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Regional Comprehensive Plan for the San Diego Region

SMART GROWTH DESIGN PRINCIPLES

The following design principles apply to all categories and are critical to the success of smart growth.

- Human-scale built environment that creates uniqueness and identity
- Vertically and horizontally mixed use development, with vertical mixed use located near transit stations
- Robust transportation choices that compliment the intensity of development within the Smart Growth Opportunity Area (SGOA)
  - Strong pedestrian orientation: network of streets & pedestrian paths, narrower street scales, special designs to facilitate pedestrian crossings at intersections, and the walker having precedence
  - Bike access/locker facilities and park-n-ride facilities woven in the human-scale design
  - Transit station(s) located centrally within main activity area(s); transit user amenities located adjacent to stations (e.g. child care facilities, coffee bars, dry cleaning drop-off)
- Nearby recreational facilities and public plazas

DRAFT SMART GROWTH CONCEPT MAP – SITE DESCRIPTIONS

CV 5 Otay Ranch Village Five at East Palomar Street east of La Media Road

Otay Ranch Village Five is a transit-oriented village located northeast of Heritage Village (Village One). The Village Core contains over 1,200 multi-family dwelling units within an approximately a ¼-mile radius of the future bus rapid transit station, at densities of 13 to 30 dwelling units per acre. Immediately adjacent to the transit station is the Villagio, a four-story, mixed-use town center with 10 suites of ground level retail and 72 townhome units. A 440-unit apartment complex (Teresina) with 88 affordable rental units is also located nearby. Five condominium complexes (Vista Sonrisa, Gold Rush, Stetson, Winchester, and Silver Sage) are within a ten-minute walk.

CV 6 Otay Ranch Village Six at East Palomar Street and Magdalena Avenue

Otay Ranch Village Six, another transit-oriented village, is currently being developed and is located south of Village Five. The Village Core contains 1,790 planned multi-family dwelling units within an approximately a ¼-mile radius of the future bus rapid transit station, at densities of 12 to 28 dwelling units per acre. Immediately adjacent to the transit station are 158 condominium units, of which 39 are affordable units, over 17,000 square feet of retail space, and shopkeeper suites on both sides of the terminus of East Palomar Street. A daycare center is located in the mixed-use project. Five multi-family residential projects are located within a five-minute walk of the town center in the village core.

CV 7 Heritage Village (Otay Ranch Village One) at East Palomar Street, near Monarche Drive

Heritage Village (Otay Ranch Village One) is the first transit-oriented village to be developed in the Otay Ranch project, and serves as a prototype for smart growth planning and design. The Village Core contains the village’s commercial, employment, service and civic uses, as well as the highest residential densities, ranging from 24 to 39 dwelling units per net acre, with 1,225 multi-family units within approximately a ¼-mile radius. The Village Core is anchored by a mixed-use center with residential over retail, a public park that contains the Heritage Park Community Center, Sharp Medical Office Center, and an elementary school. Transit right-of-way is reserved in the East Palomar Street median, with a station site at the heart of the village core and a pedestrian-activated crossing signal to accommodate future bus rapid transit service. A system of pedestrian paseos also converges at the Village Core. Storefronts with wide village pathway sidewalks line East Palomar Street, which has diagonal on-street parking with additional parking behind the buildings. The City is working with SANDAG on initiating the bus rapid transit route that will serve the Otay Ranch transit-oriented villages. Chula Vista Transit currently provides “blue car” bus service, which uses the future BRT station location.
CV 8 Otay Ranch Village Eight at future extension of La Media Road and Rock Mountain Road

Potential Community Center

(Requires land use and transit changes)

A pedestrian-oriented, mixed-use town center is proposed around the intersection of La Media Road and Rock Mountain Road, where Otay Ranch Villages Four, Seven, and Eight meet (note: “town center” terminology is used locally, but the proposed development most closely meets the “community center” classification being used in regional planning for the draft Smart Growth Concept Map). A future bus rapid transit route (Palomar Trolley Station to Eastlake) would include a transit station at this location. The town center is located west of a proposed regional technology park of approximately 125 to 200 acres that would accommodate research and high tech manufacturing activities to provide high quality jobs and take advantage of proximity to the university site. Higher-density residential development in the town center would be at a gross density of 18 dwelling units per acre.

CV 9 University Village (Otay Ranch Village Nine) and Regional Technology Park, in the general vicinity of State Route 125, Rock Mountain Road, and Eastlake Parkway

Existing / Planned Town Center

A University Village (Otay Ranch Village Nine) is planned that includes a pedestrian-oriented Town Center of mixed use and higher residential densities strongly tied to the planned university campus. It would provide housing, retail, and other commercial and related services necessary to support the university. It would also be the interface and “common meeting ground” with the university. A future bus rapid transit route (Palomar Trolley Station to Eastlake) would include a transit station at this location, along with a link to the route connecting Otay Ranch to Downtown San Diego and other activity centers to the north and south. Residential densities would be at 18 to 30 dwelling units per acre. The University Village is located just south of the Eastern Urban Center and also includes a Regional Technology Park area, across State Route 125.

The regional technology park site of approximately 200 gross acres just west of State Route 125 and south of Rock Mountain Road is currently vacant and undeveloped. It is envisioned as a master planned business park oriented to and accommodating research and high-tech light industrial manufacturing activities. The research and manufacturing uses would be able to capitalize on the presence of the university, a skilled work force, and other supporting uses and activities located nearby. A future bus rapid transit route would include a station at the University Village.

CV 10 University Site, south of Hunt Parkway, east of University Village

Potential Special Use Center

(Requires land use change)

This vacant, undeveloped area will accommodate a multi-institutional University Center or traditional university and related facilities on approximately 530 acres. The campus and its related uses would attract intellectual resources and spur innovation that help promote economic development and job opportunities for local and regional residents and create an institution of civic distinction for Chula Vista and the South County. The university is envisioned to be accessible to students regionally and binationally and is being planned to accommodate an enrollment of 15,000 full-time equivalent students. The university and supporting uses would be located and designed to achieve a cohesive and integrated campus environment, with a campus “core” linked to the University Village Town Center and the transit center established there. The campus would be designed to enhance pedestrian activity, respect the natural setting, and relate well to other adjoining uses. This site and related uses would create a University Park and Research Center.
| CV 11 | Otay Ranch  
"Town Center"  
east of State Route 125 and south of Olympic Parkway | Potential Town Center | The Otay Ranch “Town Center” (also known as the “Freeway Commercial” site) is just north of the Eastern Urban Center, with approximately 900,000 square feet under development and an additional 400,000 square feet planned. It includes a lifestyle commercial center, with two department store anchors, six sit-down restaurants, and a 16-screen movie theater complex and a book store. Right-of-way has been reserved for bus rapid transit, and will be conveyed at SANDAG's request. Expedited construction is being evaluated. Two hundred parking spaces have been reserved for a park-and-ride facility to serve transit patrons. At least two bus rapid transit routes are planned to serve this area and the surrounding land uses. This site is also adjacent to the higher-density residential uses and mixed-use Village Core of Otay Ranch Village Eleven, which is located on the east side of Eastlake Parkway. Otay Ranch Village Six is located to the west of the site, across State Route 125. As part of the eastern university district, this site is closely linked to the Eastern Urban Center and other major uses along State Route 125. |
| CV 12 | Eastern Urban Center east of State Route 125, west of Eastlake Parkway and south of Birch Road | Existing/Planned Urban Center | This high-intensity, mixed-use urban center will support the East Chula Vista/Otay Ranch and South San Diego County population, providing regional goods and services. It will be the most intensively developed part of Otay Ranch and East Chula Vista, integrating high-density housing, low- and mid- to high-rise office uses, and community- and regional-serving commercial and entertainment uses. It is envisioned as a unique and symbolic focal point for Otay Ranch and the broader subregion. Over 3,300 dwelling units are proposed at a density of over 40 dwelling units per gross acre. Building height can be up to 15 stories, and major office, retail and cultural uses are ultimately envisioned. The Eastern Urban Center is about 240 acres in size. State Route 125 borders the area to the west, and other major roadways abut the area or lead to it. As an urban hub, it will be served by a bus rapid transit system, with up to three routes reflected in local and regional transportation plans. Surrounding land uses that relate closely to the Eastern Urban Center include a planned university campus, regional technology park, and the Otay Ranch “Town Center” (Freeway Commercial) area. |
| CV 13 | Otay Ranch Village Two (Montecito) south of Olympic Parkway and west of La Media Road | Existing/Planned Community Center | Otay Ranch Village Two (Village of Montecito) is planned as a pedestrian- and transit-oriented village in the updated Chula Vista General Plan. Because of Village Two’s central location, its village core will be larger and more intense than the typical village core in other previously developed parts of Otay Ranch and serve nearby communities, as well as Village Two residents. Of a planned total of over 2,500 dwelling units, some 1,800 will be in multi-family or mixed-use area and are planned at a density of 18 dwelling units per gross acre. The transit network envisioned in the Regional Transportation Plan and updated General Plan includes a bus rapid transit route with a station in Village Two. Higher-density residential uses would emanate from the mixed-use core that would also include commercial uses, affordable housing, and public/quasi-public uses. Village Two contains a high school and other institutional uses and will have approximately 12 acres devoted to commercial uses. Build-out is currently expected by 2010. |
| CV 15 | Southwestern College  
(southwest of Otay Lakes Road and East H Street) | Potential Special Use Center | Southwestern College is a community college serving South San Diego County residents, with approximately 19,000 full- and part-time students. Established in 1961, the college’s main campus occupies a 156-acre site located at the intersection of Otay Lakes Road and East H Street in Chula Vista. Served by several Chula Vista Transit bus routes, the college is an important destination and transfer point. Southwestern College is also located along a planned bus rapid transit route that would connect western Chula Vista and the H Street Trolley Station with Otay Ranch. The college site is surrounded by existing residential and commercial development. |
| SD-OM-1 | South of Interstate 905 and Oceanview Hills Parkway | Potential Community Center | The Otay Mesa Community Plan is being updated. This area has the potential to include a community center in this area that could include community-serving commercial, higher-density residential, community park, and civic uses. |
The Otay Mesa Community Plan is being updated. Otay Mesa is intended to be a regional center because of its location along the border, its economic development potential, its availability of land for significant amounts of mixed use development including housing, the Otay Mesa port of entry and several major transportation facilities. This generalized site is central to the Otay Mesa community with multiple direct access points to SR-905 and arterial roadways that could be designed and developed for BRT or similar transit service, linking to the I-805 and SR-125 BRT corridors and the Trolley. There is potential for locating high density residential, diverse housing types, corporate office, research and development facilities, commercial, retail, park and civic uses. The intent is to create a substantial cultural and economic center that is accessible by regional and local serving transit, with complementary ties to Tijuana manufacturing facilities.

The Otay Mesa Community Plan is being updated. This is the site for Southwestern College, Otay Mesa campus with a future student population of 5,000. It will be a center focus of activity in the southern region of San Diego county and could result in the development of a variety of related land uses and complementary public facilities. This type of special use is highly conducive to transit service.

The San Ysidro Community Plan identifies this area for rehabilitation and redevelopment through the upgrading of the commercial sites with human-scaled and pedestrian-oriented design. Mixed-use is recommended (29 dwelling units per acre) at the Beyer Boulevard Trolley Station, with ground floor commercial a requirement of all development. Surrounding uses include a community health center, the Beyer Trolley Stop, and the San Ysidro Community Park and Recreation Center. The portion from Interstate 805 to Cottonwood Road is part of the Mi Pueblo Pilot Village Project, a project that proposes to revitalize the aging, underutilized commercial corridor with community-serving commercial, residential, and civic uses. Current uses include underutilized commercial strips, vacant property, and multi-family dwelling units. The corridor is an underutilized, auto-oriented area that has the potential for revitalization with a mix of commercial, residual, and public uses in a transit/pedestrian-oriented environment that services a border community. Current uses include the intermodal transit center and visitor-serving commercial. The northern side of Camino de la Plaza is currently an underutilized shopping center across the street from the Las Americas commercial center. Reuse of the older center could include community-serving commercial, residential, and civic use to complement the surrounding multi-family units, single-family units, and Las Americas.
South Bay Expressway

Project Overview

When South Bay Expressway debuts in Summer 2007, motorists will be able to travel the 125/South Bay Expressway from SR-905 in Otay Mesa to the SR-54 in Spring Valley where they will connect with the existing 125, allowing them to travel all the way north to Santee. This new connection will offer motorists a fast, reliable and scenic drive, while providing convenient access to Downtown, Sorrento Valley, I-8, I-15 North, Otay Mesa and Mexico. The construction of this first class express toll road is being made possible through an innovative public/private partnership, and is one of the first roads of its kind in California and the U.S.

Environmental Partnerships

South Bay Expressway has a strong commitment to preserving the sensitive habitat and environment where we work. Our unprecedented $20 million environmental program includes the purchase of more than 1,000 acres of native habitat, which is now permanent open space preserve, and a comprehensive program to preserve natural wildlife habitat and corridors. Do you know what the call for the California Gnatcatcher sounds like? Our workers do. As part of an award-winning environmental training program put together in cooperation with Caltrans and EDAW, more than 1,000 workers have been trained to identify the calls of several threatened bird species!

(Top L) Active Cactus Wren nest at Lake Jennings (Top R) Noise Wall Protection (Bottom L) Maritime Succulent Scrub at Johnson Canyon (Bottom R) Chocolate Lilly in Johnson Canyon Preserve
Proposed Land Uses:

- Residential District
- Office District
- Recreational Amenities
- Gateway Retail
- Main Street
- Civic Core
- Specialty Uses