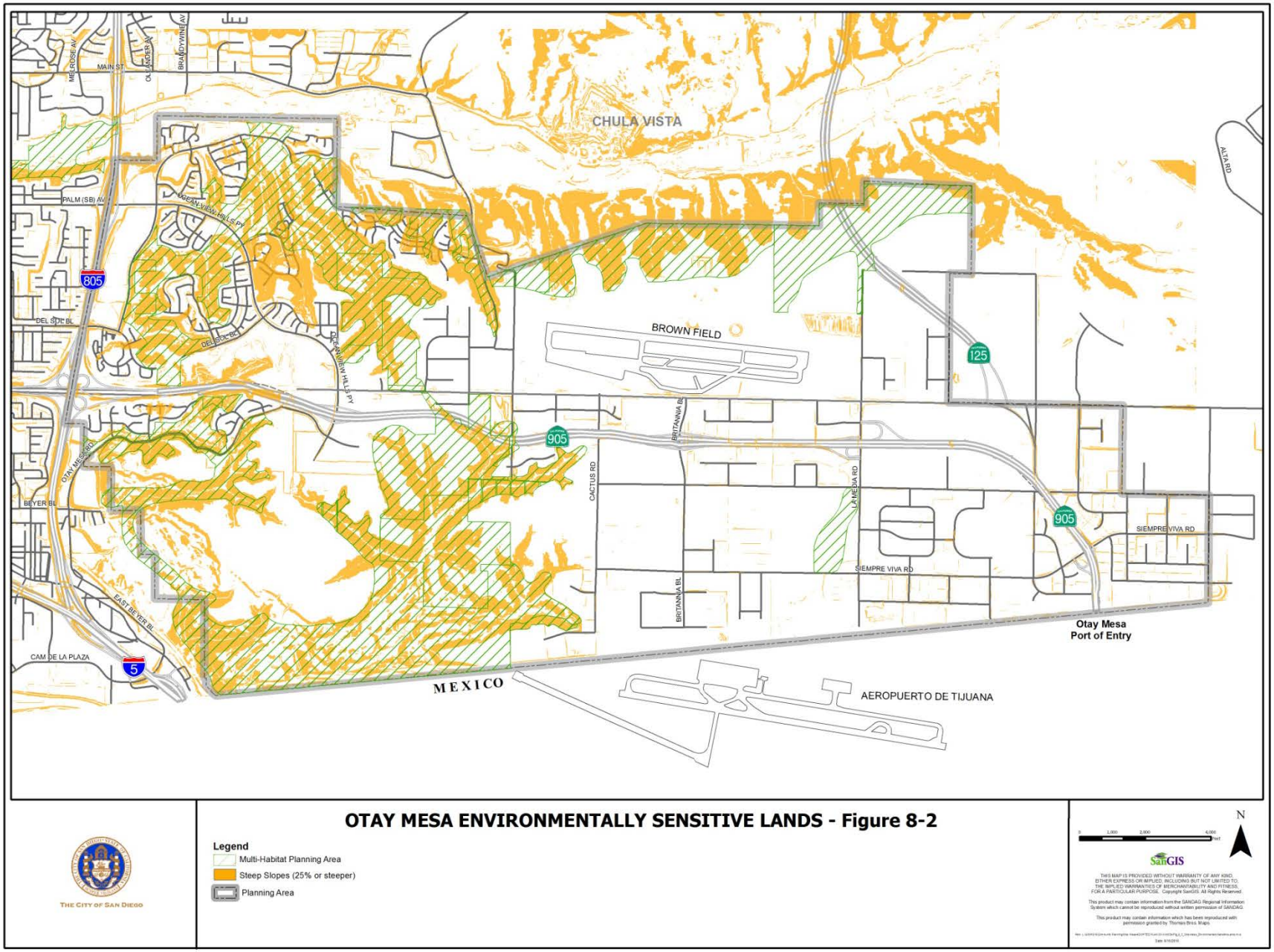
To the north, the Otay River flows from the San Miguel Mountains to the east through the Upper and Lower Otay Reservoirs, and empties into the San Diego Bay. The Otay River floodplain is located just north of the plan area. The moderate slopes of the Otay River Valley become steep bluffs near the mesa inside the plan area. Several major canyons, such as O'Neal, Johnson, and Dennery, drain into the Otay River. To the south, the Moody and Spring Canyon systems serve as the major drainage systems that flow into the Tijuana River. The Tijuana River flows through Mexico and empties into the Pacific Ocean in an estuary in the City of Imperial Beach. Watershed Urban Runoff Management Plans for both the Otay and Tijuana River watersheds identify priority threats to water quality and opportunities for beneficial uses, such as recreation, and plant and animal habitat.

The canyon areas contain maritime succulent scrub and coastal sage scrub vegetation communities. The canyons serve as wildlife corridors that form a network extending to the Otay River Valley, a biological resource of regional importance. The canyon systems are preserved as natural open space. However, given Otay Mesa's location near the international border, some of the canyons are crisscrossed by access roads used by the Border Patrol and off-road vehicles. In addition, canyon trails provide recreational and environmental education opportunities, as well as bicycle and pedestrian mobility linkages.

Environmentally Sensitive Lands

The City's Environmentally Sensitive Lands (ESL) regulations help protect, preserve, and restore lands containing steep hillsides, sensitive biological resources, and other areas. Environmentally Sensitive Lands in Otay Mesa are identified on Figure 8-2. Development in the Otay Mesa Community Plan area will comply with the MSCP and ESL regulations and guidelines, General Plan guidelines, and the community-specific policies and recommendations listed below.

Otay Mesa Canyon


CHULA VISTA
BROWN FIELD
MEXICO
AEROPUERTO DE TIJUANA
Otay Mesa
Port of Entry
MAIN ST
MELROSE AV
OLEANDER AV
BRANDYWINE AV
PALM (SB) AV
OCEANVIEW HILLS PY
DEL SOL BL
OTAY MESA RD
BEYER BL
EAST BEYER BL
CAM DE LA PLAZA
CACTUS RD
BRITANNIA BL
LA MESA RD
SIEMPRE VIVA RD
ALTA RD
805
905
125
5
OTAY MESA ENVIRONMENTALLY SENSITIVE LANDS - Figure 8-2
Legend
Multi-Habitat Planning Area
Steep Slopes (25% or steeper)
Planning Area
THE CITY OF SAN DIEGO
N
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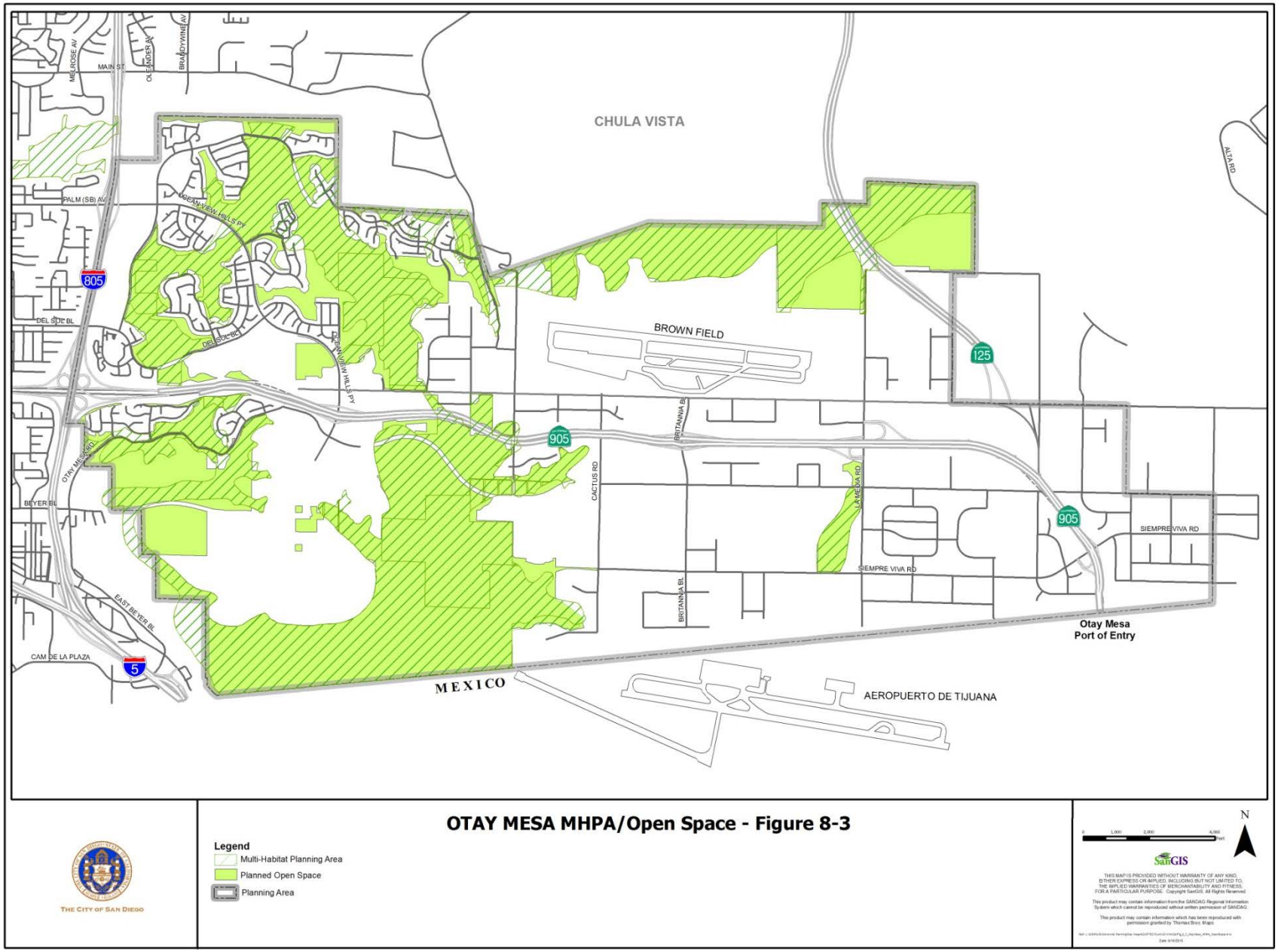

OTAY MESA MHPA/Open Space - Figure 8-3

Legend
- Multi-Habitat Planning Area
- Planned Open Space
- Planning Area

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Date: 9/16/2015

Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a long-term habitat conservation planning program for southwestern San Diego County. The Multi-Habitat Planning Area (MHPA) is the planned habitat preserve. The MHPA was incorporated into the Otay Mesa Community Plan through a 1997 plan amendment which identified approximately 2,500 acres in the community as MHPA open space (see Figure 8-3). The Otay Mesa areas of the MHPA consists primarily of slopes and wide, deep canyons draining the vast mesas into the Otay River Valley or towards Mexico, with one linkage connecting south to north across Otay Mesa Road.

Within Otay Mesa, the MSCP envisions "a network of open and relatively undisturbed canyons containing a full ensemble of native species which provide functional wildlife habitat and movement capability." The MSCP includes Specific Management Directives for the Otay Mesa Area. These directives, along with the General and Community Plan policies and recommendations, are aimed at carrying out this vision and include measures to protect sensitive species, limit access into the canyons, and to provide restoration. Species protected in the Otay Mesa MSCP area are identified in Table 8-1.

Vernal Pools

Vernal pools are highly specialized habitats that support biologically sensitive species (Figure 8-4). They are important environmental resources that occur on mesas located in Otay Mesa. Management of these resources is governed by City, State and Federal policies and regulations. The Otay Mesa Community Plan is consistent with these policies, guidelines and regulations.

Table 8-1
Otay Mesa Protected Species

Plants	Animals
California orcutt grass	Burrowing owl
Coast barrel cactus	California gnatcatcher
Otay Mesa mint	Cactus wren
Otay tarplant	Cooper's hawk
Orcutt's bird's beak	Golden eagle
Orcutt's brodiaea	Northern harrier
Spreading navarretia	Orange-throated whiptail
San Diego goldenstar	Peregrine falcon
San Diego thorn-mint	Riverside fairy shrimp
Small-leaved rose	San Diego fairy shrimp
Snake cholla	San Diego horned lizard
Variegated dudleya	
San Diego button-celery	

As of 2011, the City of San Diego is engaged in the process of preparing a Vernal Pool Habitat Conservation Plan (HCP). The HCP is a comprehensive planning approach to preserve vernal pool species and their habitat within Otay Mesa and the City as a whole. The HCP will create a new vernal pool boundary and updated conditions of coverage for several protected species. The OMCP may require an amendment following adoption of the vernal pool HCP in order to provide consistency between the land use plan and habitat conservation plan.

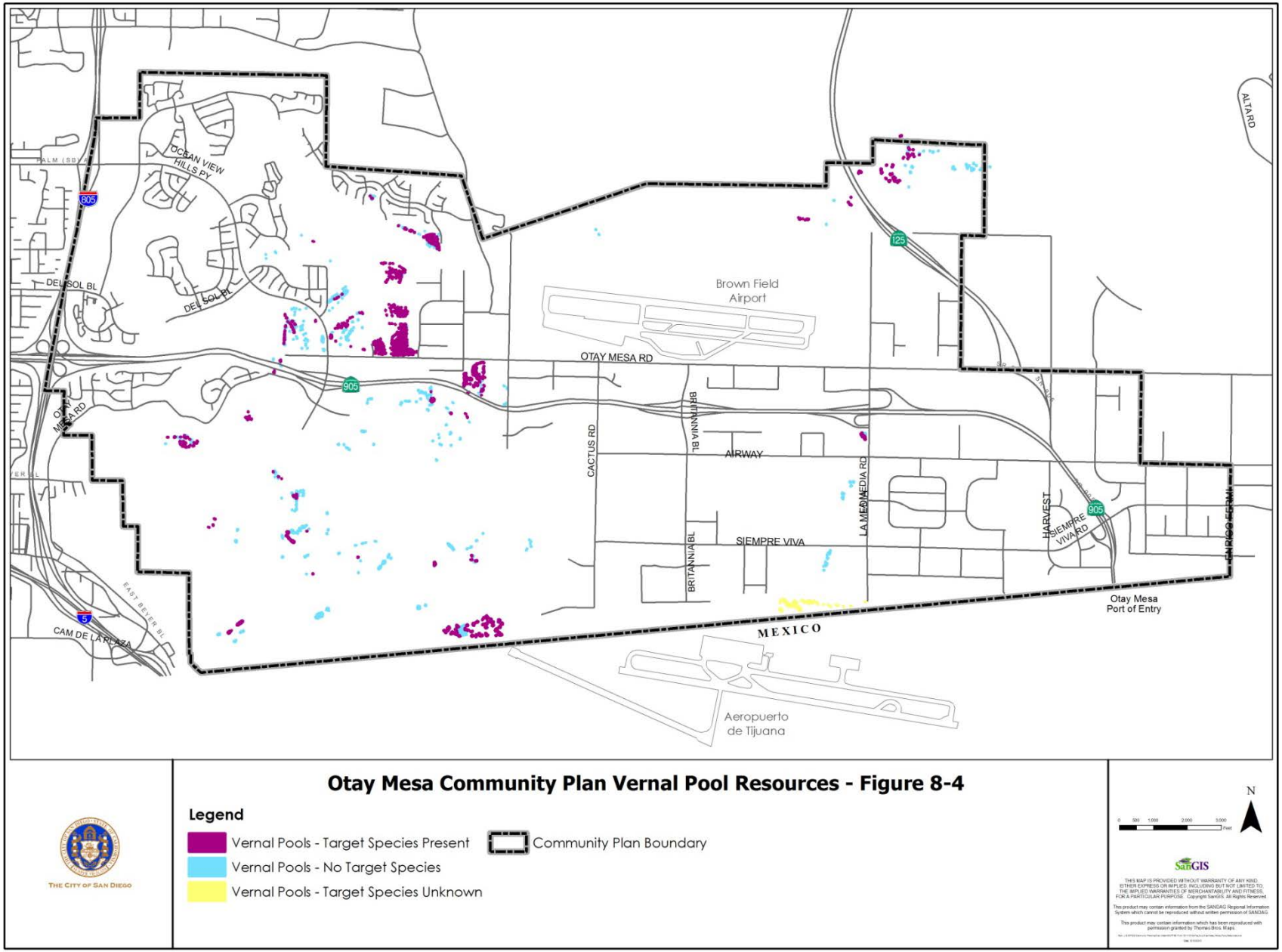
Burrowing Owl

Burrowing Owls (**Athene cuniculari**) are long-legged, ground-dwelling birds that inhabit Otay Mesa. Otay Mesa is one of the few areas in San Diego County where a population of breeding burrowing owl remain. Anecdotal information and limited surveys suggest that burrowing owls are declining in San Diego County, with the highest remaining density of birds in Otay Mesa. This population may include at most 20 to 30 pairs of owls.

Typical burrowing owl habitat is flat, open terrain with soft soil, short grass, sparsely distributed vegetation, or exposed ground. The owls will occupy burrows created by other rodents, but can also inhabit artificial burrows, such as cement culverts, cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement.

Currently, burrowing owls are a State Species of Special Concern. Once a candidate for federal listing, the burrowing owl does not have current federal status. The burrowing owl is covered by the MSCP, with specific conditions that must be met in order for the species to be considered covered. These conditions include, but are not limited to, conducting protocol surveys in areas with the potential to be occupied by the burrowing owl and conservation of burrowing owl habitat. Species-specific mitigation at the project level is required for impacts to the burrowing owl.

Burrowing Owl


Otay Mesa Community Plan Vernal Pool Resources - Figure 8-4
Legend
Vernal Pools - Target Species Present
Vernal Pools - No Target Species
Vernal Pools - Target Species Unknown
Community Plan Boundary
THE CITY OF SAN DIEGO
N
SanGIS
OCEAN VIEW HILLS PY
DEL SOL BL
OTAY MESA RD
Brown Field Airport
CACTUS RD
BRITANNIA BL
AIRWAY
SIEMPRE VIVA
LA MEDIA RD
HARVEST
SIEMPRE VIVA RD
ENRICO FERMI
ALTA RD
Otay Mesa Port of Entry
MEXICO
Aeropuerto de Tijuana
EAST BEYER BL
CAM DE LA PLAZA
805
905
125
5

Education

While the community plan, implementing zoning, MSCP, and other regulations provide the legal framework for open space protections, the residents of Otay Mesa will also play an important role in determining the ultimate success of preservation and restoration programs. Many of the protected canyon areas form the boundaries of residential neighborhoods.

POLICIES AND RECOMMENDATIONS

Environmentally Sensitive Lands

8.1-1 Implement the Environmentally Sensitive Lands Regulations related to biological resources and steep hillsides for all new development.

8.1-2 Preserve a network of open and relatively undisturbed canyons and adjacent mesa tops containing a full ensemble of native species and providing functional wildlife habitat and movement capability.

8.1-3 Plan development to minimize grading and relate to the topography and natural features of Otay Mesa.

MSCP Implementation

8.1-4 Implement the MSCP Management Policies and Directives for Otay Mesa through the project review process.

8.1-5 Implement City regulations and Biology Guidelines for preservation, acquisition, restoration, management and monitoring of biological resources.

8.1-6 Implement Area Specific Management Directives and Conditions of Coverage as stated in Table 3-5 of the MSCP Subarea Plan for Species protected in Otay Mesa and identified in Table 8-1.

Wildlife Crossing in Otay Mesa

Vernal Pools

8.1-7 Require preservation, restoration, management, and monitoring within identified vernal pool preservation areas in accordance with City, state, and federal policies and regulations. The boundaries of vernal pool preserve areas should be of sufficient size and shape to protect the vernal pool basins, watersheds, functional buffers, and areas necessary to maintain vernal pool ecosystem function and species viability.

a. Design, as feasible, the preserve areas to provide connectivity between vernal pools, surrounding open space, and nearby vernal pool complexes.
b. Conduct management and monitoring of preserved and restored vernal pool sites in accordance with the citywide regulations and Biology Guidelines.

8.1-8 Amend the Otay Mesa Community Plan as needed for consistency with an adopted Vernal Pool Habitat Conservation Plan (HCP).

Education

8.1-9 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural world.

8.1-10 Require development to obtain all required state and federal permits.

8.1-11 Encourage the development of a comprehensive approach to habitat identification, management, and establishment of preservation nodes in order to address long term survival of the burrowing owl on Otay Mesa.

8.2 Climate Change and Sustainable Development

DISCUSSION

Climate Change

The City of San Diego's sustainable development strategies seek to improve the region's ecology, economy, and equity while protecting the rights of future generations. These strategies are becoming increasingly important as local, state and national efforts accelerate to curb global climate change. Citywide climate change policies are found in the General Plan Conservation Element, Section A. The

Otay Mesa Community Plan provides additional specificity related to water recycling and conservation, and alternative energy generation. The community plan also encourages implementation of green building measures, and community farms and gardens.

Climate change impacts in San Diego could result in a hotter and drier climate, water supply shortages, more frequent and intense wildfires, increasingly unhealthy air quality, sea level rise, and threats to the survival of native plants and wildlife species. Although a global issue, the community can help reduce the emissions that contribute to climate change and devise local plans to adapt to anticipated changes.

POLICIES AND RECOMMENDATIONS

8.2-1 Implement General Plan sustainability policies through innovative regulations and the project review process.

8.2-2 Plan for energy efficiency through street orientation, building placement, and the use of shading in subdivisions and development plans (See Section 4.9 of the Urban Design Element).

8.2-3 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

8.2-4 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's adopted Citywide Climate Action Plan.

8.2-5 Support implementation of a solar farm as a part of the proposed Brown Field Master Plan.

8.2-6 Encourage businesses and property owners to conduct energy audits and implement retrofits to improve the energy and efficiency of existing buildings.

8.2-7 Incorporate energy saving technology in truck parking areas to reduce idling. For example, incorporate electrical docking stations in parking lots.

8.3 Water

DISCUSSION

Water is provided to Otay Mesa by both the City of San Diego and the Otay Water District. Both of these retail water suppliers depend on wholesale water supply by the San Diego County Water Authority (SDCWA). The SDCWA in turn, obtains most of its imported supply from the Metropolitan Water District (MWD). The City's South Bay Water Reclamation Plant contributes to the water

supply by providing local wastewater treatment services and reclaimed water to the South Bay. Its distribution system consists of a pipeline in Dairy Mart Road which provides recycled water wholesale to the Otay Water District. Subsequently, the Otay Water District delivers recycled water to over 600 customers located in their service area for irrigation.

As part of the Otay Mesa Community Plan update, Water Supply Assessments (WSA) from the City of San Diego and the Otay Water District were prepared as a part of the update process.

POLICIES AND RECOMMENDATIONS

8.3-1 Promote the expansion of the reclaimed water distribution system to allow greater use of recycled water.

8.3-2 Utilize information, tools, and other resources from the City's Water Conservation Program to increase water conservation opportunities.

8.3-3 Require new development and redeveloping properties to use water conserving plant material and techniques to comply with the landscape water budget of the Municipal Code.

8.3-4 Require installation of recycled water infrastructure as a part of the development review process.

8.4 Watershed Urban Runoff Management

DISCUSSION

Urban runoff is stormwater runoff generated from impervious surfaces associated with urbanization. The runoff picks up pollutants from city streets, parking lots, sidewalks, building roofs and other surfaces which then enter into the storm drains, creeks and other receiving waters. Citywide policies for urban runoff management are found in Section E of the General Plan Conservation Element.

Advances in urban runoff management practices now give more consideration to the small runoff quantities that have an erosive effect on local streams due to the longer duration and greater frequency of occurrence. The practice of managing these flows is referred to as hydromodification management. Because the urban areas on the mesas drain to natural drainage systems, hydromodification management considerations need to be included in plans for future development and redevelopment in the Otay Mesa area. Particularly vulnerable are the steep drainages near the heads of canyons that may require additional protective measures including channel modifications. Hydromodification management is most effective when flow controls are combined with protecting existing sources of stream sediment by preserving an open space land use for canyons, valleys and ephemeral streams.

Historically, Otay Mesa was primarily an agricultural community. As development occurred, concerns arose over the increase of stormwater runoff, especially in the eastern portion of Otay Mesa where the drainage flows across the international border into Mexico. In 1987, the City Council approved the preparation of an Otay Mesa Master Drainage Plan Study and established drainage requirements for development in Otay Mesa. The 1987 and subsequent updates to the Otay Mesa Master Drainage Plan Study have provided recommendations for the placement of storm water management facilities.

Stormwater in Otay Mesa

POLICIES AND RECOMMENDATIONS

8.4-1 Manage storm water using Low Impact Development principles for development proposals, and include the most current restrictions/allowances for sustainable development and environmental maintenance.

a. Consider topography, soils and other site features that are essential when planning for Low Impact Development design.
b. Incorporate sufficient land areas to locate storm water management facilities early in the development planning process
c. Include Low Impact Development practices such as bioretention, porous paving, and green roofs, early in the development process to find compatibilities with other goals, such as incorporating landscaped bio-retention features that could also enhance walkability.

8.4-2 Encourage the use of pervious materials in planting areas, driveways, and parking areas.

8.4-3 Design new streets with sufficient right-of-way to implement quality design practices for runoff management.

8.4-4 Encourage private property owners to design or retrofit landscaped areas to better capture storm water runoff.

8.4-5 Identify opportunities for additional hydromodification management measures such as preserving open space uses for areas that are natural sources of sediment supply for streams. Give particular attention to protecting steep canyon drainages that receive urban runoff from developed mesas

8.5 Urban Forest

Shading Benefits from Street Trees

DISCUSSION

Street tree and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in Otay Mesa. As Otay Mesa's urban forest grows in size and number, the benefits increase with the growth. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; reduced storm water runoff through absorption of water by the trees; improved air quality achieved as the trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing protection from the heat and glare of the sun. A primary component of the Otay Mesa urban forest is the Otay Mesa Community Street Tree Plan that can be found in Appendix B. All development within Otay Mesa will be required to plant and maintain street trees as identified in the tree plan and as discussed in Section 4.8 of the Urban Design Element.

POLICIES AND RECOMMENDATIONS

8.5-1 Ensure the overall tree cover and other vegetation throughout Otay Mesa is no less than 20 percent in urban residential areas and 10 percent in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

8.5-2 Work with the City's Urban Forestry Division to coordinate the appropriate selection and location of shade-producing trees from the Otay Mesa Community Street Tree Plan.

8.5-3 Require new development to retain significant and mature trees, where feasible.

8.5-4 Support public outreach efforts to educate business owners, residents, and school children on the care of and environmental benefits of shade-producing street trees.

8.5-5 Plant trees strategically to achieve energy savings. Generally, orient tree plantings so that building structures maximize shading and cooling benefits from the canopy spread.

8.6 Community Farms and Gardens

DISCUSSION

The General Plan encourages the establishment of community farms and gardens as a way to promote sustainability and healthy communities. Local food production is an environmental issue because food that is produced and consumed locally requires less transportation energy. There are existing farming operations in Otay Mesa, but farmland has long been considered an interim use in the community and it has steadily declined as a result of urbanization and rising water and labor costs. However, community gardens offer an opportunity to develop sustainable source of local food within the community.

POLICIES AND RECOMMENDATIONS

8.6-1 Locate community gardens where there is sufficient demand, appropriate land, and where they will not generate adverse impacts on adjacent uses either on public or private land.

a. Consider locating community gardens adjacent to school facilities.
b. Provide space in new developments or multifamily developments.

8.6-2 Support urban agriculture endeavors in Otay Mesa where consistent with other goals of the community plan and the City's General Plan.

8.7 Air Quality

DISCUSSION

Air is shared by all members of a community, and suitable air quality is important in fostering a healthful living and working environment. Maintaining suitable air quality requires continual attentiveness to mitigate or eliminate unfavorable conditions. Air quality, specifically poor air quality due to air pollution, causes harm to humans, animals, plant life, water quality, and visibility. There are many different sources of air pollution, including naturally occurring and man-made sources. In the San Diego region, 80 percent of air pollution is caused by fossil fuel burning vehicles. The most harmful

emissions come from diesel fuel emissions, which contain toxic particulate matter. Within Otay Mesa the majority of diesel fuel emissions come from transporting goods on trucks that travel through the Port of Entry, as discussed in the Mobility Element. The logistics and drayage processing for the actual transfer of goods across the international border includes multiple truck trips within Otay Mesa.

POLICIES AND RECOMMENDATIONS

8.7-1 Encourage enforcement of air quality regulations by the San Diego County Air Pollution Control District (APCD).

8.7-2 Implement a pattern of land uses that can be efficiently served by a multi-modal transportation system that directly and indirectly minimizes air pollutants.

8.7-3 Designate and enforce truck routes along Britannia Road, La Media Road, and the Border Road in order to limit impacts of truck emissions to the community.

8.7-4 Support the monitoring of particulate pollution at the Port of Entry, and pursue methods of reducing emission while accommodating the expansion of the Port activities.

8.7-5 Maintain an adequate buffer with transitional uses between land uses that allow sensitive receptors and the truck routes.

8.7-6 Maintain an adequate buffer with transitional uses between land uses that allow sensitive receptors and the Heavy Industrial and International Business and Trade designations.

8.7-7 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

8.7-8 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

9.0 Introduction

The General Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. Noise can affect the environment and well-being of people living, working, and visiting a community. Where possible, new noise sensitive uses should avoid or attenuate excessive or harmful noise levels to help maintain a pleasant and livable noise environment. Sensitive land uses include residential, schools for children, libraries, and places of worship.

This element of the community plan complements the General Plan goals and policies by addressing Otay Mesa specific noise sources and issues. Otay Mesa is an active suburban community with a mix of residential, commercial, and industrial uses. Industrial and commercial areas can have a higher ambient noise level than residential areas. Ambient noise level is the composite of noise from all normal background noise sources at a given location. Single event noises, such as aircraft flyovers from Brown Field, also affect the background noise level in the community.

The Community Noise Equivalent Level (CNEL) is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels at a location for a 24-hour period, based on an A-weighted decibel (dBA) with upward adjustments added to account for increased noise sensitivity in the evening and night periods. Figure 9-1 shows projected noise contours from major roadways and aircraft noise affecting the Otay Mesa community.

GOALS

* Minimal exposure of residential and other noise-sensitive land uses to excessive aircraft noise
* Minimal exposure of residential and other noise-sensitive land uses to commercial and industrial noise
* Minimal exposure of residential and other noise-sensitive land uses to excessive truck and other motor vehicle traffic noise

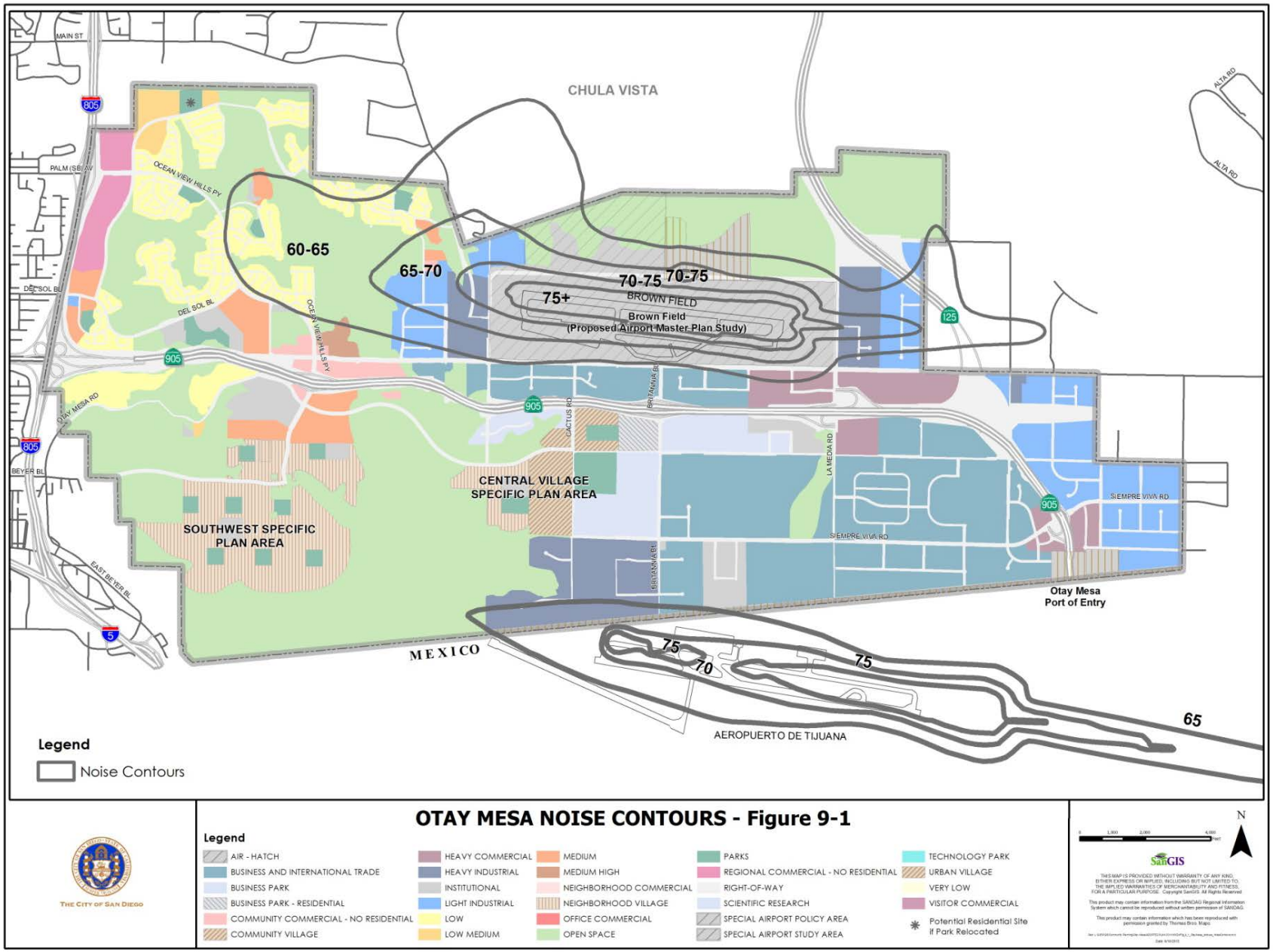
9.1 Aircraft Noise

Aircraft noise and overflight of aircraft from Brown Field Municipal Airport affects Otay Mesa. As discussed in the Land Use Element, Brown Field serves as a general aviation airport and a reliever for the San Diego International Airport. Public safety and military aircraft also use Brown Field. Aircraft noise can affect people living and working in Otay Mesa at varying degrees depending on a person's level of annoyance. Aircraft noise from over flying aircraft is a primary source of noise affecting residential areas west of Brown Field.

The noise and overflight policies and criteria contained in the Airport Land Use Compatibility Plan for Brown Field are addressed in the General Plan (Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations.

Overflight of aircraft from the Rodriguez International Airport located just south of the U.S./Mexico border affect the broader area in the community. Since the Rodriguez International Airport is located in Mexico, the Airport Land Use Commission does not have the authority to adopt an Airport Land Use Compatibility Plan for it. The existing and future noise levels from Rodriguez International Airport should be considered when planning for future uses along the border.

General Aviation at Brown Field


CHULA VISTA
MEXICO
AEROPUERTO DE TIJUANA
60-65
65-70
70-75
70-75
75+
BROWN FIELD
Brown Field
(Proposed Airport Master Plan Study)
CENTRAL VILLAGE
SPECIFIC PLAN AREA
SOUTHWEST SPECIFIC
PLAN AREA
Otay Mesa
Port of Entry
75
70
75
65
MAIN ST
PALM (SB) AV
OCEAN VIEW HILLS PY
DEL SOL BL
OTAY MESA RD
BEYER BL
EAST BEYER BL
CACTUS RD
BRITANNIA BL
LA MEDIA RD
SIEMPRE VIVA RD
ALTA RD
Legend
Noise Contours
OTAY MESA NOISE CONTOURS - Figure 9-1
Legend
AIR - HATCH
BUSINESS AND INTERNATIONAL TRADE
BUSINESS PARK
BUSINESS PARK - RESIDENTIAL
COMMUNITY COMMERCIAL - NO RESIDENTIAL
COMMUNITY VILLAGE
HEAVY COMMERCIAL
HEAVY INDUSTRIAL
INSTITUTIONAL
LIGHT INDUSTRIAL
LOW
LOW MEDIUM
MEDIUM
MEDIUM HIGH
NEIGHBORHOOD COMMERCIAL
NEIGHBORHOOD VILLAGE
OFFICE COMMERCIAL
OPEN SPACE
PARKS
REGIONAL COMMERCIAL - NO RESIDENTIAL
RIGHT-OF-WAY
SCIENTIFIC RESEARCH
SPECIAL AIRPORT POLICY AREA
SPECIAL AIRPORT STUDY AREA
TECHNOLOGY PARK
URBAN VILLAGE
VERY LOW
VISITOR COMMERCIAL
Potential Residential Site if Park Relocated
THE CITY OF SAN DIEGO
SanGIS
N

POLICIES AND RECOMMENDATIONS

9.1-1 Satisfy all applicable conditions and criteria in the Airport Land Use Compatibility Plan for Brown Field prior to the approval of individual development projects for any proposed building or use located within the Airport Influence Area for Brown Field.

9.1-2 Include the evaluation of noise levels and demonstrate that the existing and future noise levels are considered compatible with the General Plan prior to the approval of individual development projects within the border area of the Rodriguez International Airport.

9.2 Commercial and Industrial Activity

Commercial activities, such as deliveries during late night and early morning hours, generate noise that can affect nearby residential uses. Reducing the effect from commercial activity noise involves identifying and integrating noise attenuation measures in new buildings for noise-sensitive uses to reduce interior sound levels. When planning for new mixed use villages, it is important to encourage site design techniques that help to reduce the affect of noise from commercial operations.

POLICIES AND RECOMMENDATIONS

9.2-1 Encourage site design techniques for mixed-use village areas that help to reduce the affect of noise from commercial and industrial uses.

9.2-2 Demonstrate that required noise levels for individual development projects within Otay Mesa are considered compatible with the General Plan Noise Land Use Compatibility Guidelines prior to the approval of the project.

9.2-3 Include noise reduction features in the design of any project with noise sources that may affect adjacent and/or sensitive uses.

9.3 Motor Vehicle Traffic Noise

Vehicle traffic noise from roadways is directly related to the traffic volume, speed, and mix of vehicles. SR-905, SR-125, I-805, and Otay Mesa Road represent the primary source of motor vehicle noise within the community. SR-11, connecting SR-905 with a new Port of Entry in the County, will also contribute to vehicle noise. Otay Mesa has a large percentage of truck traffic associated with industrial land uses and Otay Mesa Port of Entry in the community. Trucks in general generate more noise than cars and light trucks. Heavy trucks generate more noise than medium trucks. The use of berms, walls, and buildings adjacent to SR-905, SR-125, and SR-11, I-805 can help to reduce the affect of noise on nearby noise sensitive uses. When planning for future mixed use village areas, non-residential buildings along major roads (arterials and collectors) in the community can help to reduce the impact to adjacent noise sensitive uses such as residential, schools, and parks.

POLICIES AND RECOMMENDATIONS

9.3-1 Work with CALTRANS and affected property owners to place berms or noise walls along SR-905, SR-125, and SR-11 and I-805 to reduce high noise levels.

9.3-2 Minimize noise impacts to adjacent uses along the Truck Route. Refer to Figure 3-7.

10.0 Introduction

The City of San Diego General Plan Historic Preservation Element is intended to preserve, protect, restore, and rehabilitate historical and cultural resources throughout the City of San Diego. The Otay Mesa Historic Preservation Element includes specific policies addressing the history and cultural resources unique to Otay Mesa in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Otay Mesa.

The history of a region provides the context for the identification, evaluation and management of historical resources. The historic context statement, found in Appendix C of the plan, is the foundation for preservation planning and is a valuable tool for understanding, identifying, and evaluating the historic resources of Otay Mesa. Based on one or more themes, a geographical area, and periods of significance, the context statement describes the broad patterns of historical development of a community or region that are represented by the physical development and character of the built environment. It also identifies important associated property types, and establishes eligibility criteria and integrity thresholds.

GOALS

* Identification and preservation of significant historical resources in Otay Mesa
* Educational opportunities and incentives related to historical resources in Otay Mesa

The Otay Mesa Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Otay Mesa in order to encourage appreciation of the community's history and culture. The policies, along with the General Plan policies, provide a comprehensive historic preservation strategy for Otay Mesa. A complete discussion of the community's Prehistory and History can be found in the Historic Context Statement (Appendix C).

10.1 Identification and Preservation of Historical Resources

DISCUSSION

Although archaeological resources were not identified during the historic survey of the plan area, due to the subsurface nature of these resources, potentially significant sites associated with Native American use of the area are expected based on the large number of sites already identified by previous efforts.

Significant themes in Otay Mesa's history include agricultural and military uses. Property types associated with the earlier agricultural theme are wood framed residences, farm buildings, landscape features such as agricultural fields or irrigation systems, and early commercial and institutional buildings, such as the Alta School House and St. John's Lutheran Church. None of these property types were identified during a recent historic survey (Appendix C) as still existent within Otay Mesa.

Properties that reflect the military themes of Otay Mesa are concentrated on Brown Field. A previous intensive survey of Brown Field identified a historic district among the buildings and structures within the airport property. It is not likely that properties located outside Brown Field would be found to be associated with the military history of Otay Mesa.

The adopted criteria for designation of a historical resource in San Diego are provided in the General Plan and the Historical Resources Guidelines of the Land Development Manual. Guidelines for the application of these criteria were made part of the Historical Resources Guidelines to assist the public, project applicants, and others in the understanding of the designation criteria.

Designated Historical Resources

Designated historical resources within Otay Mesa reflect the area's aviation history and the early development of the area as an agricultural community. Designated resources include HRB Site #405-408, the Auxiliary Naval Air Station Brown Field Historic District, Building facilities 10, 2002, 2003, and 2005. This resource is designated locally due to its distinctive architecture and eligibility for listing on the National Register (HRB Criterion E). In addition, HRB site #409 (Building Facility 2004 at Brown Field) is designated locally for its association with the war

effort and distinctive architecture (Criteria B and C). HRB Site #410 (Building Facility 2044) is also designated for its association with the war effort (Criterion B). The Alta School Site (HRB Site #411) is designated under Criterion A for its archaeological significance, exemplifying Otay Mesa's unique history.

These significant historical resources and others that may be identified in the future are protected and preserved through existing General Plan policies, historical resources regulations and guidelines, and established City practices. Additional policies that address the historical resources of Otay Mesa follow.

HRB#405-408 - Brown Field (portions)
Determined eligible for National Register Listing

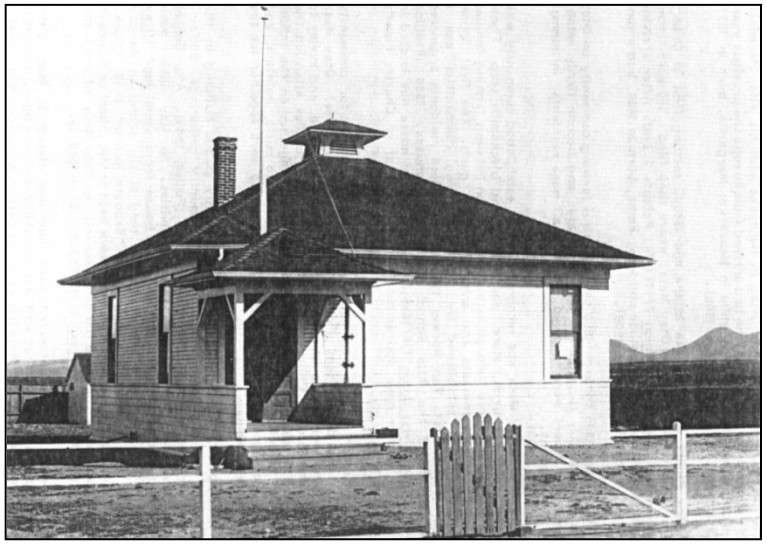
POLICIES AND RECOMMENDATIONS

10.1-1 Require archaeological surveys and consultation with interested Native Americans as part of future development within Otay Mesa.

10.1-2 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Otay Mesa.

10.1-3 Consider eligible for listing on the City's Historical Resources Register any structure or site from the agricultural era that may be discovered as part of future development within Otay Mesa.

10.1-4 Consider eligible for listing on the City's Historical Resources Register any buildings associated with early military activities of the community that may be identified as part of future development within Otay Mesa.



Alta School, 1935
Source: San Diego Historical Society

10.2 Educational Opportunities and Incentives Related to Historical Resources

DISCUSSION

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed.

There are a number of incentives available to owners of historic resources. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

POLICIES AND RECOMMENDATIONS

10.2-1 Develop an interpretive program of Otay Mesa's history.

a. Identify designated historical resources, including the site of the Alta School and the Brown Field Historical District, with signs and markers.
b. Prepare a public display or brochure to highlight the agricultural and aviation history of Otay Mesa.

c. Specific plans for the village areas should include an interpretive program that highlights the history of Otay Mesa and any specific resources identified within the specific planning area.

10.2-2 Develop new incentives focused on the protection of Native American and archaeological resources, such as reduced permitting costs, increased floor area ratio, or larger building envelop when preserving significant cultural resources.

11.0 Implementation

As a component of the City's General Plan, the Otay Mesa Community Plan is subject to and must comply with all of the policies and provisions of the City of San Diego General Plan. This plan for the Otay Mesa community is a set of goals, policies, and recommendations that represents a shared vision for the future of the area. It establishes a framework for ensuring that changes to the built environment, whether public or private, aid in maintaining or improving the fabric of the community and enhances its qualities as a place for living, recreating, and working. The plan sets out a clear roadmap for both the public and private actions necessary to realize the vision presented in it. Ultimately, however, the extent to which the plan is carried out relies on the means available to implement its vision, and a public will to ensure that resources are directed to it.

The Otay Mesa Community Plan is a policy document, and it is implemented through a variety of mechanisms. As a living document with long range applicability, multiple tools are available for implementation of the Community Plan, including zoning, facilities financing, historic preservation, sensitive resources preservation, and capital improvement projects. Mechanisms also exist to permit changes in the Community Plan as the need arises, and to review the document periodically for successful performance. The implementation program addresses the smooth continuing operation of the Community Plan.

A variety of tools will be used to implement the Community Plan:

- **Zoning:** The zoning regulations in the City of San Diego's Land Development Code will be consistent with the goals and policies of the Community Plan, and serve to implement them.
- **Community Plan Implementation Overlay Zone (CPIOZ):** Two CPIOZs will provide further requirements for all non-residential land uses throughout Otay Mesa. The overlays are required to ensure protection of cultural resources, sensitive biological resources, construction of the circulation infrastructure, and conformance with the appropriate policies from the Urban Design Element. The First CPIOZ, Otay Mesa CPIOZ, is an overlay on all commercially and industrially designated and zoned properties except for the approximately 26-acre site that is designated Business Park, Residential Permitted (BPRP). The BPRP approximately 26-acre site would have its own BPRP CPIOZ, and it is required to address the maximum area for residential development within the industrially designated and zoned site, and to ensure conformance with the

appropriate policies from the Urban Design Element. Any proposal within the CPIOZ areas that uses existing issued entitlements and permits may proceed through a Process One development procedure.

- **Public Facilities Financing Plan**: The projects proposed in the public facilities financing plan will implement the goals and policies contained within the community plan.
- **Capital Improvements:** Specific streetscapes, parks, and other amenities will be required to be consistent with the Community Plan.
- **Multiple Species Conservation Program**: The conservation program will continue to identify areas for directed development and areas for sensitive resources protection Compliance with all Environmentally Sensitive Lands regulations and Biology Guidelines will.

This plan recommends a number of actions for the City and the Otay Mesa community to pursue in order to implement the policies and recommendations of this plan. These actions include, but are not limited to:

- Rezoning adopted concurrently with the adoption of the plan by the City Council
- Completion of the circulation network and public facilities improvements
- Completion of a Public Facilities Financing Plan identifying present and future community needs, the capital improvements necessary to accommodate future development, and the sources for financing the improvements
- Formation of additional assessment districts and community facilities districts through the cooperative efforts of property owners and the community.

Amendments to the Community Plan

Changes to the Plan may be proposed in order to address circumstances and opportunities. If approved, they will take the form of amendments. Within the Southwest and Central Village areas, Specific Plans will be processed as plan amendments.

The City's Planning Commission and the City Council are responsible for reviewing and evaluating recommendations, and/or approving any amendments, listed (in sequential order) below. Any proposed amendment is also subject to environmental review.

Priority Public Improvements and Funding

The proposals for improvements to streets and open spaces described in this plan vary widely in their range and scope - some can be implemented incrementally

as scheduled street maintenance occurs, and others will require significant capital funding from city, state, and perhaps federal agencies. Working with other city agencies, these projects should be prioritized and included in the SANDAG's Regional Transportation Plan. Grants and other sources of funding should be pursued wherever possible.

Funding Mechanisms

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms available depending on the nature of the improvement project include:

- Instituting facilities benefits assessments for new development and impact fees for intensification of uses
- Requiring certain public improvements as part of new development
- Establishing community facilities districts and/or infrastructure funding districts for specified infrastructure
- Applying for grants from the state and federal government, and nonprofit organization for improvements due to regional impacts from cross-border activities
- Creating assessment districts to help fund operations and management.

Table 11-1 Otay Mesa Community Plan Implementation Action Matrix

Projects	Element Actions	Policy	Responsible Depts./ Agencies	Time Frame
Mobility Projects	*Circulation Network Infrastructure*			
	Complete network improvements in accordance with the schedule of the Public Facilities Financing Plan	ME Section 3.3	City Streets Department	On-going
	Complete Southbound Truck Route improvements from Britannia Blvd. to the International Border Crossing	3.5-6	City	Short-term
	Construct missing sidewalk on Old Otay Mesa Road	3.1-1 b.1	City Streets Department	Short-term
	Construct Class I bikeways along Caliente Road, Beyer Boulevard and the south side of Airway Road.	3.4-1 c	City Streets Department	On-going
Park & Rec Projects	Construct Hidden Trails Neighborhood Park for existing neighborhood		Park & Recreation	Short-term
	Construct Riviera Del Sol Neighborhood Park for existing neighborhood		Park & Recreation	Short-term
	Construct Dennery Ranch Neighborhood Park for existing neighborhood		Park & Recreation	Short-term
	Construct Pacific Breezes Community Park for existing neighborhoods		Park & Recreation	Mid-term
Fire Projects	Construct Fire Station (6) 49	6.1-2	San Diego Fire Dept.	Short-term
Joint Fire/Police Projects	Construct joint Fire Station/Police Station 43	6.1-2	San Diego Fire/Police	Mid-term
Police Projects	Construct Police substation	6.1-2	San Diego Police Dept.	Long-term
Library Projects	Construct Library within the Palm Plaza shopping center	6.6-4	Library/Real Estate Assets	Mid-term