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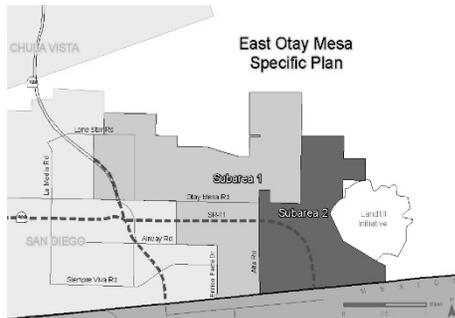
Proj. No. PDS2014-GPA-14-004; PDS2014-SPA14-002; PDS2014-TM5505R

Chapter 1: Introduction

The East Otay Mesa Specific Plan sets forth a comprehensive vision for the Plan Area, within unincorporated San Diego County. The Specific Plan contains approximately 3,013 acres of land. Approximately 2,110 acres of the Specific Plan is planned as a modern industrial and business center while about 552 acres is set aside for conservation or very low-density residential use. The Specific Plan is a regulatory document that establishes standards for development, environmental conservation, and public facilities to implement the objectives of the County of San Diego General Plan and Otay Mesa Subregional Plan.

The Board of Supervisors approved the original Specific Plan in 1994. To facilitate development and respond to evolving real estate market trends, the County Board of Supervisors initiated a Specific Plan Amendment (SPA 00-005) process on June 21, 2000 (14). The objectives of that Specific Plan Amendment were to:

- Facilitate development of East Otay Mesa as a major employment area for southern San Diego County;
- Encourage and protect an area of critical size for regional technology manufacturing uses in a campus-like setting;
- Provide adequate land use area for warehousing and other light industrial uses;
- Provide an area for heavy industrial uses such as auto salvage and recycling that will not interfere with development and operation of more sensitive industrial park developments;
- Provide commercial uses in the Specific Plan to serve employees and visitors;
- Identify and address environmental resources; and
- Plan for public facilities concurrent with need.



When the Specific Plan was divided into two SubAreas in 2002, property located outside Subarea 1 was renamed Subarea 2. The plan was divided due to the time required to evaluate environmental constraints and the uncertainty of the alignment of State Route 11 and the proposed third Port-of-Entry in Subarea 2. Property located in SubArea 2 remained governed by the original East Otay Mesa Specific Plan, including Site Planning and Design Guidelines. Subarea 1, located on the western side of the Specific Plan, contained approximately 2,007 acres planned for a mixture of commercial, technology, park, light industrial and heavy industrial use. Subarea 2, located on the eastern side of the Specific Plan, contained approximately 1,311 acres of land planned for Mixed Industrial or low-density residential use.

In 2010, the Specific Plan was again amended to recombine Subarea 1 and 2 into a single Specific Plan. No major revisions were made to the land use or circulation plans with the 2010 amendment, except for a boundary change that resulted from a voter initiative. Its primary purpose was to simplify and clarify permitting and development requirements during a period when numerous landowners were processing permits. The 2010 Amendment governs property in SubArea 1 and SubArea 2. It relies primarily upon the goals and policies of the 1994 Specific Plan and the regulatory provisions of the Subarea 1 Specific Plan, adopted in 2002. Unless otherwise defined herein, all terms are as defined in the County of San Diego Zoning Ordinance.

1.1 Background and History

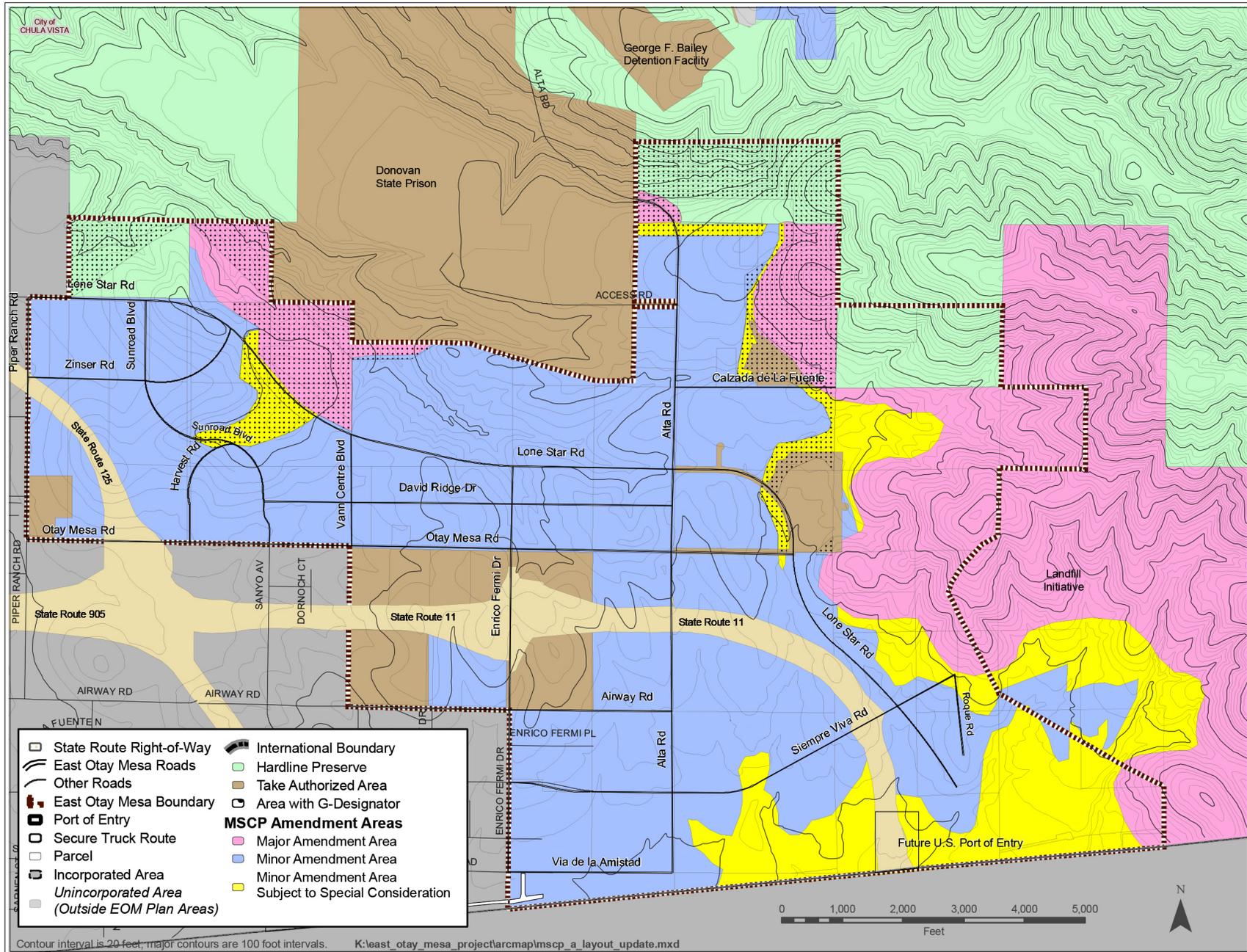
With the growth of the Maquiladora or Twin Plant Program, the demand for industrial land accelerated in the U.S.

The East Otay Mesa Specific Plan is located in the southwestern portion of San Diego County immediately adjacent to the U.S./Mexico border (Figure 1.1-1). The Specific Plan lies between the Otay River Valley to the north, the international border with Mexico to the south, and the San Ysidro Mountains to the east, and the City of San Diego's 12,505-acre Otay Mesa Community Plan Area to the west. The area consists of a relatively flat mesa with a steep mountainous area on the eastern edge and a major river valley and tributary canyon to the north. Historically, the flatter portions of the Specific Plan Area were used for agriculture. The steeper areas were never developed.

Figure 1.1-1 Location Map



Figure 1.2-1 Biology, Topography and MSCP



In the 1960s, the Otay Mesa Property Owners Association was formed and the City portion of the Mesa experienced a land use transition. Due to the high cost of water and labor, industrial and commercial development became more attractive than agriculture for property owners. Relatively low land cost and an affordable labor supply, combined with favorable tariffs in Mexico, attracted manufacturing operations to the Mesa.

With the growth of the Mexican government's Maquiladora or Twin Plant Program in the early 1980s, the demand for industrial land accelerated in the U.S. to accommodate the distribution and warehousing of products manufactured in Mexico. The opening of the Otay Mesa Border Crossing and improvement of Otay Mesa Road and portions of State Route 905 in the mid-1980s further enhanced development opportunities in the area. Industrial uses expanded rapidly in the City portion of the Mesa, and there was a desire on the part of the County property owners to plan the East Otay Mesa for future development.

1.2 Existing Site Characteristics

1.2.1 On-site and Surrounding Land Uses



When the original Specific Plan was prepared in 1994, on-site uses were limited to a few scattered single-family residences, a State Truck Inspection facility, a 150-foot wide Border Enforcement Zone located immediately adjacent to and paralleling the border, and an auto storage/auction yard. Since that time, planned and approved on-site uses include several industrial subdivisions, an 80-acre truck/travel plaza, a 46-acre electrical generating plant, a 30-acre retail commercial center, a Fedex Ground facility, a 161-acre heavy industrial facility, a 40-acre private prison, and a variety of interim industrial and commercial uses authorized by Major Use Permits.

Off-site uses include the 12,505-acre City of San Diego's Otay Mesa Community Plan Area to the west, which includes 4,337 acres of planned industrial and commercial uses and 2,100 acres of planned residential uses. The City of Tijuana adjoins the southern edge of East Otay Mesa. This area is planned for and has been partially developed with industrial and residential uses. Tijuana's Rodriguez International Airport is located approximately one mile southwest of the East Otay Mesa Specific Plan.

To the immediate north of the Specific Plan is the existing 750-acre Donovan State Correctional Facility, operated by the State of California Department of Corrections, located on a mesa between O'Neal and Johnson Canyons. On the mesa north of O'Neal Canyon is the 523-acre County's George F. Bailey Detention Facility. The East Mesa Juvenile Hall Complex is also located on this site.

Further north is the Otay River Valley Regional Park, one of the largest regional parks planned for the County. A joint exercise of powers agreement (JEPA) has been executed by the County of San Diego and the cities of Chula Vista and San Diego to plan, acquire, and establish this regional park. Johnson Canyon is located in the Focused Planning Area (FPA) of the park. The FPA is that portion of the river valley identified as impacting the future park viewshed.

While most of the area immediately north of the Otay River Valley is currently vacant, the Otay Ranch, a 22,899-acre master-planned community, is planned for this area. Development of Otay Ranch began in 1998 with Villages 1 and 5 south of Telegraph Canyon Road in the City of Chula Vista. Residential units in the Otay Ranch could total over 24,000.

The Bureau of Land Management (BLM) manages several thousand acres of public lands just east of the East Otay Mesa Specific Plan Area. The land consists of low, gently rolling hills, which gradually transform into the steep slopes of the San Ysidro Mountains. The BLM land includes the Otay Mountain Wilderness, designated in December 1999, and provides protection for large, natural areas and the associated natural resources. The Wilderness is also within the San Diego County Multiple Species Conservation Program (MSCP) planning area.

1.2.2 Regional Access

An important component of the regional circulation network for East Otay Mesa is the existing freeways and local roads. Existing circulation conditions are described below.

- *Interstate 805:* Interstate 805 (I-805) is an eight-lane, north/south freeway that extends from a junction with Interstate 5 (I-5) on the south near the

An important component of the regional circulation network for East Otay Mesa is the existing freeways and local roads.

international border to a junction with I-5 to the north, near Del Mar. I-805 is approximately ten miles west of East Otay Mesa.

- *State Route 905:* State Route 905 (SR-905) is a north/south, six-lane road connecting the City of San Diego's Otay Mesa community with I-5 to the west. Approximately one mile east of I-805 is a break in the route, and SR-905 becomes Otay Mesa Road. The SR-905 designation begins again west of Harvest Road and continues to the Otay Mesa International Border Crossing.
- *Otay Mesa Road:* Otay Mesa Road is an east-west facility that extends from Beyer Boulevard in the City of San Diego to Siempre Viva Road in the Specific Plan Area. Within the City of San Diego, Otay Mesa Road varies from four to five lanes (two westbound lanes and two to three eastbound lanes). East of the eastern junction with SR-905, Otay Mesa Road is improved with the curb-to-curb width varying from approximately 24 feet to 40 feet.
- *Siempre Viva Road:* Siempre Viva Road is a six-lane divided roadway west of Enrico Fermi Drive.
- *Airway Road and Sunroad Boulevard:* Airway Road and Sunroad Boulevard (called Sanyo Avenue in the city of San Diego) are both local industrial roads traveling from the City of San Diego into the Specific Plan Area. Airway Road runs east-west between SR-125 and ~~Alta Siempre Viva~~ Road. Sunroad Boulevard runs north-south between Lonestar Road and Otay Mesa Road. In the city of San Diego, Sanyo Avenue extends south from Otay Mesa Road to Paseo de las Americas Road.
- *Alta Road:* Alta Road is a 40-foot-wide curb-to-curb Industrial/Commercial Collector Road located within the Specific Plan Area. This road currently serves primarily as an access road to two prison facilities in this area: the County George F. Bailey Detention Facility and the State's Donovan Correctional Facility.

1.2.3 Biology, Topography, and Multiple Species Conservation Program (MSCP)

The Specific Plan Area contains a variety of habitats, some of which are biologically sensitive.

The Conservation Element establishes the plan for protecting sensitive environmental resources and establishing a system of open space for conservation, recreational, and aesthetic purposes. The Specific Plan Area contains a variety of habitats, some of which are biologically sensitive. These include vernal pools, Diegan coastal sage scrub, riparian areas, and other habitat types. Much of the sensitive habitat is located in the hilly eastern portion of the Specific Plan and in the southern portion along the border with Mexico. Recently completed biological surveys identified a number of threatened, endangered, and other sensitive species. These include Quino Checkerspot butterfly, San Diego and Riverside fairy shrimp and other sensitive species. An area west of Johnson Canyon contains coastal sage scrub and vernal pool habitat, a wetland that typically contains rare and endangered species (Figure 1.2-1).

The areas of steep slopes and biologically sensitive resources are primarily located in the Conservation/Limited Use designation. In order to insure that these environmentally sensitive areas are appropriately protected, they have been given a “G” Designator and are subject to the provisions of the Sensitive Resource Area Regulations of The Zoning Ordinance. The areas of the Specific Plan that are subject to the Sensitive Area Resources “G” Designator are largely the same areas that are encompassed by the MSCP Major Amendment Area and Minor Amendment with Special Considerations Area.

Most of the Specific Plan Area has been identified as Amendment Areas to the Multiple Species Conservation Plan (MSCP).

Steep slopes are defined in the Specific Plan as areas with slopes greater than 25 percent and slopes that are not suitable for development. In some cases, areas with lesser slopes are included in the Conservation/Limited Use designation, either because they are within a contiguous area of very steep slopes, or because of the existence of biological resources. In addition to this land use designation, certain areas of the Technology Business Park or industrial portions of the Specific Plan have been or will be dedicated as permanent open space through the Tentative Map, Major Use Permit or other permit review process, further restricting development. Reasons for such dedication could include protection of biological resources and protection of cultural or archaeological resources.

Since approval of the original Specific Plan, most of the Specific Plan Area has been identified as Amendment Areas to the MSCP, Figure 1.2-1. In order for development proposals to be approved, the Amendment process shall first be completed as specified in the MSCP SubArea Plan. These Amendment Areas include Major Amendment Areas, Minor Amendment Areas, and Minor Amendment Areas with Special Considerations. The majority of the Specific Plan, including the flatter topography that was historically the location of agricultural operations, is included in a Minor Amendment Area.

Processing a Minor Amendment to the MSCP requires preparation of a California Environmental Quality Act document, a biological resources report, identification of any mitigation required by the Biological Mitigation Ordinance (BMO), and concurrence by the local offices of the United States Department of Fish & Wildlife and California Department of Fish & Game. Most areas within the Specific Plan that are planned for commercial or industrial development are within a Minor Amendment Area. Most of the Minor Amendment Area is covered by non-native grasslands habitat. Before development may occur, a Minor Amendment must be granted and the required mitigation implemented.

Minor Amendment requests are currently being processed on a project-by-project basis. The County is considering an alternative expedited approach for non-native grasslands that would allow landowners to pay a fee for the purchase of off-site mitigation land in the case of non-native grasslands. Should this Minor Amendment processing approach be developed and approved by the wildlife agencies, approval of an ordinance will be necessary to establish the fee program. In addition, the ordinance would identify where the off-site mitigation would take place and direct the funds toward acquisition of those lands.

The Minor Amendment Areas with Special Considerations are transitional areas located primarily between the Major and Minor Amendment Areas where the likelihood of the presence of biologically sensitive resources is higher. The process for a Minor Amendment Area with Special Considerations is similar to Minor Amendment Area, but depending on the results of the biological resources report, on-site preservation may be required if particularly sensitive species are identified. Minor Amendment Areas with Special Considerations will be processed on a project-by-project basis.

Major Amendment Areas are located largely in the hilly eastern portions of the Specific Plan, formerly named Subarea 2, where the most sensitive biological resources are known to be located. The Major Amendment process is designed to identify which areas may be developed and which areas must be preserved. This process requires federal approval through the National Environmental Policy Act. Major Amendment Areas will be processed on a case-by-case basis.

1.2.4 Open Space Plan

Usable Open Space

Open space and small parks for relaxation, socializing, and recreation will be an amenity for East Otay Mesa employees. Common areas within the Activity Nodes as well as usable open space within project developments shall be required through the Processing Requirements contained in Section 3.3. Trails, sidewalks and other pedestrian linkages will provide additional outdoor recreational opportunities. This open space can also be incorporated into a post-construction storm water runoff and pollution prevention program.

1.2.5 Cultural Resources

Archaeological and historical surveys have been conducted over the majority of the East Otay Mesa Specific Plan Area.

Not all sites discovered have been tested for significance. Site locations have been identified on the basis of surface surveys (Appendix 1). For purposes of this Amendment, all untested or unevaluated cultural resources sites are considered significant resources. Later, based on results of testing, the resources shall be determined to be either important or not significant. Those sites that are found to be not important will require no further analysis, nor mitigation.

For sites determined to contain significant resources, mitigation of impacts shall be pursued at the discretionary level of review. These include, but are not limited to, the following: 1) Site avoidance through placement of the site in an open space easement; 2) Site avoidance through capping the site with a sterile fill and placing landscaping over

Archaeological sites that are found to be not important will require no further analysis, nor mitigation.

the top; 3) Additional data recovery through implementation of an excavation and analysis program; and 4) A combination of one or more of the above measures.

Since approval of the original Specific Plan in 1994, additional archaeological work has taken place on East Otay Mesa. This work is summarized in the technical report, *Supplement to the East Otay Mesa Cultural Resources Technical Report, SPA 00-005, ER 93-19-006 A*. This technical report serves to update the information contained in the original report, East Otay Mesa Specific Plan Cultural Resources Technical Report, dated October 1993, prepared by Ogden Environmental. The new supplement to this report includes a summary of all the archaeological surveys, site testing, and mitigation that has occurred since the original report was prepared. Appendix 1 of this Specific Plan document includes a listing of all parcels on East Otay Mesa and their status regarding archaeological clearance or the need to conduct additional archaeological testing or mitigation as of November 2001. This date is based on completed cultural resource reports available at that time.

1.2.6 Trails

Trails proposed in the Specific Plan allow public access to natural scenic areas.

The Otay Valley Regional Park (OVRP) Concept Plan identifies trail corridors within Johnson and O'Neal Canyons, linking the San Ysidro Mountain Range to the Ruiz Valley. The Concept Plan encourages controlled access to trails within and outside the park, and staging and viewing areas in the vicinity as appropriate. Trails proposed in the Specific Plan allow public access to natural scenic areas. Since the approval of the East Otay Mesa Specific Plan in 1994, the County adopted a Community Trails Master Plan that governs the type and location of trails throughout the unincorporated area.

1.3 Relationship to County of San Diego General Plan

The East Otay Mesa Specific Plan implements the policies of the County General Plan and the Otay Subregional Plan. Generally, specific plans provide a more flexible method of implementing the General Plan than conventional zoning. The intent of the (21) SPA General Plan Land Use Designation is to establish a planning framework for developing a comprehensive Specific Plan text and map for East Otay Mesa Specific Plan consistent

with the objectives and policies established by the County of San Diego General Plan and Otay Subregional Plan.

The Specific Plan is intended to promote coordinated development of individual parcels consistent with policies designed to address land use, conservation and open space, circulation, urban design, and public facilities as well as site planning and design guidelines. To the extent that housing costs in the 2,100 acres planned for residential development in the Otay Community Plan area, including the nearby Otay Ranch, and types of employment (and income) in East Otay Mesa are compatible, a significant jobs/housing balance between these two areas could exist.

1.4 Specific Plan Amendment Process

Development of the East Otay Mesa Specific Plan involved a multi-phase process with extensive property owner and public agency participation. For the 1994 Specific Plan, extensive data collection and technical report preparation was followed by the development of alternative land use and circulation scenarios. A preferred plan and phasing strategy was agreed upon by County staff and property owners in late 1992. In 1994, the Board of Supervisors adopted the Specific Plan along with an Environmental Impact Report, Comprehensive Flood Control Master Plan, and Site Planning and Design Review Guidelines. When the Subarea 1 Specific Plan (SPA 00-005) was prepared in 2001, it was developed in accordance with the State of California “Planner’s Guide to Specific Plans”. The process included four phases with extensive property owner and public agency participation.

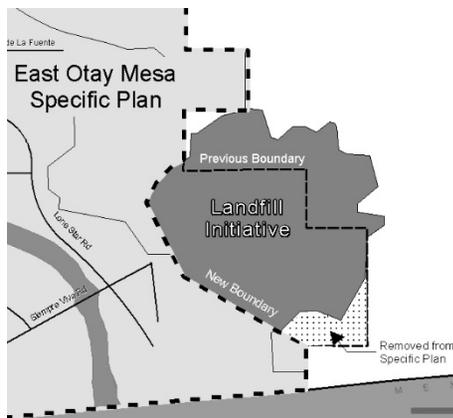
- **Research and Analysis:** The first phase involved extensive data collection and evaluation of existing conditions and economic factors.
- **Specific Plan Amendment Alternatives:** The second phase consisted of formulating and reviewing various land use, conservation, circulation and infrastructure alternative concepts with the property owners, adjacent communities and various governmental agencies and special districts. This phase culminated in March 2001 when a conceptual Preferred Land Use and Circulation Plan were presented to all interested parties for review. Preferred Specific Plan Amendment: During the third phase, the Preferred Plan was

further refined and draft text was prepared. This phase involved a comprehensive review and analysis of the proposed Amendment to evaluate the environmental, land use, and facility impacts for the proposed project. Also during this phase, federal and state wildlife agencies were consulted to ensure consistency with the Regional Open Space and Conservation Program. A final draft was presented to the East Otay Mesa property owners in December 2001, and an Addendum to the East Otay Mesa Specific Plan Environmental Impact Report (EIR) was prepared that found no new environmental impacts.

- **Specific Plan Adoption:** The fourth phase concluded the process with public review of the final draft Specific Plan Amendment and public hearings. The Board of Supervisors adopted the Specific Plan Amendment creating Subarea 1 on June 12, 2002 along with Addendum No. 6 to the EIR, and General Plan Amendment 02-CE1 to the Circulation Element.

On September 15, 2010, the Board of Supervisors adopted another Specific Plan Amendment (SPA 10-001) that recombined Subarea 1 and Subarea 2 into a single Specific Plan. The 2010 Amendment utilized the format, organization and content of the previous SubArea 1 Specific Plan while retaining key components of the original Specific Plan within the recombined document. Those components included goal and policy statements, selected design guidelines, and public infrastructure information. An Addendum to the EIR was prepared for the 2010 Specific Plan Amendment.

The 2010 Amendment also redefined the boundary of southeastern portion of the Specific Plan. The boundary adjustment was made in response to a voter initiative, Proposition A, called the East Otay Mesa Recycling Collection Center and Landfill Ordinance. which was passed by the electorate in June 2010. The initiative effectively removed several hundred acres of land from the East Otay Mesa Specific Plan and it resulted in a change to the Specific Plan boundary.



On **DATE**, the Board of Supervisors adopted Specific Plan Amendment No. **XXX** (SPA **XXX**), which removed the segment of Airway Road between Alta Road from Figure 2.2-1, Circulation Plan.

1.5 Regulatory Provisions

The regulations that serve to implement the Specific Plan are described in this section. The use of all land in the East Otay Mesa Specific Plan Area and any buildings or structures located upon this land and the construction, reconstruction, alteration, expansion, or relocation of any building, structure or use upon the land, shall conform to the applicable regulatory provisions contained in this Specific Plan, the San Diego County Zoning Ordinance, and the San Diego County Code.

The Specific Plan implementation requirements are based on the regulatory provisions contained in this document, the County's Zoning Ordinance, and the San Diego County Code.

The development approvals required in the Specific Plan Area are intended to allow for consistent implementation of objectives and policies as contained in the Land Use, Circulation, Urban Design, and Public Facilities Elements.

A synopsis of the Specific Plan's implementation policies, regulations and standards follows (see the applicable sections for detailed requirements):

MSCP and Topography (Section 1.2.3):

- In order for development proposals to be approved, the Amendment process shall first be completed as specified in the MSCP SubArea Plan.
- Processing a Minor Amendment to the MSCP requires the preparation of a CEQA document, a biological resources report, identification of any mitigation required by the Biological Mitigation Ordinance, and concurrence by the wildlife agencies.
- Before development may occur within a Minor Amendment Area, the Minor Amendment must be processed and the appropriate mitigation implemented.
- The process for a Minor Amendment Area with Special Considerations is similar to Minor Amendment Area, but depending on the results of the biological resources report, on-site preservation may be required if particularly sensitive species are identified. Minor Amendment Areas with Special Consideration will be processed on a case-by-case basis.
- The Major Amendment process requires federal approval through the National Environmental Policy Act. Major Amendment Areas will be processed on a project-by-project basis.

- The areas of the Specific Plan that are covered by the MSCP Major Amendment and Minor Amendment with Special Considerations are largely the same areas subject to the Sensitive Area Resources “G” Designator.

Cultural Resources (Section 1.2.5):

- Based on results of testing, the cultural resources shall be determined to be either significant or not significant.
- For sites determined to contain significant resources, mitigation of impacts shall be pursued at the discretionary level of review.
- Those sites that are found to be not important will require no further analysis, nor mitigation.

Development Approvals Required (Section 1.5):

- The use of all land in the Specific Plan Area and any building or structures located upon this land and the construction, reconstruction, alteration, expansion, or relocation of any building, structure or use upon the land shall conform to the applicable regulatory provisions contained in this Specific Plan, the San Diego County Zoning Ordinance, and the San Diego County Code.

Land Use Designations (Section 2.1.4):

- The land use designations for East Otay Mesa are: Technology Business Park, District Commercial, Light Industrial, Heavy Industrial, Mixed Industrial, Rural Residential, and Conservation/Limited Use. A Commercial Center Overlay and Activity Nodes are also proposed within the Technology Business Park. Activity Nodes may also be located within the Light Industrial District.
- The proposed corridor alignment for State Route 11 is subject to change upon the completion of CalTrans’ Environmental Studies. The north-south boundaries of adjacent land uses are intended to conform with the final alignment of future SR-11.

Interim Uses (2.1.4):

- Interim Uses are allowed with a Major Use Permit and shall be developed in compliance with the Specific Plan Development Standards.
- Interim Uses shall be allowed for a maximum initial time of five years and only if there has been no application for a permanent use on an adjoining parcel in the Specific Plan that would be negatively impacted by the proposed interim use.
- A Major Use Permit Modification may allow additional five-year periods.

Local Access Road Network (Section 2.2.5):

- It is the intent of this Specific Plan that all discretionary projects shall be required to:
 - a. Dedicate and improve all adjacent rights-of-way necessary to provide access to the project and to complete the Specific Plan circulation system.
 - b. Dedicate and agree to construct, through means acceptable to the Director of Public Works, all adjacent rights-of-way necessary to further implement the Specific Plan circulation system, including where the rights-of-way do not provide direct access to the site. The purpose of this requirement is to implement the circulation system of the Specific Plan.
 - c. Acquire and construct (or agree to construct if acceptable to the Director of Public Works) all off-site circulation element roads necessary to provide access to the site and to ensure that off-site road access will meet County standards.
- The Board of Supervisors may adopt a Development Impact Fee to replace or supplement the above requirements.

Road Operation (Section 2.2.6):

- Through trucks are expected to follow the Prime Arterial, Major, Collector and selected Industrial/Commercial Road street system.
- All streets shall be designed to accommodate truck traffic.
- On-street parking shall be prohibited.

Public Transit (Section 2.2.7):

- When the County Board of Supervisors adopts a Transit Plan, including development standards and route locations, all development within East Otay Mesa shall be required to comply with that plan and its implementation including the dedication of Right-of-Way for light rail and/or bus facilities.

Bicycle Routes (Section 2.2.7):

- The State of California, Department of Transportation publication, “Planning and Design Criteria for Bikeways in California”, shall apply to the East Otay Mesa Specific Plan.

Pedestrian Circulation/Trails (Section 2.2.7):

- Sidewalks/trails are required on both sides of all streets.
- Sidewalks/trails shall meet the guidelines of the County of San Diego Public Road Standards except that sidewalks on all Circulation Element and Specific Plan roads shall be 4-feet wide, and shall be separated from the traveled way by a 3-foot wide landscaped parkway.
- Sidewalks shall meet Americans with Disabilities Act (ADA) standards.
- The Director of Public Works may waive sidewalk requirements or allow sidewalks to meander around existing utility poles (69kv or greater) that will not be placed underground if the applicant can demonstrate that no loss of pedestrian movement or connectivity would result.
- All development adjacent to the Otay Valley Regional Park shall improve a 10-foot-wide trail for passive viewing and as a potential connection to the regional park trail system.
- The trail shall be open to the public and shall connect to a public sidewalk or an alternative location acceptable to the County.

Development Areas and Activity Nodes (Section 2.3.3):

- The placement of Activity Nodes shall be based on distances from major circulation roads and intersections, District Commercial within Subarea 2, on lines-of-sight and view corridors, and on creating walkable distances to and from transit stations and anticipated major employee areas.
- The maximum acreage of an Activity Node shall be 10 acres unless a higher amount is approved per Section 3.3.2 of this plan.
- A Collector Road shall connect Activity Nodes to each other, allowing pedestrian and standard occupancy vehicle access to cores without traveling on Prime Arterials or Major Roads.

Industrial Districts (Section 2.3.4):

- The Technology Business Park District identity will be achieved through campus-style site design, formal and informal open space, and architecture design.
- In contrast to the Technology Business Park District, development in the Light Industrial District will be more utilitarian.
- The Heavy Industrial and Mixed Industrial Districts will accommodate heavier industries but retain the same feel as the Light Industrial District due to screening, architectural design and landscaping.

Commercial Center (Section 2.3.5):

- The Commercial Center overlay will allow for development of large-scale retail operations to serve the industrial and office land uses in the area as well as the possibility to serve regional shopping needs.
- The center shall not exceed forty acres.
- The Commercial Center shall coordinate with the San Diego Association of Governments (SANDAG) to provide bus facilities on-site.

Streetscape Concept (Section 2.3.6):

- Gateway Roads (Prime Arterial, Major): Lone Star Road, Otay Mesa Road, and Siempre Viva Road are classified as the “Gateway” roads that shall have the following standards:
 - a. Increased visibility and screening with a tree-lined median
 - b. A 10-foot-wide landscaped parkway
 - c. A 2-foot wide landscape easement located adjacent to the parkway and within the building setback, and
 - d. A 25-foot wide landscaped building setback (Prime Arterials) and a 20-foot wide landscaped building setback (Major Roads).
- Major Roads (non-Gateway)
 - a. Shall be planted with large-sized evergreen or deciduous trees spaced every 30 feet and located 10 feet from the face of the curb.
 - b. Shall have a 10-foot-wide landscaped parkway and a 20-foot-wide landscaped building setback. A 2-foot wide landscape easement shall be located adjacent to the parkway and within the building setback.
 - c. The median shall be paved with a sandstone colored concrete (Davis Sandstone or equal) and stamped with a Dry Creek Bed (or similar) pattern.
- Industrial/Commercial Collector Roads:
 - a. Shall be planted with medium-sized evergreen or deciduous canopy trees spaced every 25 feet and located 10 feet from the face of the curb.
 - b. A 2-foot wide landscape easement shall be located adjacent to the parkway and within the building setback.
- Activity Node Streets:

Shall be planted with flowering canopy trees spaced every 25 feet in sidewalk cutout areas.

- Major Intersections:
 - a. Shall be planted with three flowering trees at each corner.
 - b. Additional landscaping such as shrubs and groundcover shall be required and sight lines preserved for vehicular safety.

Plant Materials (Section 2.3.5):

- Self-sustaining plant material is required on all roads.
- Cool season turf shall be restricted to 15 percent of the landscaped area unless it is irrigated with recycled water or designed for active public use.
- No turf shall be allowed in a public right-of-way.

Usable Open Space (Section 2.3.7):

- All plans shall designate a location(s) on-site for employee passive or recreational activity.
- This area shall be screened from parking and traffic and shall be improved with benches and shade structures.

Clearance Zones / Median Cuts (Section 2.3.8):

- Trees and shrubs shall be located and maintained to preserve a clear zone of at least ten feet from fire hydrants, utility poles, overhead utility wires, streetlight luminaries, and above-ground utility structures such as transformer enclosures. Clearance zones also shall be established to preserve adequate sight-line distance at intersections. Check SDG&E setback requirements when locating trees next to existing 69 KV lines on Otay Mesa Road, Harvest Road, and Alta Road.
- The design of road networks and intersections should minimize the size of clearance zones at Major Intersections and along Gateway Roads in order to retain street trees and other landscaping identified in the Master Streetscape Plan. Median cuts also should be minimized along Gateway Roads in order to retain planned landscaped medians.

Root Barrier (Section 2.3.9):

- All trees planted 5 feet or closer to hardscape shall be accompanied by a root barrier installed parallel and adjacent to the pavement centered at tree (not wrapped around the rootball).

Edge Conditions (Section 2.3.10):

- At the time of Site Plan review, special attention shall be given to areas of the Specific Plan where uses abut open space, differing land uses, SR-11, SR-125, or other circulation element roads.

Wastewater (Section 2.4.2):

- The East Otay Mesa Sewer Maintenance District shall provide the necessary sewer service to accommodate planned development within the Specific Plan.
- In order to transmit project wastewater, East Otay Mesa shall connect to existing wastewater collection sewers in the City of San Diego Metro System.
- A map of the Specific Plan Area wastewater mains shall be maintained by the East Otay Mesa Sewer Maintenance District.

Storm Water Drainage (Section 2.4.2):

- Storm water drainage facilities for East Otay Mesa shall be designed to mitigate flood and water quality impacts per County and State requirements.

Dry Utilities (Section 2.4.2):

- Utility lines shall be underground in roadways with the exception of the 69kV electrical lines and the 230 kV line on the eastern portion of the Specific Plan Area.
- Other facilities such as transformers shall be located in underground vaults or screened.

Fire Protection and Emergency Medical Services (Section 2.4.2):

- Properties outside the Fire Protection District boundary shall annex to the District as condition of development approval.
- As projects develop, the District shall require developers to form and annex into a Community Facilities District to augment revenues for ongoing service costs.
- Capital facilities shall be funded through contributions to the County's Fire Mitigation Fee program with impact fees payable at building permit issuance.

Solid Waste (Section 2.4.2):

- Businesses in East Otay Mesa shall comply with County standards and guidelines in order to minimize solid waste generated from the area.
- Recycle containers shall be located in the interior of a site or behind solid walls per the Design Guidelines contained in this Specific Plan.

Facility Financing (Section 2.4.3):

- Property owners have the primary responsibility of implementing the required infrastructure and public facility improvements. Implementation shall include developer exactions, formation of a Local Improvement District(s), impact fees and Special Districts.

Regulatory Provisions (Section 3.0):

- No land, building, structure or premises shall be used for any purpose or in any manner other than as permitted in the district in which such land, building, structure, or premise is located, except as provided by the Nonconforming Use provisions of the County's Zoning Ordinance.

Land Use Regulations (Section 3.1):

- All uses shall comply with applicable portions of the Performance Standards in Section 6300 et seq. of the County Zoning Ordinance.

- Parcels with a “G” Designator shall comply with the County Zoning Ordinance Sensitive Resources Area Regulations Sections 5300 – 5307. In addition, for those parcels, a Resource Conservation Plan must be prepared prior to approval of a Tentative map; or if no subdivision is needed, prior to any other discretionary approval, including the erection, construction, conversion, establishment, alteration, enlargement, or demolition of or improvement of any portion of any building, excavation or grading of soils, or clearing or grubbing of any natural vegetation.
- The following uses are specifically prohibited in certain portions of the East Otay Mesa Specific Plan (areas previously called SubArea 1):
 - Manufacturing or storage of explosives
 - Permanent storage of toxic waste
 - Cemeteries
 - Animal Auctioning
 - Stockyards
 - Animal rendering plants; and
 - Mining and processing.
- All development in East Otay Mesa shall require approval of a Site Plan unless a Major Use Permit or other discretionary permit has already addressed the criteria set forth in this Specific Plan or was approved prior to the adoption of this Specific Plan. The Site Plan requirement shall not apply to the development or improvement of new or existing County Parks.

Development Standards (Section 3.2):

- The Development Standards shall apply to all parcels and serve as criteria for the review of all development.
- Section 6250 of the County Zoning Ordinance shall regulate On-Premise Signage.
- If not otherwise specified herein, requirements of the County Off-Street Parking Manual, the County Water Conservation in Landscaping Design Manual, County Grading Ordinance and County Dark Sky Ordinance shall apply to both permanent and interim uses.

Site Planning (Section 3.2.1)

- All development projects in the Specific Plan Area shall comply with the Site Planning Standards, except County Parks as mentioned in Section 3.1.

Landscaping Standards (Section 3.2.2)

- Landscape plans for all development in East Otay Mesa shall be submitted and approved pursuant to Sections 86.701 through 86.729 of the San Diego County Code.
- Every lot improved with a building or other substantial structure, interim or permanent, shall install approved landscaping and irrigation before final inspection of the project, and shall be maintained thereafter as per the projects' approved Landscaping and Irrigation Maintenance schedule.
- Drought tolerant, non-invasive, and fire-wise landscaping is required throughout East Otay Mesa.
- Plant material as specified in the County's Water Conservation in Landscaping Ordinance and Design Manual shall be used. Other shrubs, trees, and ground covers not listed may also accomplish the desired goals of the Specific Plan, and if they do so, are encouraged also.
- The preparer of the Landscape Documentation Package shall certify that the landscape plans meet the requirements of the East Otay Mesa Specific Plan and the County's Water Conservation in Landscaping Ordinance and Design Manual.

Architectural Standards (Section 3.2.3)

- All development projects within the Specific Plan shall comply with the Architectural Standards.
- Independent pad sites or buildings shall have their own unique identity but relate to the large main structure.

Processing Requirements: Site Plan (Section 3.3.1)

- Development within the East Otay Mesa Specific Plan shall be subject to the issuance of a Site Plan in conformance with Section 7150 of the County Zoning Ordinance.
- All submittals shall contain sufficient information to describe the project and allow County staff to determine compliance with the East Otay Mesa Specific Plan.
- The Director of the Department of Planning and Land Use shall be responsible for administering the Site Plan Review Procedure and for reviewing and evaluating all Site Plans submitted pursuant to this Specific Plan.
- The Site Plan requirement shall not apply to the development or improvement of new and existing County Parks.
- Site Plan reviews shall require avoidance and mitigation measures for reducing Greenhouse Gas (GHG) emissions identified in the previously approved or certified environmental document applicable to the property for which the Site Plan is proposed.
- Site Plan reviews will be processed concurrently with a Minor Use Permit, as required, for development within the Landfill Buffer Overlay.

Establishing Activity Nodes (Section 3.3.3)

- A Site Plan application and an accompanying concept plan shall be submitted to ensure overall plan implementation.
- The maximum acreage of an Activity Node shall be 10 acres unless a higher amount is approved.
- A larger area for the Activity Node may be approved if it is demonstrated that traffic impacts for the acreage that exceeds 10 acres are fully mitigated .
- Both near-term and build out impacts must be assessed and approved by the County decision-making authority.

Establishing Commercial Overlay (Section 3.3.4)

- The environmental studies prepared for the adoption of the East Otay Mesa Specific Plan have analyzed traffic impacts associated with this retail commercial use to a maximum of 56 acres in size. The geographic extent of the commercial overlay is consistent with land use policies in the Specific Plan. Its location and size is based on proximity to the SR-125 interchange as well as the size and configuration of existing parcels in that area.
- A Site Plan shall be required to implement this designation.
- If a Tentative Parcel Map or Tentative Map is processed for property within the commercial overlay, the project description must identify whether a commercial or industrial (i.e. technology park) subdivision is proposed.
- Unless a discretionary permit is issued to implement a Commercial Center on this site, the underlying Technology Business Park land use designation and associated standards shall apply.

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Proj. No. PDS2014-GPA-14-004; PDS2014-SPA14-002; PDS2014-TM5505R

2.2 Circulation Element

Goal:

Provide a multi-modal transportation system consisting of highways, streets, and transit networks adequate to serve subregional transportation needs at an acceptable level of service.

The Circulation Element sets the planning framework and provides a safe, convenient and efficient circulation system.

2.2.1 Introduction

The Circulation Element of the Specific Plan and the General Plan set the planning framework to provide a safe, convenient and efficient circulation system. The East Otay Mesa Specific Plan identifies transportation facilities capable of supporting the anticipated growth in this area, consistent with policies presented in the Land Use Element of the Specific Plan and the County’s General Plan.

2.2.2 Goals and Policies

GOAL:

Provide a multi-modal transportation system consisting of highways, streets, and transit networks adequate to serve sub-regional transportation needs at an acceptable level of service.

POLICIES:

Regional Road Policies

Policy C-1: Promote the development of regional road facilities as necessary to accommodate future development in the East Otay Mesa Specific Plan Area.

Implementation: Property owners shall be required to reserve right-of-way for the SR-905, SR-125 and SR-11 freeways and the planned International Border Crossing. Property owners will also be required to reserve additional road right-of-way on Enrico

Fermi Drive and Siempre Viva Road for future ramps and auxiliary lanes to access the SR-11 freeway extension.

Policy C-2: Promote the development of inter-state freeway facilities to the existing Otay Mesa Border Crossing and planned international border crossings in the East Otay Mesa Specific Plan Area.

Implementation: The County will coordinate with Caltrans to promote the development of SR-905 and SR-11 from the existing and planned international border crossings to I-805.

Local Road Policies

Policy C-3: Promote the development of local road network to adequately serve the planned land uses in the East Otay Mesa Specific Plan Area.

Implementation: The local road system, which includes Circulation Element and Specific Plan roads indicated in the Circulation Plan, will be built by the adjacent property owners according to County policies. Through the discretionary permit process, property owners will be required to dedicate and improve roads.

Policy C-4: Ensure that new development provides adequate access to existing land owned and operated by the federal Border Patrol along the USA/Mexico border.

Implementation: The Border Patrol currently owns and operates an approximately 150 foot wide corridor that functions as a view and emergency access area, consistent with Board Policy I-111. Property owners with projects adjacent to the international border shall consult with the Border Patrol during the discretionary review process to determine whether land must be acquired by the Border Patrol to access this corridor from north/south oriented Circulation Element or Specific Plan roads.

City of San Diego Road Coordination

Policy C- 5: Promote circulation coordination between the County of San Diego and the City of San Diego to develop a safe and efficient roadway system for Otay Mesa.

Alternative Modes of Transportation Policies

Policy C- 6: Promote the development and use of a regional transit system to serve the East Mesa.

Implementation: The County will coordinate with SANDAG/MTS to implement regional bus and future LRT service to the East Otay Mesa area.

Policy C-7: Property owners shall dedicate right-of-way for transit facilities as shown in the SANDAG Regional Transportation Plan (RTP)/MTS South Bay Public Transportation Plan.

Implementation: Property owners would dedicate right-of-way for transit facilities during the discretionary review process.

Policy C-8: Promote connections between transit stops and employment destinations in East Otay Mesa.

Implementation: Adequate shoulder space should be retained within the public right-of-way to allow a loop bus system to be developed in the future. When development levels are adequate to support a shuttle bus service, the County DPLU and DPW will coordinate with SANDAG, appropriate transit agencies (MTS), and property owners to plan a local bus shuttle service to serve the East Otay Mesa Area. This will include provision of bus stop shelters along the proposed bus route for the convenience of bus patrons. This facility would be implemented in conjunction with a Transportation System Demand Program.

Policy C-9: Promote development of freight rail service to East Otay Mesa.

Implementation: The County and Caltrans will coordinate with rail line operators and other agencies as appropriate to promote freight rail service to East Otay Mesa.

Policy C-10: Provide for development of a bicycle system that will provide a safe and convenient means of transportation for bicyclists.

Implementation: Implement the bicycle network as defined by Table 2.2-1 of the Circulation Element. The objective of these bicycle routes would be connecting transit facilities with appropriate employment areas as individual projects are reviewed. To encourage bicycle use, bicycle parking should be provided at all commercial and industrial facilities.

Policy C-11: Promote pedestrian circulation in East Otay Mesa.

Implementation: Require all road rights-of-way in East Otay Mesa to include a sidewalk in accordance with Specific Plan standards. As part of the discretionary permit review process, the County will require pedestrian connections between commercial and industrial facilities and the pedestrian network located on public roads. Large developments should include on-site pedestrian access networks.

Regional Transportation Management

Policy C-12: Promote a variety of techniques to maximize the efficiency of the existing and planned transportation network.

Implementation: The County will work with other agencies in the region to comply with the San Diego County Regional Growth Management Strategy (RGMS), Congestion Management Pro-gram (CMP), and Air Quality Plan Transportation Control Measures. Businesses within East Otay Mesa will need to comply with any Regional Transportation Demand Management (TDM) Pro-gram as it is promulgated.

Phasing and Monitoring Policies

Policy C-13: Work with the City of San Diego and Caltrans to expedite the construction of the SR-905 freeway and to plan the SR-11 freeway to support development within the Specific Plan.

Implementation: The County will maintain contact with the City of San Diego and Caltrans to keep abreast of planning and funding developments pertaining to regional roadways. The County will assist property owners by working with SANDAG, Caltrans, and the federal government to ensure that SR-11 and the second Otay Mesa Port of Entry will be planned, designed and constructed in a manner consistent with this Specific Plan. Important features include road alignment, two interchanges (Enrico Fermi Road, Siempre Viva Road), and elevated road segments to ensure connectivity within the local road network without the use of bridges.

Policy C-14: Monitor traffic growth in East Otay Mesa and its effects on the transportation system.

Implementation: Traffic will be monitored as part of the discretionary review process, and the Specific Plan will be updated, as appropriate, in response to major changes in regional roadway or transit systems. When appropriate, staff will prepare a summary

report on traffic conditions for submittal to the Directors of DPLU and DPW identifying traffic-related issues and recommending appropriate actions.

Other Circulation Issues

Policy C-15: Assure that necessary, feasible road improvements are provided to mitigate project impacts.

Implementation: Conditions prepared for discretionary projects will comply with the Specific Plan, Board Policies and CEQA. Applicants for discretionary permits shall also be required to comply with the requirements of the County's Transportation Impact Fee (TIF) Ordinance to pay their fair share of cumulative transportation impacts.

Policy C-16: Support a future international border crossing in East Otay Mesa.

Implementation: The Specific Plan should be compatible and consistent with the proposed location of an international border crossing in the southeastern portion of the Specific Plan as well as expansion plans for the existing border crossing in the City of San Diego.

Policy C-17: Facilitate the implementation of the Otay River Valley Regional Park and trails (previous policies COS-3 and COS-4).

Implementation: The County will coordinate with the Otay Valley Regional Park Policy Committee to ensure that the Otay Valley Regional Park Plan shows trail links in Johnson and O'Neal Canyons in accordance with the East Otay Mesa Specific Plan (see Figure 2.2-1 Circulation Plan). Commercial or industrial development will be reviewed for compliance with trail requirements in the Specific Plan during the discretionary review process. Property owners will be required to dedicate an easement for trail right-of-way in Johnson and O'Neal Canyons for future trail connections within the regional trail system. The precise alignment of the trail corridor should be located within one-quarter mile of its depiction in Figure 2.2-1, or as required by the County Trails Program.

2.2.3 Circulation Plan

Figure 2.2-1, Circulation Plan, shows the roadway network and road classifications for the East Otay Mesa Specific Plan. Roadway classifications by roadway segments are shown in Table 2.2-1, East Otay Mesa Roadway Network. Please note that Figure 2.2-1 depicts a conceptual alignment for Circulation Element and Specific Plan roads. Precise alignments shall be determined during the discretionary review process or through special studies conducted by the County of San Diego.

In preparation of this element, coordination occurred with the City of Chula Vista, the City of San Diego, the California Department of Transportation (CalTrans), the San Diego Association of Governments (SANDAG), and the City of Tijuana, Mexico.

2.2.4 Regional Access

Future regional thoroughfares play an important role in the development of East Otay Mesa. Planned State Routes (SR-125 and SR-11), along with the extension of SR-905 to the Otay Mesa Border crossing, are critical to accommodating the future development of the entire Otay Mesa area. In addition to freeways, planned local roads within East Otay Mesa will play an important role in the area's future. Planned improvements to regional highway system in the area include:

- **State Route 905 (SR-905):** The ultimate plan for the extension of SR-905 is to provide six single occupancy vehicle (SOV) lanes and two high occupancy vehicle (HOV) lanes between Interstate 805 (I-805) and SR-125/Harvest Road. The planned extension would travel east to SR-125 and then curve south to the border. Within Otay Mesa, interchanges are planned at Caliente Boulevard, Heritage Road, Britannia Boulevard, Le Media Road, and SR-125. The southern terminus of SR-905 would be the Otay Mesa Border crossing. As part of this project the SR-905/Siempre Viva Road grade separated interchange was completed and opened to traffic in 2005. Currently, Caltrans is constructing Phases 1A and 1B of the SR-905 facility. As currently scheduled the construction of Phase 1A will be completed by late 2010 and Phase 1B will be completed by the summer of 2012. Other phases (2 through 4) of the SR-905 facility will be programmed as funding becomes available.

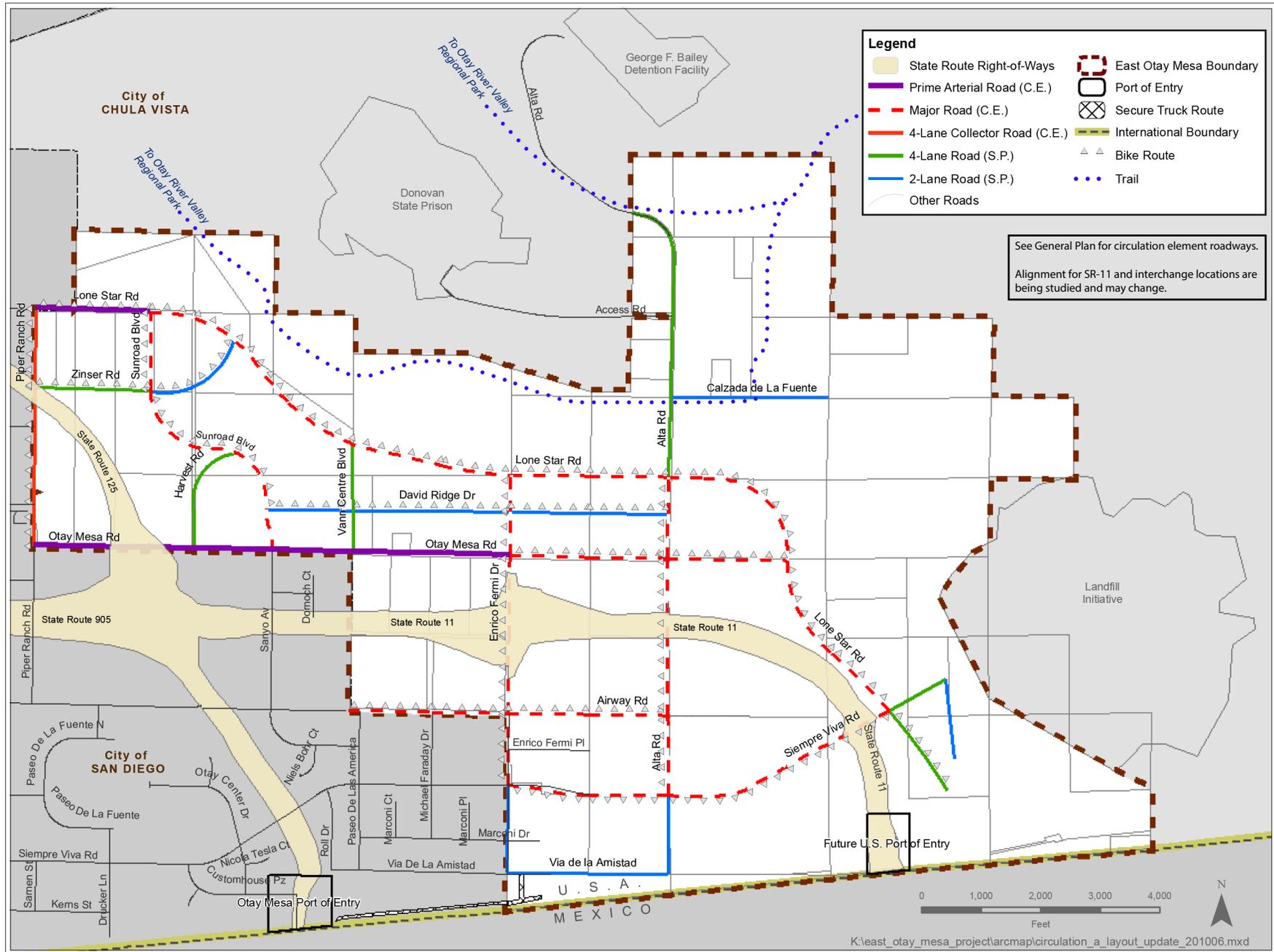
**Table 2.2-1
East Otay Mesa Roadway Network**

ROAD NAME	FROM	TO	CLASSIFICATION	Road Type	Bicycle Network ?
Airway Road	City of San Diego	Siempre Viva Alta Road	4L-Major	Circulation Element (CE)	Yes
Alta Road	Specific Plan Boundary	Lone Star Road	4L-I/C Collector	Specific Plan (SP)	No
	Lone Star Road	Otay Mesa Road	4L-Major	Circulation Element (CE)	Yes
	Otay Mesa Road	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
	Siempre Viva Road	Via de la Amistad	2L-I/C Collector	Specific Plan (SP)	No
David Ridge Drive	Sunroad Boulevard	Alta Road	2L-I/C Collector	Specific Plan (SP)	Yes
Calzada de la Fuente	Alta Road	East end of E.C. Way	2L-I/C Collector	Specific Plan (SP)	No
Enrico Fermi Drive	Lone Star Road	Otay Mesa Road	4L-Major	Circulation Element (CE)	Yes
	Otay Mesa Road	Airway Road	4L-Enhanced Major ²	Circulation Element (CE)	Yes
	Airway Road	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
	Siempre Viva Road	Via de la Amistad	2L-I/C Collector	Specific Plan (SP)	No
Harvest Road	Sunroad Boulevard	Otay Mesa Road	4L-I/C Collector	Specific Plan (SP)	No
Lone Star Road	City of San Diego	Sunroad Boulevard	6L-Prime Arterial	Circulation Element (CE)	Yes
	Sunroad Boulevard	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
	Siempre Viva Road	End Of Road	4L I/C Collector	Specific Plan (SP)	Yes
Otay Mesa Road ¹	City of San Diego	Enrico Fermi Drive	6L-Prime Arterial	Circulation Element (CE)	No
	Enrico Fermi Drive	Alta Road	4L-Major	Circulation Element (CE)	Yes
	Alta Road	Lone Star Road	4L-Major	Circulation Element (CE)	Yes
Piper Ranch Road	Lone Star Road	Otay Mesa Road	4L-Collector	Circulation Element (CE)	Yes
Siempre Viva Road	City of San Diego	Lone Star Road	4L-Major	Circulation Element (CE)	Yes
	Lone Star Road	End of Road	4L I/C Collector	Specific Plan (SP)	Yes
Sunroad Boulevard	Lone Star Road	David Ridge Drive	4L-Major	Circulation Element (CE)	Yes
	David Ridge Drive	Otay Mesa Road	4L-Major	Circulation Element (CE)	No
Vann Centre Blvd.	Otay Mesa Road	Lone Star Road	4L-I/C Collector	Specific Plan (SP)	No
Via de la Amistad	City of San Diego	Alta Road	2L-I/C Collector	Specific Plan (SP)	No
Zinser Road	Piper Ranch Road	Sunroad Blvd.	4L- I/C Collector	Specific Plan (SP)	Yes
	Sunroad Blvd.	Lone Star Road	2L-I/C Collector	Specific Plan (SP)	Yes
State Route 11	City of San Diego	Port of Entry	Freeway	Circulation Element (CE)	No
State Route 125	City of San Diego	City of San Diego	Freeway	Circulation Element (CE)	No

¹ If existing utility poles on Otay Mesa Road from the City of San Diego to Enrico Fermi Drive are placed under ground, a Bicycle Network Route will be required.

² Enhanced Major Road (CE) requires additional Right-Of-Way to accommodate turn movements and freeway access from Otay Mesa Road to SR-11.

Figure 2.2-1 Circulation Plan



Major Roads and Local Industrial Commercial Collector Roads provide through access into the center of development areas and the Activity Nodes.

- **State Route 125 (SR-125):** SR-125 is constructed as a 4-lane freeway/toll facility from Otay Mesa Road to San Miguel Road. Future planned improvements include a connecting interchange between SR-905 and future SR-11 as well as an interchange at Lonestar Road. The Lonestar Road interchange is located in the City of San Diego, and it is part of the City's community plan for the Otay Mesa area. The future planned SR-125 improvements are currently unfunded and therefore have no projected opening date or completion target. The EIR prepared for SB 125 evaluated the Lone Star Road interchange. The developer (SBX) agreement for SR-125 requires construction of the Lone Star interchange when warranted by traffic conditions.
- **Future Border Crossing and State Route 11 (SR-11):** State Route 11 is planned as a new freeway/toll facility to extend easterly of SR-905 to connect with the future third border crossing east of Alta Road. The extension would revise the SR-905/125 interchange and provide two new interchanges at Enrico Fermi Drive and Siempre Viva Road. The State Route 11 project is currently in the environmental phase. The Environmental Document (ED) for SR 11 is expected to be a two-phase document. Phase 1 document will be programmatic-level document for SR 11 and the new Otay Mesa East Port. Phase 2 is expected to be a project-level document for SR 11 only. Construction is expected to begin in 2012, with completion in 2014. Actual funding for the remaining project has not yet been identified.

2.2.5 Local Access Road Network

To plan for future travel demand to and from as well as within East Otay Mesa, traffic forecasts were generated for build-out of the Specific Plan. The traffic forecasts incorporate the type and density of future land uses, the location and potential interaction of various land use types, as well as specific characteristics and the capacity of each of the area's future roads. The East Otay Mesa Specific Plan's roadways are forecasted to operate at an acceptable Level of Service (LOS) at buildout (EIR Addendum No. 6).

The East Otay Mesa Specific Plan is based on a hierarchy of circulation roads as designated on the County's General Plan Circulation Element, and non-Circulation Element Local Industrial/Commercial Collectors designated on the Specific Plan as

indicated in Table 2.2-1. Prime Arterial, Major and Industrial/Commercial Collector Roads provide the regional connections through the Specific Plan and beyond. Major Roads and Industrial/Commercial Collector Roads provide through access into the center of the development areas and the Activity Nodes. Figure 2.2-1, Circulation Plan, shows the road classifications and Appendix 4 shows cross-sections from the General Plan Circulation Element for portions of Otay Mesa Road, Enrico Fermi Drive and Alta Road. These classifications have been designated to serve Specific Plan build-out traffic needs. These classifications (Circulation Element and/or Specific Plan Roads) have been designated to accommodate build-out traffic volumes assessed through the preparation of traffic forecasts for the land use development pattern and circulation network identified in this plan. Implementation of this circulation network shall be through the incremental approval and eventual development of individual public and/or private projects.

It is the intent of this Specific Plan that all private discretionary projects shall be required to:

- Dedicate and improve all adjacent rights-of-way necessary to provide access to the project and to complete the Specific Plan circulation system,
- Dedicate and agree to construct, through means acceptable to the Director of Public Works, all adjacent rights-of-way necessary to further implement the Specific Plan circulation system, including where the rights-of-way do not provide direct access to the site. The purpose of this requirement is to implement the circulation system of the Specific Plan, and
- Acquire and construct (or agree to construct if acceptable to the Director of Public Works) all off-site circulation element roads necessary to provide access to the site and to ensure off-site road access will meet County standards.

The Board of Supervisors adopted a Transportation Impact Fee (TIF) program in April 2005 to facilitate mitigation of cumulative traffic impacts. The TIF program was updated in January 2008.

Principal County arterials in the circulation network are described below:

- **Otay Mesa Road:** Otay Mesa Road is shown in the City of San Diego's most recent Circulation Element for the Otay Mesa Community as a four-lane Major between the terminus of SR-905 and SR-125/Harvest Road. The County General Plan includes the road as a six-lane Prime Arterial between Piper Ranch Road and Enrico Fermi Drive. The road continues east to Lone Star Road as a four-lane Major. A cross-section of a portion of Otay Mesa Road from the General Plan Circulation Element is included in Appendix 4.
- **Lone Star Road:** In the City of San Diego Lone Star Road is classified as a four-lane Major. In the County it becomes a six-lane Prime Arterial to Sunroad Boulevard. East of Sunroad Boulevard it transitions into a four-lane Major. This roadway will carry traffic from SR-125 east into the northern portions of the Specific Plan. As Lone Star Road travels east past Alta Road, it heads south to Siempre Viva Road in SubArea 2 of the Specific Plan.
- **Airway Road, Siempre Viva Road and Via de la Amistad:** The City of San Diego's Circulation Element shows Airway Road as four-lane Major Road, Siempre Viva Road as a six-lane Prime Arterial Road and Via de la Amistad as a four-lane Collector Road. These roads continue east from Enrico Fermi Drive, a north/south Major located on the border between the City of San Diego and the County to Alta Road as four-lane Major Roads to serve SubArea 1. ~~Airway Road and Siempre Viva Road~~ ~~is~~are planned to extend east into SubArea 2 terminating at Roque Road. Via de la Amistad will continue east from Enrico Fermi Drive to Alta Road as a two-lane Industrial/Commercial Collector Road.
- **Piper Ranch and Harvest Roads:** Piper Ranch Road and Harvest Road are both north-south four-lane Collector Roads in the County of San Diego that provide access into the Specific Plan Area. Within the County of San Diego's Specific Plan Area, Piper Ranch Road is planned as a four-lane Collector Road. Harvest Road will terminate at Sunroad Boulevard as a four-lane Industrial/Commercial Collector Road.
- **Enrico Fermi Drive:** In the City of San Diego, Enrico Fermi Drive is classified as a four-lane Major Road. In the County of San Diego's East Otay Mesa Specific Plan Area, it is also planned as a north-south four-lane Major Road between Lone Star Road and Siempre Viva Road. It continues south to Via de la Amistad

as a two-lane Industrial/Commercial Collector Road. A cross-section of a portion of Enrico Fermi Drive from the General Plan Circulation Element is included in Appendix 4.

- **Alta Road:** Alta Road is planned as a north/south four-lane Industrial/Commercial Collector Road extending north from Lone Star Road. North of Lone Star Road, its main function is to provide access for planned adjacent development and to the detention facilities to the north. It is not proposed to be extended over the Otay Valley. South of Lone Star Road it is planned as a four-lane Major Road to Siempre Viva Road. Alta Road will continue south as a two-lane Industrial/Commercial Collector Road to Via de la Amistad. A cross-section of a portion of Alta Road from the General Plan Circulation Element is included in Appendix 4.
- **Sunroad Boulevard/Sanyo Avenue:** Sunroad Boulevard is classified as a Major Road between Lone Star Road and Otay Mesa Road in the County of San Diego. South of Otay Mesa Road the road is referred to as Sanyo Avenue, a four-lane collector road.
- **Calzada de la Fuente:** This road will be located entirely within the Specific Plan Area and is planned as an Industrial/Commercial Collector Road.
- **Zinser Road, Vann Centre Boulevard and David Ridge Drive:** These roads are planned as Industrial/Commercial Collector Roads between Lone Star and Otay Mesa Roads within the Specific Plan Area.

Please note that development projects in East Otay Mesa shall utilize names identified in this chapter for all Circulation Element and Specific Plan roads.

2.2.6 Road Operation

Truck Routes

Through trucks are expected to follow the Prime Arterial, Major, Collector and (non-Circulation Element) selected Local Industrial/Commercial Road street system. Due to

the industrial character of the Specific Plan Area, all streets shall be designed to accommodate truck traffic.

In order to minimize impediments for truck operation and allow access for each of the land uses in East Otay Mesa SubArea 1, the circulation network shall be designed according to the County Public Road Standards. The needs of truck traffic, access, and loading activities shall be incorporated in the design of the roadways. In addition, on-street parking shall be prohibited on all Prime Arterial, Major and four-lane Industrial/Commercial Collector public roads within the Specific Plan Area.

It should be noted that CalTrans may also designate truck only routes to accommodate the future Port of Entry.

2.2.7 Alternative Modes of Transportation

Public Transit

Public transit represents an opportunity to provide a convenient and inexpensive transportation choice for employees.

Public transit represents an opportunity to provide a convenient and inexpensive transportation choice for employees, help achieve air quality enhancement goals and reduce vehicular traffic. The development of public transportation facilities, while considered highly desirable for East Otay Mesa, will take place over a period of time. The County of San Diego will continue to work with SANDAG to extend public transit facilities into East Otay Mesa.

SANDAG is currently refining the transit network for the South Bay and once this study is complete, they expect to have a reasonably well-defined network for this area. The SANDAG Plan will include a bus rapid transit (BRT) line to serve the Otay Mesa. A 29-mile loop line would connect the existing light rail station at 24th Street in National City with the Otay Ranch area, the Otay Mesa International Border Crossing, and the Iris Street station in San Ysidro. Future developments will be required to coordinate with SANDAG and the County to ensure that transit is a consideration when planning their development. When the County Board of Supervisors adopts a Transit Plan, including development standards and route locations, all development within East Otay

Mesa shall be required to comply with that plan and its implementation including the dedication of right-of-way for light rail and/or bus facilities.

The north-south line would generally follow the SR-125 alignment to provide access between Chula Vista, Otay Ranch, and the International Border. The east-west BRT line may follow Otay Mesa Road or Airway Road and potentially continue along this road into the Specific Plan Area to the proposed third border crossing. If this should occur, then a transit station at SR-125/Otay Mesa Road interchange, a station at the border, and possibly one intervening station would be feasible.

Bicycle Network

Use of bicycles as a commuting mode of transportation is encouraged as a means to reduce traffic congestion and minimize greenhouse gas emissions. The bicycle network of East Otay Mesa is focused to safely direct bicycle traffic to and from key locations. It is the intent of the plan to link all transit, commercial, and employment locations via certain Circulation Element roads and Specific Plan roads that would allow bicycling commuters the ability to access East Otay Mesa in a direct manner. The General Plan bike routes are shown on Sheet 6 of the General Plan Circulation Element. Additional bike routes are provided in the Specific Plan.

It is likely that the vast majority of workers within East Otay Mesa will be traveling from areas outside of the Mesa, such as Otay Ranch, portions of the City of San Diego, and Chula Vista, and possibly from the International Border Crossing. To encourage bicycle use within the Specific Plan Area, a connected system of roads suitable for bicycle traffic has been designated for the Mesa. This bike network is detailed on Figure 2.2-1 and in Table 2.2-1 of the Specific Plan. The bicycle network in East Otay Mesa is composed of Class II facilities (bike lanes), and bicyclists are permitted to travel on all public roadways within the Specific Plan. The State of California, Department of Transportation publication, *Planning and Design Criteria for Bikeways in California*, is the bikeway standard of San Diego County. These regulations shall also apply to the East Otay Mesa Specific Plan.

Pedestrian Circulation

The amount of projected employees in the Specific Plan Area that would take mid-day lunches and shopping trips necessitates the establishment of a pedestrian circulation and trails system that will support and encourage walking as a mode of transportation.

Walking is encouraged within the East Otay Mesa Specific Plan. The amount of projected employees in the Specific Plan Area that would take mid-day lunches and shopping trips necessitates the establishment of a pedestrian circulation and trails system that will support and encourage walking as a mode of transportation. To create safe and attractive pedestrian travel, it is necessary to keep sidewalk areas free of obstructions and allow for the flow of pedestrians. Crosswalks and signal timing help reduce pedestrian/auto conflicts and improve safety conditions. Sidewalks are required on both sides of all public streets. Sidewalks shall meet the guidelines of the County of San Diego Public Road Standards except that sidewalks on all Circulation Element and Specific Plan roads shall be 4-feet wide and shall be separated from the traveled way by a 3-foot landscaped parkway (Section 2.3.5). Sidewalks shall meet the Americans with Disabilities Act (ADA) standards. The Director of Public Works may allow sidewalks to meander around existing utility poles (69kv or greater) that will not be placed underground. In limited circumstances, the Director of Public Works may waive sidewalk requirements where existing utility poles (69kv or greater) will not be placed underground if the applicant can demonstrate that no loss of pedestrian movement or connectivity would result.

Trails

Since the approval of the East Otay Mesa Specific Plan in 1994, the County adopted a Community Trails Master Plan that governs the type and location of trails throughout the unincorporated area. Trails proposed in the Specific Plan are non-motorized, multi-use trails that allow public access to natural scenic areas. Trails and pathways in East Otay Mesa shall meet the Community Trails Master Plan Design and Construction Guidelines. All development adjacent to the Otay Valley Regional Park shall improve a 10-foot wide trail for passive viewing and as a potential connection to the regional park trail system (Figure 2.2-1). The trail shall be open to the public and shall connect to a public sidewalk or an alternative location acceptable to the County.

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Chapter 2: Plan Elements

2.1 LAND USE ELEMENT

Goal:

Promote a well-organized international district in East Otay Mesa to attract and accommodate regional forecasted demand for industrial and business development.

2.1.1 Vision

With large, level, relatively inexpensive land located near a large, affordable labor pool and moderately priced housing, East Otay Mesa is highly suitable for large-scale industrial and business development.

The technology sector in the San Diego region has expanded, creating additional demand for industrial space. East Otay Mesa is the largest planned industrial district in the unincorporated portion of the County and is poised to serve the demand for technology business park space. With large, level, relatively inexpensive land located near a large, affordable labor pool and moderately priced housing, East Otay Mesa is highly suitable for large-scale industrial and business development. Moreover, its prominent location along the Mexican border makes it a prime location for industrial use, specifically technology manufacturing as well as warehouse and distribution uses associated with manufacturing activities in Mexico as part of the Maquiladora Program.

The intent of the East Otay Mesa Specific Plan is to promote development of the area into a comprehensive industrial and business district with centrally located cores of more intense employee uses and commercial services. This is accomplished through land use classifications that create defined districts devoted to technology-oriented industrial, manufacturing, and business serving uses. The circulation system supports these uses. Traffic is dispersed as it moves toward the core areas through a hierarchy of streets. These streets direct truck traffic from the State Routes to Prime Arterials, Major, and Industrial/Commercial Collector Roads. At full development, these areas served by local roads are encouraged to develop with Activity Nodes. Activity Nodes allow for greater intensity and provide opportunity for social gathering and pedestrian

activity. These planning and circulation features combine to create a unique image to set East Otay Mesa apart from other industrial areas of San Diego County.

2.1.2 Land Use Goals and Policies¹

GOALS:

Goal 1: Promote a well-organized international industrial and business district in East Otay Mesa to attract and accommodate forecasted growth.

Goal 2: Promote the conservation of open space to preserve environmental resources and provide recreational opportunities for the industrial workforce and surrounding community residents.

POLICIES:

Industrial Land Use:

Policy LU-1: Accommodate the forecasted mixed industrial uses in East Otay Mesa.

Implementation: The land use map and regulatory section of the Specific Plan accommodates forecasted industrial development in East Otay Mesa.

Commercial Land Use:

Policy LU-2: Provide land uses that allow for a range of commercial uses in optimum locations to serve the retail needs of the future industrial and highway users in East Otay Mesa.

Implementation: The land use map and regulatory sections of the Specific Plan establish specific locations and development standards for commercial land uses.

Policy LU-3: The Commercial Center (commercial overlay) shall allow for transit-oriented land uses, encouraging pedestrian circulation.

¹ The goals and policies listed in Chapter 2 were developed for the original (1994) East Otay Mesa Specific Plan. Minor updates were made, as needed, when preparing the 2010 Amendment to reflect new information.

Implementation: Compliance with this policy will be determined during the Site Plan review process.

Policy LU-4: Avoid strip commercial development in the industrial area.

Implementation: In industrial areas, this policy could be implemented by clustering commercial development at intersections or by locating commercial development at the interior of industrial lots. In addition, commercial development in industrial areas should feature a pedestrian friendly layout and safe vehicular access.

Policy LU-5: Should industrial development be located in an area planned for commercial use, commercial use cannot be re-established within that area without bringing the development into conformance with commercial use regulations in the Specific Plan.

Implementation: During the Site Plan review process, plans for commercial development will be reviewed for compliance with applicable development standards to insure that the development incorporates provisions for parking, architectural design, and site planning that are necessary to accommodate commercial use.

Policy LU-6: Coordinate vehicular and pedestrian circulation between adjacent commercial properties.

Implementation: During the Tentative Map and the Site Plan review process, plans will be reviewed to ensure compliance with provisions that require coordinated circulation between adjacent commercial properties.

Residential Land Use

Policy LU-7: Designate very low density Rural Residential development as the appropriate land use in sensitive hillside areas in the East Otay Mesa Specific Plan Area.

Implementation: The land use map of the Specific Plan designates the hillside areas for Rural Residential use at a density of one dwelling unit per 20 gross acres. Rural Residential areas with steep slopes and sensitive biological resources are given a "G" Designator and are subject to the Sensitive Resource Area Regulations of the Zoning Ordinance. To protect sensitive environmental resources in Rural Residential areas, the Specific Plan requires that development be preceded by detailed environmental review prior to approval of discretionary permits.

Interim Use

Policy LU-9: Provide for interim land uses that are compatible with the planned industrial and commercial land uses.

Implementation: The land use regulations of the Specific Plan allow interim uses by Major Use Permit. Such uses shall be limited to a maximum initial period of 5 years unless a finding is made that the proposed use has an overriding significant economic benefit to the region. Time extensions for additional 5-year periods may be permitted.

Conservation / Open Space

Policy LU-10: Protect and conserve steep slopes and biologically sensitive areas in the Specific Plan Area (previous policy COS-1).

Implementation: This policy will be implemented primarily through the application of the Rural Residential and Conservation / Limited Use land use designations, the MSCP program (see Figure 1.2-1), and the application of the “G” Designator to Sensitive Resource Areas (see Figure 3.2-1). The areas to be protected include the following: (a) the eastern hillside area which has steep slopes and biologically sensitive resources, (b) Johnson and O’Neal Canyons, which have steep slopes; and (3) and the area west of Johnson Canyon, which contains both coastal sage scrub and vernal pool habitat.

Policy LU-11: Avoid any agricultural or pre-development clearing and grading on steep slope areas (previous policy COS-2).

Implementation: This policy would be implemented during discretionary project review. Projects with a “G” Designator will be reviewed for compliance with the Sensitive Resource Area Regulations and projects with a “B” Designator will be reviewed for compliance with Specific Plan regulations during Site Plan review.

Policy LU-12: Protect and conserve significant cultural resource sites (archaeological and historical sites) in the Specific Plan Area (previous policy COS-5).

Implementation: This policy would be implemented during discretionary project review when preparing CEQA documents. Archaeological and historical surveys were conducted over the majority of the East Otay Mesa Specific Plan (see Appendix 4).

2.1.3 Land Use Plan

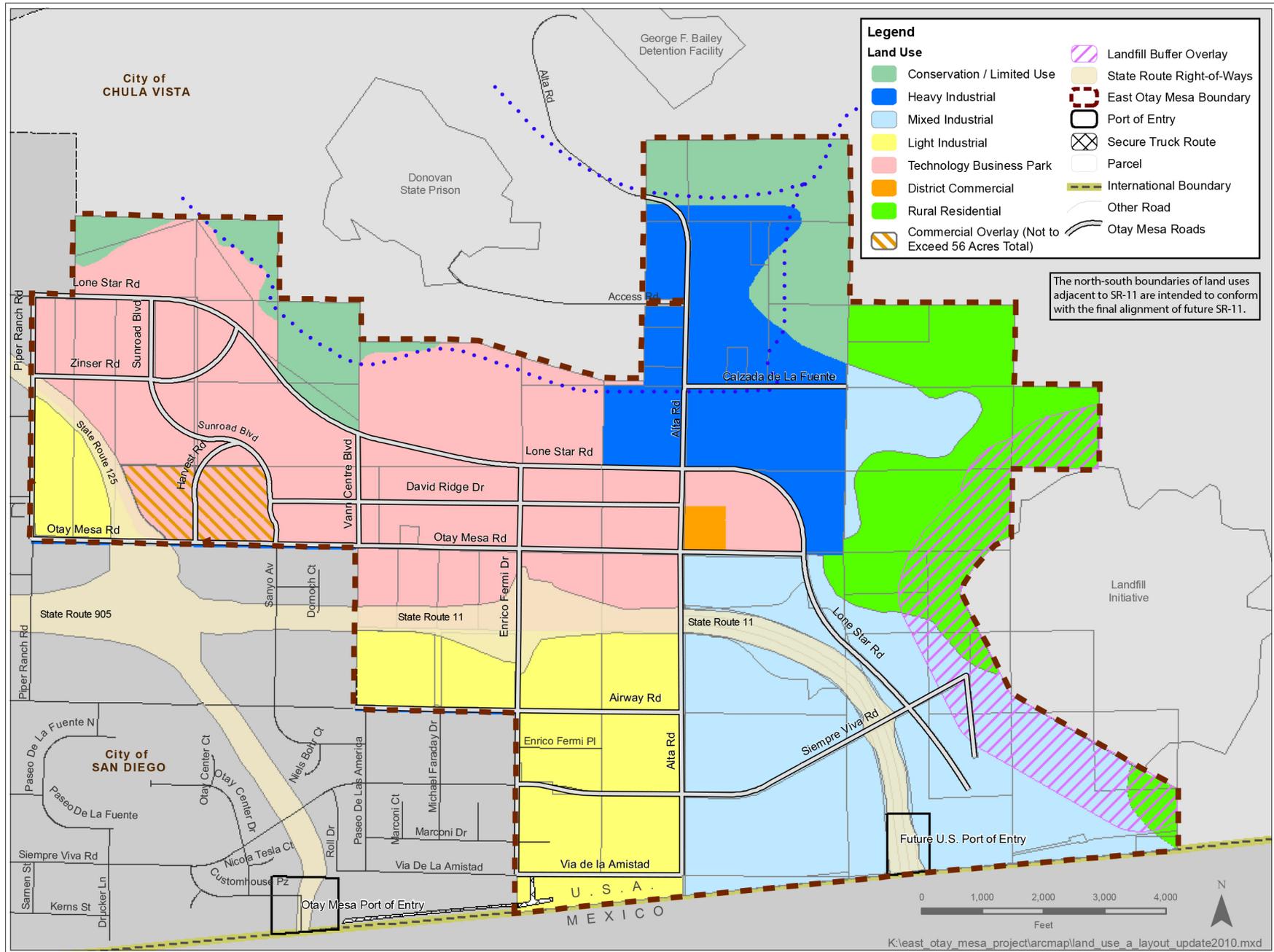
The distribution, location, and extent of land use in the East Otay Mesa Specific Plan is shown on the Land Use Plan, Figure 2.1-1 and Table 2-1 below. Approximately 304 acres of land were removed from the Specific Plan in 2010 as a result of a change made to the Specific Plan boundary following passage of a voter initiative.

Table 2.1-1: Planned Land Use Tabulation

Land Use Designation	Approximate Acres (Net)	
	Land Use (Acres)	Subtotals
<i>Activity Node Overlay</i>	28 (Maximum)	84 Acres of Overlay
<i>Commercial Center Overlay</i>	56 (Maximum)	
District Commercial	11.0	2,110.1 Acres High-Intensity Commercial and Industrial Use
Heavy Industrial	292.0	
Mixed Industrial	629.9	
Light Industrial	363.0	
Technology Business Park	814.0	
Rural Residential	311.3	552.3 Acres Low Intensity Use
Conservation/Limited Use	241.0	
Circulation Corridors (1)	350.4	
TOTAL	3,012.7 Acres	

(1) Circulation corridors include State freeways, Circulation Element roads, and Specific Plan roads. Standard rights-of-way were used to obtain land use calculations, with the exception of Caltrans freeways where average road widths were developed using data provided by Caltrans.

Figure 2.1-1 Land Use Plan



2.1.4. Land Use Designations

Multiple land use designations achieve the envisioned mixture of industrial, business, commercial, and conservation areas.

The land use designations for East Otay Mesa are: Technology Business Park, District Commercial, Light Industrial, Heavy Industrial, Mixed Industrial, Rural Residential, and Conservation/Limited Use. A Commercial Center Overlay and Activity Nodes are located within the Technology Business Park. Activity Nodes may also be located within the Light Industrial District. A Landfill Buffer was established for those portions of Mixed Industrial and Rural Residential that are located within 1,000 feet of a landfill site, which is located outside the southeastern corner of the Specific Plan. These planned land uses will be implemented through various discretionary permits.

Multiple land use designations achieve the envisioned mixture of industrial, business and commercial land uses, as well as conservation areas. Table 2.1-1, Planned Land Use Tabulation, summarizes the amount of planned development by land use designation. The general intents of the Technology Business Park, Activity Node, Commercial Center, Light Industrial, Heavy Industrial, and Conservation/Limited Use Area designations are described below. Specific permitted uses and development requirements within each of these designations are detailed in Section 3.0.

Locations of East Otay Mesa Activity Nodes are based on a hierarchy of streets, topography, views and walking distances. The outer boundary of Activity Nodes shall be spaced a minimum of 300 feet from Prime Arterial or Major Roads. In addition, each Activity Node shall be a minimum of 1,250 feet apart. The proposed corridor alignment for State Route 11 is subject to change upon the completion of CalTrans' Environmental Studies. The north-south boundaries of adjacent land uses are intended to conform with the final alignment of future SR-11.

Technology Business Park

The presence of applied scientific institutes and diverse research and development industries in the San Diego region creates a demand for future research, development, testing and manufacturing sites. East Otay Mesa is considered an ideal location for these facilities and offers the following amenities:

- Large, fairly level, developable land that is relatively inexpensive;

- Good access provided by three planned freeway links, an existing border crossing, and a planned additional border crossing;
- Ample employee pool from adjacent communities and Mexico;
- Special visual and environmental amenities associated with the San Ysidro Mountains and Otay River Valley; and
- Proximity to regional and international airports and to the Mexican border.

The intent of the East Otay Mesa land use plan is to provide the quality environment that technology businesses are often accustomed to and create a pleasant working environment for employees, focusing development in parks, or campus-like settings.

The Technology Business Park designation is applied in the northern and western portions of the Specific Plan Area, closest to planned regional highways, proposed light rail and urbanized lands (Figure 2.1-1). Land subject to the Technology Business Park designation is intended for development of manufacturing operations and business offices that research, develop and produce advanced technologies, such as defense and space technologies, communication, computer and internet, audio/visual, pharmaceutical and medical products. The intent of the East Otay Mesa land use plan is to provide the quality environment that technology businesses are often accustomed to and create a pleasant working environment for employees, focusing development in parks, or campus-like settings. This campus-like setting complements the aim of the Activity Node, which strongly encourages pedestrian activity.

Activity Nodes

At full development, the Activity Nodes will act as pedestrian friendly business cores and social gathering areas for the East Otay Mesa employee population. Foreseeable uses in East Otay Mesa Activity Nodes include office and computer supply, building supply, hotels or motels, restaurants, and health club businesses.

The siting and design of Activity Nodes is discussed in Sections 2.3.2 Urban Design Element, and 3.3.2 Processing Requirements. The Activity Nodes allow for increased floor area ratios and shall be located at the time a property owner proposes to enact the benefits of this land uses designation. The property could develop without establishing an Activity Node. At the time a property owner wanted to benefit from an Activity Node's commercial land uses and increased intensity, the proposed land uses and/or lot design would be reviewed by the County staff for conformance with this Specific Plan, including the parameters for Activity Node location.

Commercial Center is an overlay designation and provides opportunity for major retail development in the East Otay Mesa Specific Plan.

Commercial Center

The Commercial Center is an overlay designation and provides an opportunity for a major retail development of up to fifty-six acres in the East Otay Mesa Specific Plan. The site is identified on the land use plan (Figure 2.1-1), in the northwestern portion of the plan area. Uses anticipated in this designation include a combination of local-serving and regional-serving retailers that could create a destination commercial development. Unless a discretionary permit is issued to implement a Commercial Center on this site, the underlying Technology Business Park land use designation and associated standards shall apply.

The San Diego Association of Governments (SANDAG) is currently refining the transit network for the South Bay. This study will address the transit needs and potential locations within Otay Mesa. Since the Commercial Center will be a traffic generator for East Otay Mesa, transit needs will need to be addressed as part of any discretionary application. This may necessitate the need for on-site transit facilities, including a station and pedestrian and bicycle connections.

Major site access points, curb cut locations, and parking lot layouts shall be coordinated with adjacent properties through the Site Plan review process to facilitate vehicular and pedestrian circulation throughout commercial shopping areas. Parking lot layouts shall be closely coordinated with adjoining commercially zoned properties to provide shared driveways and access, where feasible. Pedestrians should be able to access adjacent commercial properties without exiting onto a public street to re-enter an adjoining commercial property.

District Commercial

The District Commercial designation is intended to accommodate an appropriate range of retail goods and services intended to serve a 1 to 2 mile trade area. Application of this designation is limited to a 10-acre parcel on the northeast corner of Alta Road and Otay Mesa Road, where commercial use can support industrial development in the eastern portion of the Specific Plan.

Light Industrial

The Light Industrial designation is applied to lands on the western edge of the Technology Business Park area in addition to lands in the southern portion of the Specific Plan Area (Figure 2.1-1). Land designated as Light Industrial is intended to accommodate all uses permitted in the Technology Business Park plus wholesale storage and distribution, manufacturing, general industrial and several commercial uses.

Heavy Industrial

The Heavy Industrial designation is applied to areas north of Otay Mesa Road adjacent to Alta Road (Figure 2.1-1). These areas provide for most uses allowed in the Technology Business Park and Light Industrial land use designations plus recycling plants, salvage yards, and outdoor storage.

Mixed Industrial

The Mixed Industrial designation is applied to areas formerly known as Subarea 2. These areas provide are intended primarily for wholesale storage and distribution, research services, and general industrial uses. General industrial land use is defined as industrial plants primarily engaged in manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products. Many other compatible commercial types of uses such as construction sales and services, automotive and equipment uses, and custom manufacturing are also permitted.

Support commercial uses are permitted within Mixed Industrial areas, and are planned to serve the daily convenience needs of the industrial work force in East Otay Mesa. They may be incorporated within industrial structures or located in a separate structure on the industrially zoned land. Support commercial development is limited to a maximum percentage of the gross acreage for industrial parcels, and it should be clustered at intersections or located within the interior of industrial developments.

Rural (Hillside) Residential

The hillside area at the eastern edge of East Otay Mesa is planned for very low-density rural residential land use. This area has steep slopes and contains significant biological resources. Because of the area's rugged terrain and its sensitive biology, this area is not suitable for agriculture, commercial or industrial use.

Conservation/Limited Use Area

Lands in the northwestern and northeastern reaches of the Specific Plan SubArea 1 area are designated Conservation/Limited Use Area (Figure 2.1-1). The rugged terrain and sensitive biological resources render these areas undesirable for commercial or industrial uses. The Conservation/Limited Use Area will allow uses such as outdoor participant sports, campgrounds and resorts with a Major Use Permit.

Interim Uses

Interim Uses are allowed with a Major Use Permit and shall be developed in compliance with this Specific Plan Development Standards (Section 3.2). Interim Uses shall be allowed for a maximum initial time limit of five years and only if there has been no application for a permanent use on an adjoining parcel that would be negatively impacted by the proposed Interim Use. Time extensions for additional 5-year periods may be permitted, but permit extensions must be approved no later than two years following the end of the interim use period. Under extreme economic circumstances, the County may establish policies that temporarily modify development standards for interim uses provided a sunset date is established and findings are made that the interim use does not impact permanent development within East Otay Mesa.

Permitted Interim Uses are shown in Table 3.1-1 in this Specific Plan, with the exception of uses permitted within the Landfill Buffer as shown in Appendix 6.

Landfill Buffer Overlay

A 1,000 foot wide buffer overlay was identified around a landfill site established by a voter initiative in June 2010. The purpose of the buffer is to establish development regulations that minimize land use conflicts between the landfill and nearby development.

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Appendix 1
STREETSCAPE PLANT LIST

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TREES

Gateway Roads:

Road	Tree Type*	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Lonestar, Otay Mesa** (east to Enrico Fermi), Loop and Siempre Viva (street trees)	Evergreen	Podocarpus gracilior <i>Fern Pine (Exception List applies to the south side of Otay Mesa Road.)</i>	25' On Center	24" B container size. All trees planted in row shall be the same height at time of planting.	Year Round	Large canopy tree with soft gray-green foliage. Drought tolerant, no pests
Otay Mesa (setback area)	Evergreen	Tristania conferta <i>Brisbane Box</i>	25' On Center	24" Box	Summer	White, reddish bark
Siempre Viva	Evergreen	Cinnamomum Camphora <i>Camphor Tree</i>	25 On Center	24" Box	Yr. Round	White flowers
Lonestar and Loop	Evergreen	Pinus canariensis <i>Canary Island Pine</i>	25' On Center	24" Box		
Otay Mesa (Medians)	Evergreen	Agonis flexuosa <i>Peppermint Tree</i>	25' On Center	24" Box		Medium sized tree with weeping willow-like leaves
Siempre Viva (Medians)	Evergreen	Arbutus Unedo <i>Strawberry Tree</i>	25' On Center	24" Box		Blue-green gray color, weeping
Lonestar and Loop (Medians)	Evergreen	Geijera Parvifolia <i>Australian Willow</i>	25' On Center	24" Box	Summer	Medium green, drooping leaves

- * All trees and plantings shall require sufficient root barrier protection from curbs, sidewalks, and other hardscape features.
- ** Otay Mesa Road: Street trees on the south side of Otay Mesa Road, which contains existing SDG&E utility lines, shall utilize the Exception List (see next page).

Major Roads (non-Gateway):

Tree Type	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Evergreen	<i>Eucalyptus nicholli</i> <i>Willow-leafed Peppermint</i>	30' On Center	24" Box		Fine-texture foliage, weeping
Evergreen	<i>Quercus agrifolia</i> <i>Coast Live Oak</i>	30' On Center	24" Box		
Deciduous	<i>Platanus acerifolia</i> <i>London Plane Tree</i>	30' On Center	24" Box	Fall	Yellow-brown foliage, mottled bark
Deciduous	<i>Liquidambar styraciflua</i> <i>Sweet Gum</i>	30' On Center	24" Box	Fall	Red to bronze
Evergreen	<i>Phoenix canariensis</i> <i>Canary Island Date Palm</i>	30' On Center	10" Brown Trunk Height		
Deciduous	<i>Populus nigra</i> 'Italica" <i>Lombardy Poplar</i>	30' On Center	24" Box	Fall	Yellow
Deciduous	<i>Gleditsia tricanthos</i> 'Shademaster" <i>Honey Locust</i>	30' On Center	24" Box	Fall	Golden Yellow

Exception List of SDG&E Approved Trees (Otay Mesa Rd. (south side), Harvest Rd., and Alta Rd.)

Tree Type	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Evergreen	<i>Raphiolepis</i> 'Majestic Beauty' (No common name)	25' On Center	24" Box	Blooms late fall-late spring.	Moderate growth to 15'. Dark green, large leaves. Fragrant light pink flowers. Drought tolerant.
Evergreen	<i>Pittosporum phillyraeoides</i> (Willow Pittosporum)	25' On Center	24" Box	Blooms winter – spring.	Slow growing to 20'. Medium green leaves, light yellow flowers, fragrant. Drought tolerant; no pests
Evergreen	<i>Arbutus Unedo</i> (Strawberry Tree)	25' on Center	24" Box		Slow growing to 20 feet (spread of 20 feet), drought tolerant. Does not include 'cultivar "Marina" variation.

Note: One tree type will be selected for each road. For Otay Mesa Road, the Exception List applies only to the south side of the roadway.

Collector Roads:

Tree Type	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Evergreen	Cupaniopsis anacardioides <i>Carrotwood Tree</i>	25' On Center	24" Box		
Deciduous	Brachychiton acerifolius <i>Flame Tree</i>	25' On Center	24" Box	May-June	Red
Deciduous	Pyrus calleryana 'Bradford' <i>Ornamental Pear</i>	25' On Center	24" Box	Fall	White flowers
Deciduous	Ginkgo biloba 'Autumn Glory' <i>Maidenhair Tree</i>	25' On Center	24" Box	Fall	Golden yellow
Deciduous	Betula pendula <i>European White Birch</i>	25' On Center	24" Box	Fall	Plant in mass
Deciduous	Tipuanu tipu <i>Tipu Tree</i>	25' On Center	24" Box	June-July	Apricot flower

Activity Node Streets:

Tree Type	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Deciduous	Cercis Occidentalis <i>Western Redbud</i>	25' On Center	24" Box		
Deciduous	Geijera Parvifolia <i>Australian Willow</i>	25' On Center	24" Box		
Deciduous	Arctostaphylos Manzanita <i>Common Manzanita</i>	25' On Center	24" Box		

Major Intersections:

Tree Type	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Flowering Ornamental	<i>Albizia julibrissin</i> <i>Silk Tree</i>	Groups of 3	24" Box	Summer	Pink fluffy flower
Deciduous	<i>Lagerstroemia indica</i> <i>Crape Myrtle</i>	Groups of 3	24" Box	Summer-Fall	Red-White flowers
Deciduous	<i>Koelreuteria bipinata</i> <i>Chinese Flame Tree</i>	Groups of 3	24" Box	Summer-Fall	Small yellow flower, orange caps
Deciduous	<i>Prunus cerasifera</i> 'Thundercloud' <i>Flowering Plum</i>	Groups of 3	24" Box	Feb-March	White, pink flowers, purple leaf

All Other Roads:

Tree Type	Botanical & Common Name	Spacing	Size	Showy Season	Comments
Deciduous	<i>Alnus rhombifolia</i> <i>Alder</i>	30' On Center	24" Box		
Evergreen	<i>Casuarina stricta</i> <i>Drooping She-oak</i>	30' On Center	24" Box		Plant in mass
Evergreen	<i>Pinus elderica</i> <i>Russian Pine</i>	30' On Center	24" Box		
Deciduous	<i>Pistacia chinensis</i> <i>Pistache</i>	30' On Center	24" Box	Fall	Orange and red, male, red bark

SHRUBS (Gateway Roads):

Roads	Shrub Type	Botanical & Common Name	Spacing	Size
Lonestar & Loop Roads	Evergreen	<i>Raphiolepis Indica</i> 'Pink Cloud" <i>Dwarf India Hawthorn</i>	3' On Center	5 Gallon
Otay Mesa Road (East of Enrico Fermi Road)	Evergreen	<i>Nerium Oleander</i> 'Petite Pink' <i>Dwarf Oleander</i>	3' On Center	5 Gallon
Siempre Viva Road	Evergreen	<i>Escallonia</i> 'Compakta' <i>Dwarf Escallonia</i>	3' On Center	5 Gallon

Appendix 2
GENERAL PLAN
CIRCULATION ELEMENT ROAD CROSS SECTIONS

Notes on Road Cross-sections:

- **Parkway Dimensions / Composition:** The road cross-sections do not contain the correct dimensions for parkways (the area outside the curb line) on certain types of Circulation Element and Specific Plan roads. For correct dimensions and requirements for parkway design (and the adjacent landscape easement), see Section 3.2.2 Landscaping Standards and Table 3.2-2 Landscaping Standards.
- **Landscape Easements:** The cross-sections do not include a two-foot landscape easement that is required along all Circulation Element and Specific Plan roads. This easement is located along the property line, adjacent to the public right-of-way.
- **Trails:** The cross-sections do not show a trail (called a Pathway) on Alta Road that is required by the Community Trails Master Plan.

INSERT CROSS SECTION 1

INSERT CROSS SECTION 2

INSERT CROSS SECTION 3

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Appendix 3
GLOSSARY OF TERMS

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<p>GLOSSARY OF TERMS</p> <p>Refer to the Planning and Zoning Code for other definitions not included in this list.</p>	
<ul style="list-style-type: none"> • <i>CDRB</i> - Community Design Review Board. • <i>CSA</i> - County Service Area. • <i>DPW</i> – Department of Public Works • <i>DEH</i> – Department of Environmental Health • <i>DPLU</i> – Department of Planning and Land Use • <i>Floor Area Ratio (FAR)</i> - The ratio of total enclosed building area at and above grade to the area of the site. The FAR is an indication of the intensity of development; as such, it identifies the upper limit of building space permissible on a given lot. • <i>Frontage</i> - The length of any one property line of a premise, which property line abuts a legally accessible street right-of-way. • <i>Level of Service</i> - The Level of Service is used to describe the operation of an intersection. Ratings of level of service range from A, representing free flow conditions, to F, representing extreme congestion. Each rating is based upon the ratio of the volume of traffic in the intersection at a given time to the maximum capacity of the intersection. The intersection capacity is the number of cars which can use the intersection in an hour. 	<ul style="list-style-type: none"> • <i>Maquiladora or Twin Plant Program</i> - The Maquiladora or Twin Plant Program, initiated by the Mexican government in 1965, allows U.S. companies to manufacture in a trade zone in Mexico along the international border. Relaxed tariffs and low cost labor are the benefits of the program to U.S. companies. Correspondingly, Maquiladora trade is the second greatest income generator in Mexico today. Since its inception, Maquiladoras have expanded to over 900 in operation today. • <i>Metro</i> - San Diego Metropolitan Sewage System. • <i>NAFTA</i> – North American Trade Agreement • <i>Net Acres</i> - The total developable acres of a land parcel, land use district, etc., equivalent to gross acres minus land for roadway right-of-way and public facilities. • <i>Residential Density</i> - A measure of housing expressed in dwelling units per acre (du/ac). • <i>RFPD</i> - Rural Fire Protection District. • <i>SANDAG</i> - San Diego Association of Governments. • <i>SPA</i> - East Otay Mesa Specific Plan Area.

GLOSSARY OF TERMS

Refer to the Planning and Zoning Code for other definitions not included in this list.

- *Local Improvement District* - A Local Improvement District is used as a generic term which applies to financing available pursuant to formation of an Assessment District (1911-1913-1915 Improvement Acts), or a Community Facilities District (1982 Mello Roos Community Facility Act).
- *Gross Acres* - The total amount of acreage of a land parcel, land use district, etc.
- *Gross Floor Area* - The area included within the surrounding walls of a building plus any roofed, partially roofed or open area customarily used for display or business operations. Interior open court may be exempt if not used for display or business operations.
- *ISTEA* - Intermodal Surface Transportation Efficiency Act.

- *Setback* - A horizontal separation between a vertical element and a property line. Setbacks occur at street level.
- *SF/GFA* - Square Feet of Gross Floor Area.
- *Usable Public Open Space* - Those usable spaces accessible by the general public.
- *Vernal Pools* - Vernal pools consist of slight depressions in soil, sometimes created between mima mounds, that are natural spring-rain accumulations of water which provide unique habitats for a wide range of plant and wildlife species. Four of these species are listed by the Federal government as endangered or threatened and may occur within the Specific Plan Area. Vernal Pool habitats are considered very rare and highly sensitive habitats because the vast majority of them have been destroyed for urban uses.

Appendix 4
ARCHAEOLOGICAL STATUS BY PARCEL NUMBER

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Parcel Numbers with Archaeology Status

ITEM	PARCEL NO.	ACRES	ARCHAEOLOGY STATUS	ITEM	PARCEL NO.	ACRES	ARCHAEOLOGY STATUS
1	646-070-33, 34	44.39/14.25	Grading Monitoring	37	648-011-03	18.65	Testing or Mitigation Required
2	646-080-18, 19	34.26/ 5.74	Grading Monitoring	38	648-040-27	4.41	Cleared, with Grading Monitoring Required
3	646-070-15	9.77	Grading Monitoring	39	648-040-23	6.34	Cleared, with Grading Monitoring Required
4	646-070-16	9.77	Grading Monitoring	40	648-011-02	79.5	Testing or Mitigation Required
5	646-070-07	19.54	Grading Monitoring	41	648-040-15	4.78	Cleared, with Grading Monitoring Required
6	646-070-24	19.66	Grading Monitoring	42	648-040-28	91.86	Cleared, with Grading Monitoring Required
7	646-070-23	18.75	Grading Monitoring	43A**	648-040-29	40	Testing or Mitigation Required
8	646-080-20, 21	32.24/7.48	Grading Monitoring	43B**	648-040-30	40	Cleared
9	646-080-22, 23	34.26/5.74	Grading Monitoring	44	648-040-17	5	Cleared, with Grading Monitoring Required
10	646-240-47	39.38	Grading Monitoring	45	648-040-22	79.09	Testing or Mitigation Required
11	646-240-46	39.54	Grading Monitoring	46	648-040-21	79.09	Testing or Mitigation Required
12	646-240-30	39.28	Grading Monitoring	47	648-070-03	158.79	Testing or Mitigation Required
13	646-080-25	73.37	Grading Monitoring	48	648-070-04	159.36	Testing or Mitigation Required
14	646-240-48	38.87	Grading Monitoring	49	648-070-08	49	Cleared
15	646-080-08	87.42	Grading Monitoring	50A**	648-050-07	101.1	Cleared
16	646-080-17	117.81	Testing or Mitigation Required	50B**	648-050-08	40	Testing or Mitigation Required
17	646-080-11	65.74	Testing or Mitigation Required	51A**	648-050-10	80	Testing or Mitigation Required
18	646-080-12	2.29	Cleared	51B**	648-050-11	80	Testing or Mitigation Required
19	646-130-39	19.78	Cleared	52	648-080-13	20	Cleared
20	646-130-40	19.82	Cleared	53	648-080-14	20	Cleared

ITEM	PARCEL NO.	ACRES	ARCHAEOLOGY STATUS	ITEM	PARCEL NO.	ACRES	ARCHAEOLOGY STATUS
21	646-130-41	19.85	Cleared	54	648-080-04	159.98	Cleared
22	646-130-42	19.88	Cleared	55	648-080-06	3.52	Cleared
23	646-130-26	35.69	Testing or Mitigation Required	56	648-080-15	40	Cleared
24	646-130-27	34.39	Cleared	57	648-080-16	20	Cleared
25	648-040-25	7.79	Cleared	58	648-080-17	20	Cleared
26	648-040-20	40	Testing or Mitigation Required	59	648-080-18	40	Cleared
27	648-040-11	39.09	Testing or Mitigation Required	60*	648-050-04	160*	Cleared
28	648-040-14	40.44	Testing or Mitigation Required	61	648-080-02	40	Cleared
29	648-040-13	38.21	Testing or Mitigation Required	62	648-080-08	40	Testing or Mitigation Required
30	648-070-09	81.93	Cleared	63	648-080-19	74.55	Testing or Mitigation Required
31	648-070-13	38.19	Cleared	64A**	648-080-21	40	Testing or Mitigation Required
32	648-070-14	39.09	Cleared	64B**	648-080-22	40	Testing or Mitigation Required
33	648-070-19	39.3	Cleared	65	648-080-10	40	Testing or Mitigation Required
34	648-070-17	78.17	Testing or Mitigation Required	66	648-080-05	3.25	Cleared
35	648-070-16	41.52	Cleared	67***	648-090-04	513***	Cleared
36	648-070-07	29.68	Cleared				

NOTES:

- * A portion of this parcel - 80 of the 160 acres -- is located within the EOM Specific Plan
- ** Parcel split after original Specific Plan
- *** A portion of this parcel – 80 of 513 acres – is included within the EOM Specific Plan

Appendix 5

PUBLIC FACILITIES INFORMATION

The following information was taken from the original, 1994 Specific Plan. It provides important information related to public facilities planning, phasing and financing, as required for Specific Plan documents. Some information is out-of-date, and the original text was edited to clarify sentences or to eliminate repetitive information. Out-of-date maps and information in Appendix 5 were not removed and, when in conflict, do not change provisions in other sections of the East Otay Mesa Specific Plan.

PUBLIC FACILITIES INFORMATION

A-5.1 Public Facilities Overview

Public facilities in East Otay Mesa will be financed through the equitable participation of all benefiting property owners. In 2009, the property owners developed a financing mechanism for the construction of a temporary and permanent sheriff station; the permanent site (located north of Lone Star Road) will also accommodate a fire station. In 2009, property owners made progress toward developing an agreement with the City of San Diego for sewer transport through the City.

Phasing: The first phase of public facilities in East Otay Mesa will support approximately 500 gross acres of future development, based on the 1.0 million gallons per day (mgd) threshold of wastewater treatment capacity available from Metro which the County acquired via the National City agreement.

The capital improvements that are recommended by the Plan to be included as part of phase one, to be financed by the property owners, include

- Fair share contribution to off-site road improvements, as part of a regional financing strategy
- Acquisition of Metro wastewater treatment capacity
- On-site road and infrastructure improvements to

serve the affected properties

- Establishment of funding mechanisms for fire services and facilities.

Financing: The preferred strategy for financing a backbone or area-wide capital facilities is to: (1) for phase one improvements, use land secured public debt instruments; e.g., Assessment Act proceedings; and (2) for subsequent phases of improvements; utilize a combination of impact fees, reimbursement agreements, additional land secured public debt financing instruments, and/or revenue bonds. However, conditions of development approval will be placed on individual parcels that require public facilities and services be built only to the extent needed to serve its demand. In cases where oversizing is needed for future demand, the County will consider reimbursement agreements.

Operation and maintenance costs of these facilities will be financed in several ways: (1) through the County General Fund, (2) by user fees from established utility service providers, (3) by taxes or assessments established by a County Service Area or Local Improvement District (see Glossary for definition), and/or (4) by user fees and benefit fees established by Special Districts to augment their general operating budgets for specific services.

Implementation: The property owners have the primary responsibility of implementing the required on-site

infrastructure and public facility improvements. Implementation will include formation of a Local Improvement District(s), Fee Districts, and Special Districts (e.g., the Sanitation District).

To implement regional facilities, such as roads, where other jurisdictions will benefit from the required improvements, it is recommended that the County enter into joint powers agreements and/or other similar methods with the benefiting jurisdictions (City of San Diego and City of Chula Vista) to equitably finance these regional facilities. Conditions on individual project approval maybe required, to the extent necessary to ensure the provision of adequate facilities and services.

In order to administer the development of the East Otay Mesa District, it is also recommended that the County and property owners consider forming a Local Development Corporation (LDC) for East Otay Mesa or other suitable entity capable of coordinating development activities in East Otay Mesa. The LDC would be a nonprofit corporation that could assume certain responsibilities subject to the Board of Supervisors' approval, such as review and update of the Facility Phasing and Financing Plan coordination, marketing and other economic development services.

A-5.2 Water

East Otay Mesa is located in the southern service **area** or Otay Mesa System of the Otay Water District, a water purveyor serving the South San Diego County region. There are numerous existing facilities in the Study Area as indicated on Figure 2-23, Water Facilities Plan. Otay

Water District has indicated that there is currently sufficient existing or planned water storage and transmission capacity to accommodate development in East Otay Mesa provided that regional water supplies are met by the San Diego County Water Authority and Metropolitan Water District. The District's planned water facilities are outlined in the Subarea Water Master Plan prepared for Otay Mesa (May, 1991).

The location and size of planned waterlines, pump stations, and reservoirs that are expected to be needed within the East Otay Mesa Specific Plan Area are indicated on Figure 2-23, Water Facilities Plan. The District may modify their plan as needed.

Water Facility Implementation

Otay Water District will serve the development of East Otay Mesa in conformance with their Master Plan. In order to implement this master plan, a portion of the Specific Plan Area adjacent to the eastern boundary shall be annexed to Improvement District Number 7 of the Otay Water District before recordation of any map in that area.

Water transmission and storage facilities will be constructed as indicated on the Water Facilities Plan, Figure 2-23. Major capital improvements required, for example, water storage reservoirs, will be constructed by the District using revenue generated from property owners. Facilities required for distribution to each property will be included in road improvements to be constructed before any Final Map can be recorded.

The water distribution system is generally located in roadway right-of-way. However, if not, property owners through the subdivision process shall be required to reserve right-of-way easements for water service lines as indicated in the Water Facilities Plan.

A-5.3 Wastewater Collection and Treatment

Wastewater facilities do not currently exist in East Otay Mesa. Furthermore, East Otay Mesa is within the unincorporated area of San Diego County and is not located within a Sanitation District. Otay Water District has indicated that they are not interested in providing sewer service to this area of the County. Therefore, a Sanitation District for a wastewater collection system and treatment needs to be formed for the East Otay Mesa Specific Plan Area. In the short term, the County has purchased 1.0 million gallons per day (mgd) of capacity through the San Diego Metropolitan Sewage System (Metro) from National City. This capacity is being held by the Spring Valley Sanitation District until a Sanitation District for East Otay Mesa is formed. When a Sanitation District is formed for East Otay Mesa, this capacity will be transferred to provide interim sewage treatment capacity for approximately 500 gross acres (400 net acres) of industrial or commercial development on a project by project basis.

To access this treatment capacity, East Otay Mesa must connect to existing wastewater collection sewers in the

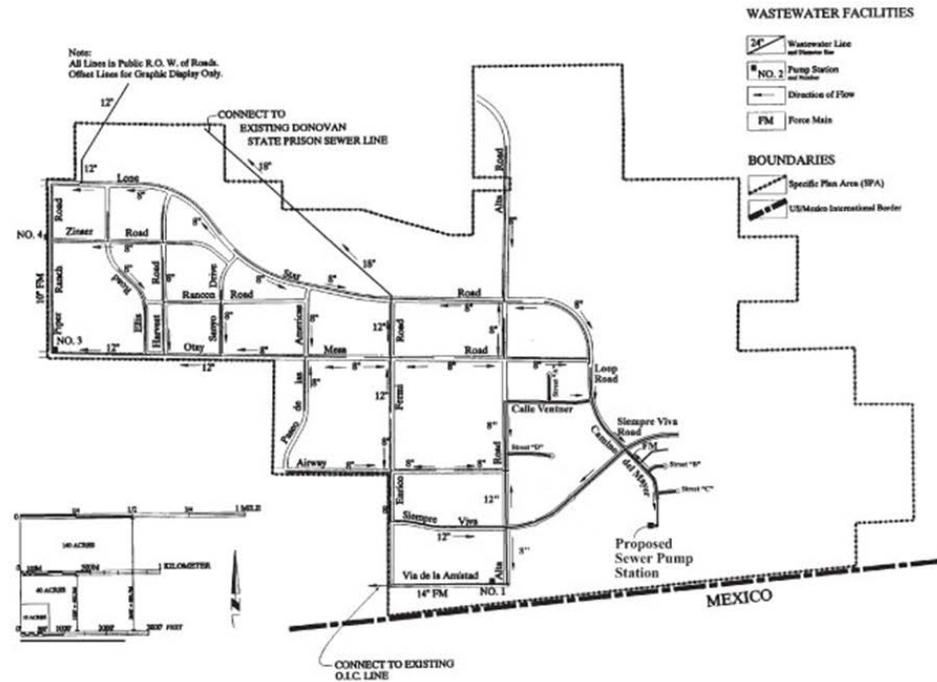


Figure 2-24, Wastewater Facilities Plan

City of San Diego. The southern watershed of the Study Area generally drains to the Otay International Center (OIC) Line, currently stubbed out near the southwestern corner of the planning area, see Figure 2-24. Some of the basins within the southern watersheds will need pump stations to access the OIC Line. The northern portion of the Study Area drains toward the Prison Line, currently stubbed out at the State of California Donovan Correctional Facility. In order to use these collection lines, property owners will have to pay a reimbursement fee, on a project by project basis, to secure capacity in these sewer lines. Additional connection costs to pay for

pump stations and other improvements may be charged by the Sanitation District.

Beyond this interim treatment capacity of 1.0 mgd, East Otay Mesa should consider two treatment and disposal alternatives:

- Additional capacity in Metro
- On-site sewer treatment.

The first alternative is the proposed plan alternative. Facilities required are shown on Figure 2-24, Wastewater Facilities Plan. However, Metro is part of a regional wastewater master-planning program called the Clean Water Program, and the costs of treatment under the new program are uncertain at this time and may prove to be extremely high. Furthermore, capacity in Metro may not be available on a timely basis.

Consequently, as an alternative to the proposed option of using additional capacity in Metro, an on-site sewer treatment plant was considered. This second alternative would require developing an on-site treatment facility totally independent from Metro beyond the initial first phase of 1.0 mgd of sewer treatment capacity. Until more specific information is available from the Clean Water Program, it is recommended that a dual planning process occur including consideration of both Metro off-site and/or on-site treatment.

The County has recently undertaken an implementation feasibility study for an on-site sewer treatment plant to examine in greater detail the issues of facility siting, treatment methods, wastewater effluent reuse and costs.

The study is due to be completed in 1994. The determination of which treatment alternative is most appropriate will be based on the timing of available capacity and cost, including cost of entitlement for an on-site treatment plant, wet weather storage reservoirs, and possibly spray irrigation fields.

Wastewater Collection and Treatment Implementation

Sanitation District: Application will be made for the formation of a Sanitation District to the Local Agency Formation Commission. Subject to funding by the property owners, the County Department of Public Works will take responsibility for formation of a Sanitation District and execution of agreements.

The interim wastewater treatment capacity of 1 mgd will only be adequate to support a portion of the ultimate wastewater treatment capacity that will be needed to support the entire Specific Plan Area. *All development projects proposed prior to establishment of the long-range wastewater treatment strategy will be required to demonstrate the availability of adequate wastewater treatment capacity.*

Subdivision maps will not be allowed to be re-corded for that portion of an existing parcel that is beyond the ability of available interim wastewater treatment capacity of 1 mgd. Phased recordation of Final Maps will be based on allocation of this interim capacity with subsequent recordation of additional phases only after establishing the long-range wastewater treatment strategy discussed herein.

Wastewater collection system: The wastewater collection system is generally included in road improvements to be financed by property owners through a Local Improvement District and/or impact fees. However, through the Subdivision process property owners shall dedicate easements for any wastewater collection lines not in a road right-of-way.

Long-range system: The County will coordinate with Metro to provide the development of a regional wastewater treatment system to serve the East Mesa beyond the interim treatment capacity described in Policy PF-2. In the event that Metro is not available to meet the requirements of East Otay Mesa in a timely and cost-effective manner, the Sanitation District, subject to funding by property owners, will plan, design, finance, construct and operate an on-site wastewater treatment facility. Future studies shall determine the exact siting of the treatment plant.

A-5.4 Reclaimed Water

Based on Metro's current plan, the reclaimed water source for East Otay Mesa will be the planned Otay Valley Treatment Plant which will have complete reclamation capabilities. Metro has indicated that local water purveyors (in this case the Otay Water District) will also become the reclaimed water purveyor. Although Otay Water District will not own and operate the reclamation plant, they will receive reclaimed water at their district boundary and then become responsible for its distribution. If East Otay Mesa Sanitation District develops its own on-site treatment and disposal facility,

then reclaimed water may be wholesaled to Otay Water District for distribution.

East Otay Mesa development will be required to install a dual water distribution system throughout the development. Therefore, reclaimed water and potable water lines will most likely be installed in every roadway. The reclaimed water will be used for streetscapes and industrial development landscaping. Some buildings could possibly be plumbed with reclaimed water for toilet flushing or processing water. Use of potable water in the reclaimed water system for irrigation could potentially be permitted until reclaimed water becomes available.

Figure 2-25, Reclaimed Water Facilities Plan, indicates the facilities proposed for an area wide reclaimed wastewater system.

Reclaimed Water Facility Implementation

A reclaimed water transmission system will be installed to distribute re-claimed water for streetscape landscaping and possibly for toilet flushing or processing water. The transmission system lines will be constructed as part of the basic street infrastructure, to be financed by the property owners.

Generally, the reclaimed water supply system is included in the roadway improvements. However, right-of-way easements for any supply line outside of a roadway shall be dedicated by property owners as part of the Subdivision process.

A-5.5. Storm Water Drainage

Storm water runoff will inevitably increase with development as permeable ground primarily in agricultural uses is transformed into impervious rooftops, parking lots and streets. Accordingly, storm water drainage facilities will be needed to accommodate development in East Otay Mesa.

Facilities needed to accommodate the runoff vary between the three major watersheds in East Otay Mesa, see Figure 2-26. The northern watershed region made up of basins B and H drains to the Otay River. Facilities in this basin require collection facilities only. The western watershed region made up of basins I, K, L, M1, M2, P, Q, and R drains to the City of San Diego. Collection and onsite detention facilities will be required for each property to ensure that the peak runoff into the City of San Diego does not increase above historical rates. The southern watershed region, made up of watershed basins D, E1, E2, F, and G drains to Mexico. Based on international agreements, the peak runoff into Mexico may not be increased above historical rates. In order to accommodate runoff, on-site detention basins will be required in the western and southern watershed region. These detention basins are to be placed at the down-stream end of each drainage area within each existing parcel. As an alternative, regional detention facilities are planned in substitution for on-site facilities in the western and southern watershed region. The western watershed

region has not been studied to provide for regional detention basins and potential regional detention basin sites have not been located. This alternative decreases the number of detention basins ,

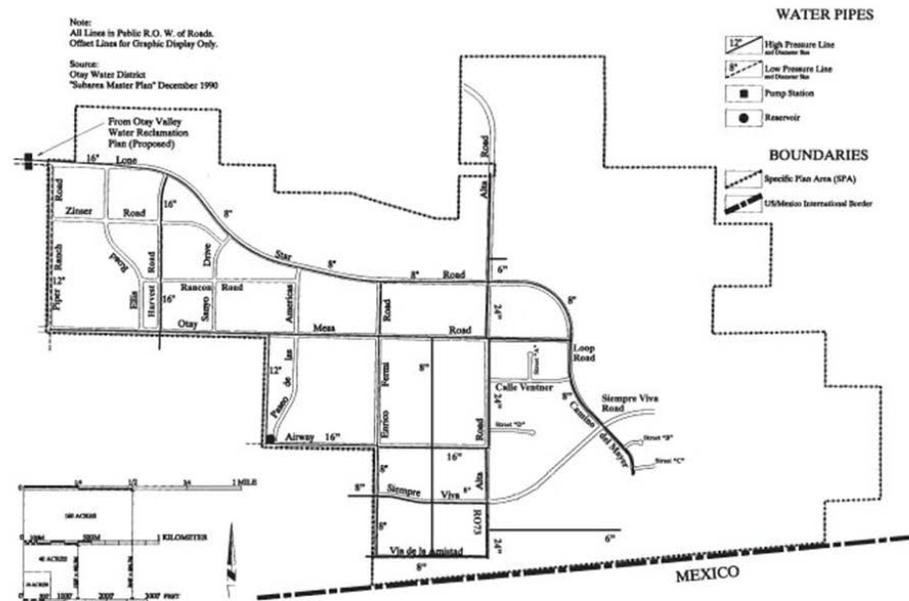


Figure 2-25, Reclaimed Water Facilities Plan

overall detention basin volume, and the overall the detention basin area. The construction and maintenance of these detention basins will be the responsibility of benefiting property owners or an assessment district. On-site and regional detention basins are to be designed so that the downstream discharge is no greater than the predeveloped peak flow. Regional detention facilities are

less land consumptive, have lower capital and operating costs and can be phased by drainage basin. However, they have high up front costs compared to on-site detention. Other smaller southern watershed basins are planned to have on-site detention.

The Clean Water Act strictly regulates non-point source storm water pollution of the waters of the United States. In California, the Clean Water Act is administered by the State Water Resources Control Board which issues Construction and/or Industrial Permits to discharge storm water. In an industrial area, the primary source of non-point pollution is oils from automobiles deposited on roads and parking lots. The County of San Diego is in the process of promulgating Best Management Practices to implement the Clean Water Act.

Storm Water Drainage Implementation

Through the Subdivision process, the County will implement the policy for storm water drainage for East Otay Mesa in accordance with the Comprehensive Flood Control Master Plan and Department of Public Works administrative procedure. Construction of on-site detention facilities will be the responsibility of each property owner and are to be constructed at the downstream end of the drainage area within each subdivision. Maintenance of on-site detention facilities will be the responsibility of the benefiting property owners. An easement showing detention basin locations will be required to be shown on subdivision maps. Should the property owners elect regional detention facilities in lieu of on-site detention facilities, the construction of regional detention facilities are to be financed by

benefiting property owners through a financing mechanism. Ongoing maintenance of the regional detention facilities will be the responsibility of a benefit assessment district funded through assessments levied on benefiting properties.

A-5.6 Dry Utilities

Dry utilities include electrical power, natural gas, telephone, and cable television. Electrical power and natural gas are provided by San Diego Gas and Electric Company. Telephone is provided by Pacific Bell. Service connection points currently terminate at the western boundary of the site. No off-site constraints were identified. ***The utility lines will be underground in roadways in accordance with company standards with the exception of the 69 KV electrical line on Otay Mesa Road and the 230 KV line on the eastern portion of the Specific Plan Area.*** Other facilities such as transformers should be located in underground vaults or screened (See **Urban Design Policy UD-7**).

Dry Utility Implementation

The County shall work with San Diego Gas & Electric and Pacific Bell to provide dry utilities to serve development in East Otay Mesa as part of the subdivision process. Through the subdivision process, the County shall require property owners to dedicate utility easements for dry utility lines. These easements shall be in conjunction with road dedications whenever feasible. This will be implemented as part of the road improvements to be financed by property owners.

A-5.7 Fire Protection and Emergency Medical

East Otay Mesa is serviced by the Rural Fire Protection District (RFPD) of San Diego County. This district, which is independent of County government, has the primary responsibility for fire protection and emergency medical service in all but a small portion of the northern area of East Otay Mesa. A portion of the planning area generally west of Paseo de Las Americas, between Lone Star Road and Otay Mesa Road, is not located within a structural fire protection district. In order to provide service to this area, the optimum solution is to annex to RFPD.

The closest Rural Fire Protection District station is located at 14145 Highway 94 in Jamul, a 20 to 30 minute response time. Since the station is remote it does not conform to the five-minute response time contained in the Public Facility Element of the General Plan.

Other agencies also provide backup fire protection services to East Otay Mesa. The City of San Diego will respond in situations requiring an unusually high level of fire protection resources, based on a mutual aid agreement between the City, the RFPD, and the State's Donovan Correction Facility. Additionally, because the Specific Plan Area is located within the State Responsibility Area, the California Department of Forestry has the responsibility for wildland fires in East Otay Mesa.

Emergency medical services are currently provided by contractors in Chula Vista and National City. From either city the response time is 15 minutes. Advanced life-

support ambulance service is not currently provided to East Otay Mesa. This response time does not conform to the five-minute response time contained in the Public Facility Element of the General Plan as the mini-mum objective for industrial development.

According to the RFPD, substantial new fire protection and emergency medical services are required to adequately service **any** new development in East Otay Mesa. One alternative is to build a new temporary or permanent fire station on a 1.5 net acre site at the intersection of Otay Mesa Road and Alta Road, which was dedicated for that purpose as part of a major use permit approval for the Bradley Auto Storage Auction Pool, presently Roberts Leasing. The temporary station would need to be a facility which includes one bay - 2,200 square feet and which is capable of accommodating an engine and quarters for a three person crew.

The ultimate station would need to be approximately three bay - 6,500 square feet and capable of accommodating the engine, a truck, an additional light vehicle and quarters for an eight person crew. Fire fighters could be trained to provide emergency medical services to provide combined fire fighting and emergency medical services.

Another alternative, if cost effective, is to effect a joint operating agreement or contract with the City of San Diego to provide fire protection and emergency medical services for both the City and County Otay Mesa. The City is planning to build a fire station nearby Brown Field in the next two years. There have been some preliminary

discussions with the City regarding this possibility. Further coordination and discussion are taking place at this time to determine the feasibility of this proposal.

Fire Protection and Emergency Medical Implementation

The County will require all properties that are not already in the Rural Fire Protection District to either annex to RFPD or be part of a district that contracts with the City of San Diego for fire protection and emergency medical services. In addition, the Rural Fire Protection District shall be responsible for providing fire protection services, either by operating from appropriate facilities at a temporary or permanent substation or alternatively, by contracting with the City of San Diego for services.

The County will require evidence of provision of adequate fire protection and emergency medical services and facilities, with a financing strategy acceptable to the fire agency, to be implemented prior to recordation of final subdivision maps. All property owners in East Otay Mesa will be required to participate in a funding strategy acceptable to the fire agency to provide adequate fire protection and emergency medical services prior to recordation of subdivision maps and/or final approval of any discretionary permits.

The costs of initial capital facilities and operating costs will be financed by property owners through a Local Improvement District and/or Mello-Roos District. Ultimate needs for capital facilities could be financed by property owners through an Impact Fee District or other means.

A-5.8 Law Enforcement

Law enforcement duties are performed by the County Sheriff's Department. Currently, no sheriff facilities exist within East Otay Mesa. The nearest station is the Imperial Beach Station, located approximately 9-1/2 miles west of the western edge of East Otay Mesa. Depending on the beat, the most recent data indicates a response time of 16 to 29 minutes for priority calls, and 17 to 59 minutes for non-priority calls.

County standards for response time are established in the Public Facility Element of the General Plan. In urban unincorporated areas such as East Otay Mesa, the minimum acceptable response time for priority calls is 8 minutes, and 16 minutes for non-priority calls.

The sheriff's office has indicated the need for a new sheriff's substation on East Otay Mesa to provide law enforcement services at the onset of development since response time goals could not possibly be met from the existing Imperial Beach substation. Initially, the facility could be under 1,000 square feet to accommodate the needs of three deputies each operating on an eight and a half hour shift. Ultimately, to ensure 24-hour service, the substation will need to be expanded up to 4,000 square feet to accommodate the needs of three deputies per shift. It is proposed that the sheriff's substation be built on the same site which has been dedicated to the RFPD for a fire station *at Lone Star Road and Enrico Fermi Road*. The area of the site is large enough to accommodate both the fire and sheriff station facilities since the site coverage of both buildings is only 15 percent of the site.

Law Enforcement Implementation

Law enforcement will be provided by the County Sheriff. Countywide policies shall establish financing methods for law enforcement facilities. The County shall evaluate the cost effectiveness and feasibility of joint siting a sheriff's substation with a fire facility. East Otay Mesa property owners may choose to augment the Sheriff's standard service level with a benefit assessment for higher service levels or with private security patrols if they desire additional law enforcement.

A-5.9 Child Care

The Public Facility Element of the County General Plan and the Otay Subregional Plan contain policies encouraging the provision of child-care for new development, particularly at places of work. Policy 3.1 of the Public Facility Element states that: "The County will work to ensure that child care facilities are available when needed by new development." Moreover, modern industrial and business parks of the level of quality envisioned in East Otay Mesa have increasingly provided private child care facilities as an amenity to attract tenants and employees. For all these reasons, provision of child care in East Otay Mesa is strongly encouraged.

Data provided by the County Child Care Coordinator indicates that there may be a substantial demand for child care in East Otay Mesa. Population estimates indicate that when East Otay Mesa is built out, there may be a demand for child care facilities to accommodate up to 150 children. Child care near the workplace is only workable when it is located within very close proximity to

a parent's workplace, generally within a half-mile radius. For East Otay Mesa, this would imply a need for at least two child care facilities. It is possible that some child care facilities may be provided by individual employers.

One of the advantages of child care near the workplace is that it can reduce vehicle trip generation. Parents can use transit or car pool if their children are near work, where otherwise they need their car to commute to their daycare. One of the child care sites should be located within the Regional Commercial Center near to the light rail transfer station. By locating the child care facility close to the light rail transfer station, it will encourage parents to make child care part of the commute trip, thus reducing vehicle-miles traveled. This is consistent with the General Plan Policy of locating child care near transit.

Child Care Implementation

Child care facilities shall be permitted in the commercial districts as designated in the Zoning Map, Figure 3-32, and Land Use Regulations of the Specific Plan and by minor use permit in industrial designated districts.

A-5.10 Solid Waste

In recent years, the County has initiated a program to reduce solid waste sent to landfill facilities and maximize recycling of materials. The County has recently passed an ordinance regarding solid waste and goals for recycling of solid waste materials. The ordinance requires that industrial businesses separate the following materials for recycling: dirt, land clearing brush, asphalt, concrete, sand and rock. Office buildings and hospitality

facilities are also required to recycle materials appropriate to the use such as: aluminum, corrugated cardboard, paper, glass jars and bottles, etc.

The County is also in the process of developing standards regarding on-site storage of recyclable materials. For each type of land use, the size and type of area to be set aside for recycled materials will be specified. Facilities for bailing recyclables will also be encouraged, particularly for industrial uses, so by-products of production can be sold for reuse. Reuse of landscape debris such as mulch will also be a priority. Businesses in East Otay Mesa will need to comply with these new standards and guidelines in order to minimize solid waste generated from the area. The City and County of San Diego have jointly established a Market Development Recycling Zone to encourage the recycling businesses to locate in Otay Mesa.

Solid waste and recycling collection services for East Otay Mesa will be provided by private operators under permit by the County. The solid waste disposal facility which currently serves the East Otay Mesa is the Otay landfill. It is anticipated to reach capacity between the years 2000 and 2005, and a new landfill facility will be required. The County is currently conducting a study and EIR for three alternate landfill sites, one of which is within East Otay Mesa in the eastern hillside area, see Figure 1-5. In the event that none of the landfill sites prove feasible, there may not be adequate solid waste disposal facilities to support future development in the South County area including the East Otay Mesa Specific Plan Area.

Solid Waste Implementation

.A private operator will provide solid waste and recycling collection services under permit from the County. .

In addition, all businesses will need to abide by all County ordinances for solid waste management. The Site Planning and Design Guidelines require that enclosed areas be set aside for storage of solid waste and recyclable materials.

The County will continue efforts to locate a new solid waste disposal facility to serve the South County area.

A-5.11 Hazardous Materials

Hazardous materials are regulated primarily by the County Department of Environmental Health Services. Permits are required for the storage and use of certain types and quantities of materials.

Other public agencies are also involved in the regulation of hazardous materials, depending on the types of hazardous materials involved. For example, the Rural Fire Protection District has regulations regarding flammable materials, and the Air Pollution Control District regulates the use of chemicals that will be emitted into the air. The County Department of Environmental Health Services directs businesses to the appropriate agency for all required permits.

The Hazardous Incident Response Team (HIRT) program provides the County with highly trained teams of hazardous materials experts to respond to any chemical

emergencies. HIRT is managed under a joint powers agreement between the County and all the cities within San Diego County. The HIRT would respond to hazardous materials incidents in East Otay Mesa.

Hazardous Materials Implementation

The County Department of Environmental Health Services and City/County Hazardous Incident Response Team are responsible for hazardous materials countywide.

A-5.12 Facility Phasing, Financing, and Implementation

The Otay Subregional Plan requires that public facility improvements for East Otay Mesa be "financed through the equitable participation of all affected property owners and developers." It further requires that a facilities phasing and financing strategy plan be prepared, where public and private services and facilities would be available prior to the needs of development and located in response to the market demand.

This section of the Specific Plan describes the proposed phasing and financing strategy for public facilities in East Otay Mesa. The financing strategy primarily addresses the capital facilities that are of area wide benefit and will be financed equitably by all the property owners. Operating and maintenance type expenses which are not

to be paid out of the County's General Fund are also discussed.

There are five categories of public facility improvements that are of area wide benefit, and which shall need to be financed jointly by the property owners in East Otay Mesa:

1. **On-Site Roads and Infrastructure:** These facilities include the basic network of roads with utility lines in the right-of-way. It should be noted that for roads, the facilities that are considered to be "general interest portion" are the improvement of the median and center lanes as well as intersection signalization and safety lighting. The "lo-cal interest portion" of roads includes the improvement of the road lanes fronting a privately owned parcel which are the responsibility of the property owner. In addition, the property owner is responsible for all other frontage improvements, including curbs, gutter, sidewalk, street lighting, park-way, landscaping and contribution to local intersection signalization as warranted.
2. **On-Site Capital Facilities:** These include buildings for public services, like a fire station, wastewater treatment facility, or storm water detention facilities.

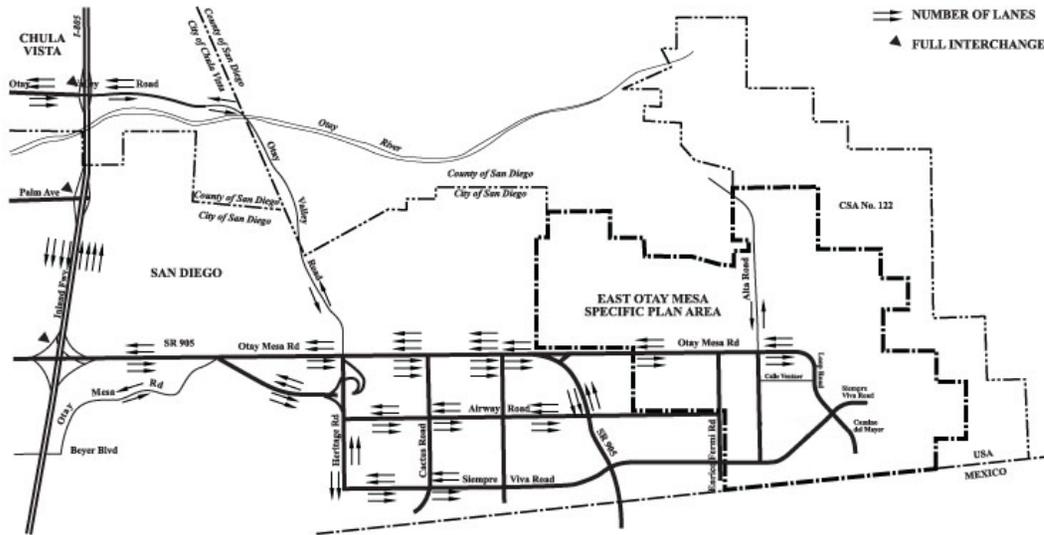


Figure 2-27, Off-Site Road Improvements

3. **On-Site Operation and Maintenance:** Property owners will need to finance the on-going operation and maintenance cost of the following public facilities: fire protection and emergency medical services, street lighting and landscaping, and regional storm water detention facilities.
4. **Off-Site Roads:** Road improvements out-side the Study Area that are necessary to accommodate traffic generated by East Otay Mesa Development. East Otay Mesa property owners shall be responsible for their "fair share" of the construction cost of these road improvements.

5. **Off-Site Capital Facilities:** Regional facilities such as a regional wastewater treatment plant, for which East Otay Mesa property owners shall contribute their "fair share."
6. **Public Transit Service:** Property owners may be asked to finance local bus service through a local improvement district in accordance with County and MTDB transit policies.

These facilities are discussed in depth in the Circulation Element and Public Facility Element.

The facility phasing and financing plan herein is intended as a guide and general direction for capital improvements.

Implementation will need to take into account key factors which will change over the course of the area's development, including:

- Rate/intensity and Location of Development
- Facility Capacity Determination
- Sources of Financing
- Land Secured Public Debt Lien-to-Value Ratio
- Land Value

A-5.13 Public Facility Phasing

The Otay Subregional Plan allows development to proceed as one geographic phase. However, the plan also allows non-geographic phasing of development if adequate public facilities and services are provided.

In order to accommodate a non-geographic phasing plan, on-site and off-site facility demand and phasing was analyzed in a comprehensive process. Alternatives for on-site backbone facilities (primarily roads, wastewater treatment, and storm water drainage facilities) were analyzed to determine which increments were most critical to the development and which were to benefit most of the property owners. Simultaneously, the capacity of off-site facilities was analyzed to determine the thresholds of on-site development which facilities could support. Cost estimates were prepared for the recommended on-site and off-site facility improvements. These cost estimates were compared to the estimated land secured public debt financing capacity for the recommended first phase improvement plan, based on the currently acceptable lien-to-value ratios for the Specific Plan Area.

Phase One

Based on this analysis, it was determined that the recommended first phase of public facilities in East Otay Mesa should be of a magnitude to support 500 gross acres of development (equivalent to 400 net acres). A key factor in this determination was the availability of wastewater treatment facilities from Metro. A million gallons per day of treatment capacity has been acquired

for East Otay Mesa, which is enough to support 500 gross acres of development. Currently, an on-site sewer treatment study is underway that evaluates the potential feasibility of a treatment plant in Otay Mesa to serve future development. After that point, if additional capacity cannot be acquired from Metro in a timely and cost-effective manner, it may be necessary to build an on-site treatment plant. Building an on-site treatment plant would be a major undertaking, requiring years for planning, permitting and construction, and thus would be a major threshold for development in East Otay Mesa.

The financial analysis also indicated that the Specific Plan Area had an acceptable lien to value ratio for a Local Improvement District, (see Glossary for definition) to issue land secured public debt instruments to finance the recommended first phase "backbone" on-site roadway and infrastructure plan, as well as other capital facilities. Additional on-site improvements beyond what is recommended may be dependent on the amount of funding required contributions for off-site roadway improvements.

The East Otay Mesa property owners are encouraged to form a Local Improvement District to implement the coordinated recommended first phase of improvements as recommended in the Specific Plan. However, it is recognized that the implementation of all the recommended first phase improvements may require significant initial capital funding. Moreover, the recommended first phase improvements are based on current information and circumstances. Therefore, the property owners, subject to County approval, have the option of implementing alternative phased facility

improvements for individual development proposals provided adequate facilities and services are provided. If initial development proposals are required to improve needed facilities beyond their "fair share", the County may enter into reimbursement agreements with affected property owners. The purpose of these agreements is for the County to reimburse these property owners by collecting funds from subsequent development proposals that will utilize the facilities.

It should be pointed out however, that all Tentative Maps in the Specific Plan Area will be conditioned to required initial developers in the East Otay Mesa to not oppose formation of future Improvements Districts to the extent allowable by State law. This requirement may further expedite the reimbursement of funds to the initial developers.

The recommended first phase, capital facilities are described as follows:

1. Acquisition of Metro Capacity for Wastewater Treatment

The County has purchased 1.0 million gallons per day capacity of San Diego Metropolitan Sewage System (Metro) treatment capacity from National City, which accommodates 500 gross acres of development. This capacity is being held in the interim by the Spring Valley Sanitation District until the East Otay Mesa Sanitation District is formed. East Otay Mesa property owners will reimburse the Spring Valley Sanitation District, over a period of ten years, once the East Otay Mesa Sanitation District is formed. Fair share reimbursement charges

have to be paid at the building permit stage for the connection to the Otay International Center (OIC) and Pump Station and to the Prison Sewer Line on a project by project basis.

2. Fair Share Contribution to Off-Site Roads, If Required

There is currently no or very limited existing off-site road capacity to accommodate development in East Otay Mesa. Any improvement of off-site roads would improve accessibility in the City's portion of the Mesa. It may prove feasible to share off-site road improvement costs with the City of San Diego. Other jurisdictions may also benefit by off-site road improvements.

Assuming improvements to off-site road capacity would be shared with the City's West Otay Mesa, City/County staff studied off-site road improvement options to service 1,000 acres of development, half in the City and half in the County. Summarized below are four alternatives, the first three of which produced this capacity and would involve some freeway improvement.

- Build an interim extension of SR-905 east to Heritage Road; and improve east/west arterials to County jurisdictional border, see figure 2-27, off-site road improvements;
- Build interim SR-125 to Otay Mesa border crossing for north-south capacity, and up-grade one east-west arterial to 6 lanes to the existing improved terminus of SR-905;

- Build interim SR 905 to the Otay Mesa border crossing;
- Use of major arterial roads, including Otay Mesa Road, Siempre Viva Road, and air-way Road, and feeding traffic to heritage Road. From Heritage Road, traffic would flow north to the new freeway interchange at Palm Avenue and I-805. This alternative did not meet the 1,000 acre capacity objective.

Alternative A is by far the least costly option that meets the objective of 500 gross acres of development in the specific plan area. It assumes 500 gross acres of development would be allocated to the city's West Otay Mesa. The other alternatives have higher costs or do not meet the capacity objectives. Figure 2-27, off-site road improvements shows the preferred alternative that would provide capacity for the full first phase of development.

The availability of public or toll authority funding for the design and construction of SR-905 (by CALTRANS) and SR-125 (by California Transportation Ventures) is critical to the determination of the amount of off-site road contributions required from East Otay Mesa property owners. Currently, there is only funding for preliminary design and the environmental reports necessary for the route adoption procedure. Caltrans has indicated that if funding for design and construction were available, freeway improvements would not be open to traffic until late 1997 or early 1998. See the Circulation Element Technical Report for a more detailed discussion.

3. On-Site Roads and Infrastructure Facilities:

There are two alternative approaches to the first phase of road improvement plans, as depicted in Figures 2-28 and 2-30. Infrastructure included in Phase One roads right-of-way include:

- Water Distribution System
- Wastewater Collection System
- Reclaimed Water Distribution System
- Storm Water Drainage Collection System
- Dry Utilities - Telephone, Gas, Electric Power, and Cable TV

The proposed Phase One road improvement plan may be considered the minimum backbone road system providing a loop of Otay Mesa Road to Siempre Viva Road, see Figure 2-28. This alternative is preferred because it is less costly and more financially feasible to construct. The alternative expanded Phase One road plan is preferred by the property owners, see Figure 2-30, which also includes Lone Star Road in the initial construction. This alternative would provide greater access, however, it is more costly.

Land acquisition and construction cost of the backbone area wide "general interest portion" share of roads, as defined by Board of Supervisors Policy J-16, and the County Road Policy, dated March 20, 1962, is to be financed by all the property owners by means of a Local Improvement District and local impact fee. Land acquisition and construction cost of the lane and parkway adjacent to private property or the "local interest portion," as defined by Board of Supervisors Policy J-16, and the

County Road Policy, is the financial responsibility of property owners at time of development.

It should be noted that certain portions of planned roads are located on the City/County jurisdictional boundary, with the centerline of these roads serving as the boundary. It is assumed that the allocation of the responsibility of financing for roadway improvements will be on the basis of property frontage.

In implementing State Route SR-125 and/or 905, Caltrans has indicated that it will be responsible for financing the design, land acquisition and improvements. This will include signalization of the portion of Otay Mesa Road between the ramps termini that facilitate access to the freeway. The financial participation would be negotiated by the City, County and Caltrans as part of a Freeway Agreement.

The key variable in deciding whether to build the minimum (Figure 2-28) or the expanded (Figure 2-30) road network in Phase One is the cost of fair share contributions to off-site roads. If the cost is high, possibly only the minimum road system is affordable. Moreover, the expanded network is best-timed to coincide with the construction of the Lone Star ramps of SR-125 . Those ramps will be built after construction of an interim SR-125, at a point in time when demand warrants.

The individual property owners have the option of improving facilities beyond their fair share to allow for expedited improvements to their proper-ties. Reimbursement agreements may be executed for reimbursements in such situations.

1. **Fire Station**

Prior to any development in East Otay Mesa, an adequate level of fire protection and emergency medical services must be assured. There are two options for providing capital facilities to accommodate the first phase of development:

Build an interim fire station at the site which has been dedicated at Otay Mesa and Alta Road.

Alternatively, the Rural Fire Protection District would coordinate with the City of San Diego to share the capital and operating cost of a fire station planned at Brown Field.

Capital as well as operating costs for fire protection can be financed by established funding mechanisms such as a combination of a Local Improvement District and impact fees.

Phasing Thresholds and Pace of Development

Table 2-2, Recommended Key First Phase Improvements, indicates critical thresholds for construction of major public facilities. Table 2-3, Recommended Phasing Plan, summarizes the phasing plan, showing the first phases of development and the ultimate buildout condition.

Based on the Market Study prepared for the Specific Plan, the earliest point at which development would begin is 1998. If Otay Mesa Road is widened to six lanes, some modest capacity will be available in 1995. However, due

to off-site roadway constraints, significant development will not be in place until late 1997 or early 1998 at the earliest, assuming freeway and local off-site road-way capital costs are funded. Under one scenario, land would be absorbed slowly in the early years since it is competing with the City's West Otay Mesa industrial areas which are more centrally located and have infrastructure. In the first years of development, the first 400 net acres or 500 gross acres will be built. Another scenario indicates that development of East Otay Mesa

could be delayed until all of the adjacent City industrial land is built out, and then rapidly built out in the following years.

Ultimate Buildout

Subsequent phases of public facilities are to be built commensurate with the pace of development. Figures 2-29 and 2-31, Phase Two Improvement Plans, show the alternatives for the ultimate buildout of the facilities that will be jointly financed by the property owners. If the pace of development is fairly rapid, with a large amount at the outset and a steady pace thereafter, it may be possible to build improvements in one large second phase possibly financed by a Local Improvement District impact fees. Alternatively, it may be necessary to build the improvements in smaller phases over a longer period of time possibly financed by reimbursement agreements and impact fees. Capital improvements and necessary public services would be provided prior to the time of need, based on the rate of development.

Public Facility Phasing Implementation

Non-Geographic Phasing. The County will require the provision of adequate facilities and services as conditions of tentative subdivision maps to be implemented prior to recordation of final subdivision maps.

Recommended Key First Phase Improvements

- Wastewater Treatment: Secure 1 million

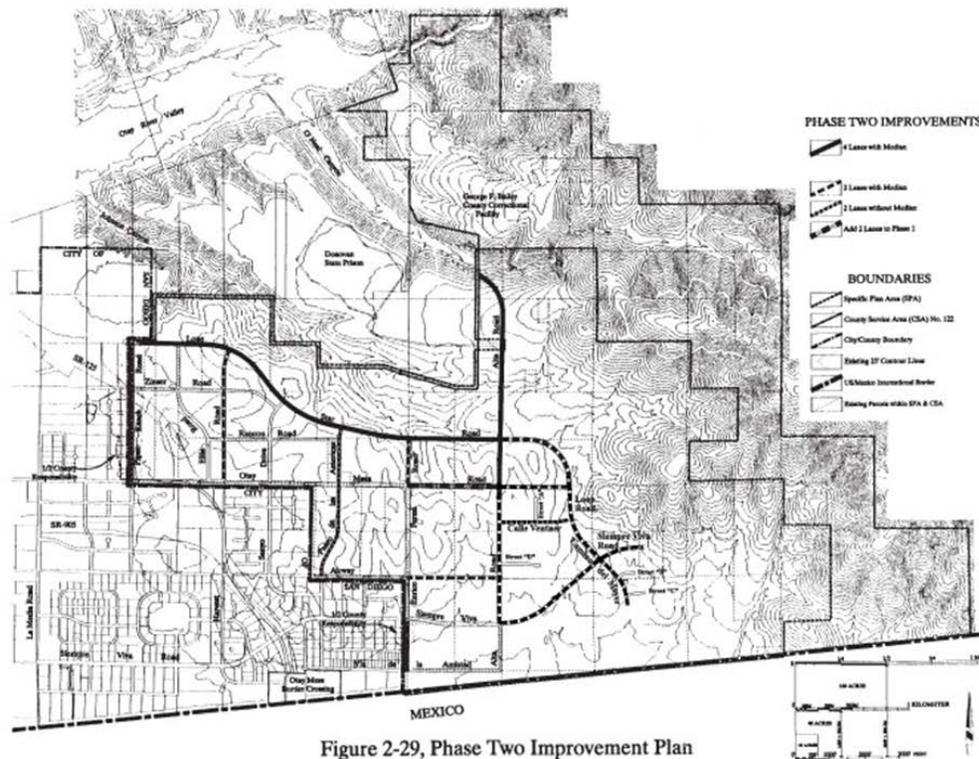


Figure 2-29, Phase Two Improvement Plan

gallons per day Metro capacity from National City.

- Off-Site Roads: Three options described above.
- Water: Facilities as per Otay Water District Plan.
- On-Site-Roads: Minimum loop roadway network
- Fire Protection Interim Fire Station or coordinate with City to provide joint services.

Off-Site Facilities: As discussed above, the existing off-site transportation facilities are inadequate to support the development of planned land uses in East Otay Mesa. The off-site wastewater treatment and transportation public facilities to be improved in the recommended initial phase would be adequate to support 500 gross acres of development. After the initial phase of public facilities are built, the County will monitor off-site public facility capacity, especially wastewater treatment and roadway capacity, to keep pace with the rate of development in the East Otay Mesa Specific Plan Area. The County will continue to coordinate with CalTrans and the City of San Diego to pro-mote the recommended initial and ultimate buildout transportation facilities as described in Policy C-15. The County will review off-site roadway capacity pursuant to the Circulation/ Land Use Monitoring Program described in Policy C-16. Prior to the discretionary permit approval, the County will verify off-site facility capacity and mitigation program for consistency with the policies of the Specific Plan.

On-Site Facilities: The recommended first phase (Phase One) and ultimate buildout phase (Phase Two) of on-site

facility improvements are de-scribed above. However, the Specific Plan does not preclude any individual property owner to propose an alternative improvement phasing approach that provides adequate public facilities and services in advance of development. The County will review and may approve alternative phasing as part of an individual project discretionary permit review process. This review process will include analysis of existing and proposed on-site roadway capacity required pursuant to the Circulation/Land Use Monitoring Program described in Policy C-16.

4.13 Financing Strategy

Capital Costs

The optimum strategy for financing capital facilities needed as part of the initial phase of development in the East Otay Mesa Specific Plan Area is to use land-secured public debt instruments. This type of financing would be obtained either through the formation of a Local Improvement District, used herein as a general term to apply to financing available pursuant to formation of an Assessment District (1911-1913 Improvement Acts), a Community Facilities District (1982 Mello Roos Community Facility Act), or some other Special District. The amount of public debt financing permissible will be limited by the prevailing acceptable lien-to-value ratio of the land after the public improvements are constructed. Subsequent phases of infrastructure and public facility improvements would be financed either through: (1) Countywide, Special District or local impact fees on development collected when building permits are issued; (2) additional public debt instruments, *which* could be

issued based on the increase in lien-to-value ratio of the land generated by earlier development; and/or (3) revenue bonds issued by specific service districts such as a Sanitation District.

Other sources of financing for specific types of public improvements may also be available. These include, but are not limited to:

1. Intermodal Surface Transportation Efficiency Act funding, channeled through SANDAG, to pay for certain regional road and transit improvements.
2. North American Free Trade Agreement funding, channeled through SANDAG, to pay for certain regional road and transit improvements.
3. California Transportation Ventures, a private firm that may finance the SR-125 toll road and improvements to Otay Mesa Road between Piper Ranch and Sanyo Drive to facilitate access to the freeway.
4. Reclaimed Water Sales Revenue, which would be generated if an on-site wastewater treatment plant is built and the Sanitation District sells the treated wastewater.
5. Private Landowner Financing of Facilities and applicable Reimbursement Agreements, where the landowner constructs the facilities with private resources, and the other property owners who benefit from the improvement reimburse the initial contributing landowner in the future.

6. Community Development Block Grant Funds could be used to finance first phase public facility improvement design.
7. Joint financing of shared public facilities and associated pertinent costs with the City of San Diego and/or the City of Chula Vista.

Operation and Maintenance Costs

Most types of operation and maintenance costs related to public facilities are provided for either by the County General Fund or user fees or benefit fees collected by a service provider. The County collects property taxes and other general revenues to pay for such services as law enforcement. The gas tax is used to pay for road maintenance. Service providers, for example the Otay Water District, collect fees for services provided. However, some types of operational and maintenance services required in East Otay Mesa will not be covered by either of these types of funding, so other administrative and funding arrangements are necessary. The following facilities will need supplemental funding of on-going operation and maintenance:

- Fire Protection and Emergency Medical Services will require funding to supplement the property tax revenues of the District.
- Regional Storm Water Detention
- Parkway Landscaping

County Service Areas, Community Facility Districts, or Benefit Assessment Districts can be used to collect

special taxes or assessments to pay for operation and maintenance expenses of public improvements and services. Through these mechanisms, property owners are billed on their property tax bill for their pro-rated share of the operation and maintenance costs.

The San Diego County Street Lighting District encompasses the entire County for the purpose of maintaining street lights. As each parcel develops, it would be billed its share of district costs on the property tax bill.

Financing Strategy Implementation

Financing by Property Owners. The County will work with the property owners to secure appropriate public financing for public facilities. Initial funding of County services could be generated by the County Service Area (CSA) or a local improvement district or other means.

Property owners may use private funds to construct planned public facilities and services. The County may permit reimbursement agreements, as discussed above. The intent of this provision is to allow for individual property owners to proceed with development in East Otay Mesa prior to implementation of the initial phase of improvements. The benefiting property owners and/or the first phase improvement district will reimburse those property owners who have provided more than their fair share of local and/or regional facility improvements subject to County approval.

Fair-Share Contributions to Off-Site Transportation Facilities: To the extent that East Otay Mesa contributes

to the need for road improvements outside its boundaries, East Otay Mesa property owners shall mitigate their impacts by participating in impact fee programs, or other means determined prior to recordation of any maps in East Otay Mesa. The regional financing plan or impact fee program shall be approved and adopted by the Board of Supervisors.

A-5. Implementation

Local Improvement District

The first step in implementing backbone public facilities will be formation of a County Service Area or public financing district for the phase one improvements. The CSA or public financing district could be responsible both for financing and for project administration. In reference to the financing, the County, City, Sanitation District, or Fire District issues the bonds, and charges the proportionate tax or assessment liability to each property.

Special Districts

Special districts will take responsibility for construction of their respective capital facilities in East Otay Mesa, as follows:

- Water: Otay Water District Wastewater Treatment East Otay Mesa Sanitation
- District (to be formed) Fire Station: Rural Fire Protection District

Funding for these capital improvements will come from one or a combination of the following sources: a benefit assessment district, impact fees and/or user fees.

Joint Powers Agreements

For some types of public facilities in East Otay Mesa, where jurisdiction is not entirely within the County, it is recommended that the County consider Joint Powers Agreements with the City of San Diego and the City of Chula Vista. A Joint Powers Agreement enables facilities to be jointly funded and financed by different jurisdictions. Specific recommendations are as follows:

Off-Site Road Improvements: Several of the road improvements necessary for the development of East Otay Mesa are outside the Study Area. These include:

- Interim SR-905
- Interim SR-125
- Regional Share Arterials - Otay Mesa Road, Airway Road, Siempre Viva Road, Heritage Road, Lone Star Road, Otay Valley Road, La Media Road, Alta Road, Harvest Road, etc.

Joint Powers Agreements may be required for East Otay Mesa property owners to contribute to the construction of these road improvements.

Fire Protection and Emergency Medical: It is clear that a new fire station is needed to serve development in East Otay Mesa. The City of San

Diego has indicated that additional fire protection services are also required for the City's West Otay Mesa industrial area. It may be most efficient to provide fire protection services to both industrial areas from a single fire station. A Joint Powers Agreement would be a vehicle for establishing this type of shared fire protection and emergency medical service. Alternatively, the RFPD could contract for service or could provide service itself.

Local Development Corporation

A Local Development Corporation (LDC) is a public corporation that performs a variety of services related to the development of a specific area, for example, the City of San Diego's Center City Development Corporation. The purpose of forming a LDC is to have a single agency focused on facilitating improvements in a particular area. The Board of Supervisors may consider creation of a LDC to further development in East Otay Mesa.

Critical First Steps for Implementation

Listed on the next page are a series of actions that should be taken in order to begin implementation of phase one improvements that will open East Otay Mesa for development.

- Certification of an Environmental Impact Report for the General Plan Amendment, Specific Plan and other implementation actions
- Adoption of the East Otay Mesa General Plan Amendment and Specific Plan

- Annexation of certain properties to the Otay Water District's Improvement District Number 7
- Formation of a Sanitation District
- Annexation of certain properties to the Rural Fire Protection District
- Approval by Local Agency Formation Commission (LAFCO) for the formation of, or annexation to, service districts
- Formation of a Local Improvement District, depending on when liens are placed on the property, after engineering plans and construction bids are submitted.
- Establishment of Joint Powers Agreements to provide shared services and facilities in the City(s) and County
- Study contracting with adjacent cities for certain services
- Study the potential for the formation of a Local Development Corporation.