

**OTAY
INTERNATIONAL
CENTER**

Precise Plan

OTAY INTERNATIONAL CENTER
PRECISE PLAN

Proposed by

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OTAY INTERNATIONAL CENTER PRECISE PLAN

I. INTRODUCTION

A. BACKGROUND

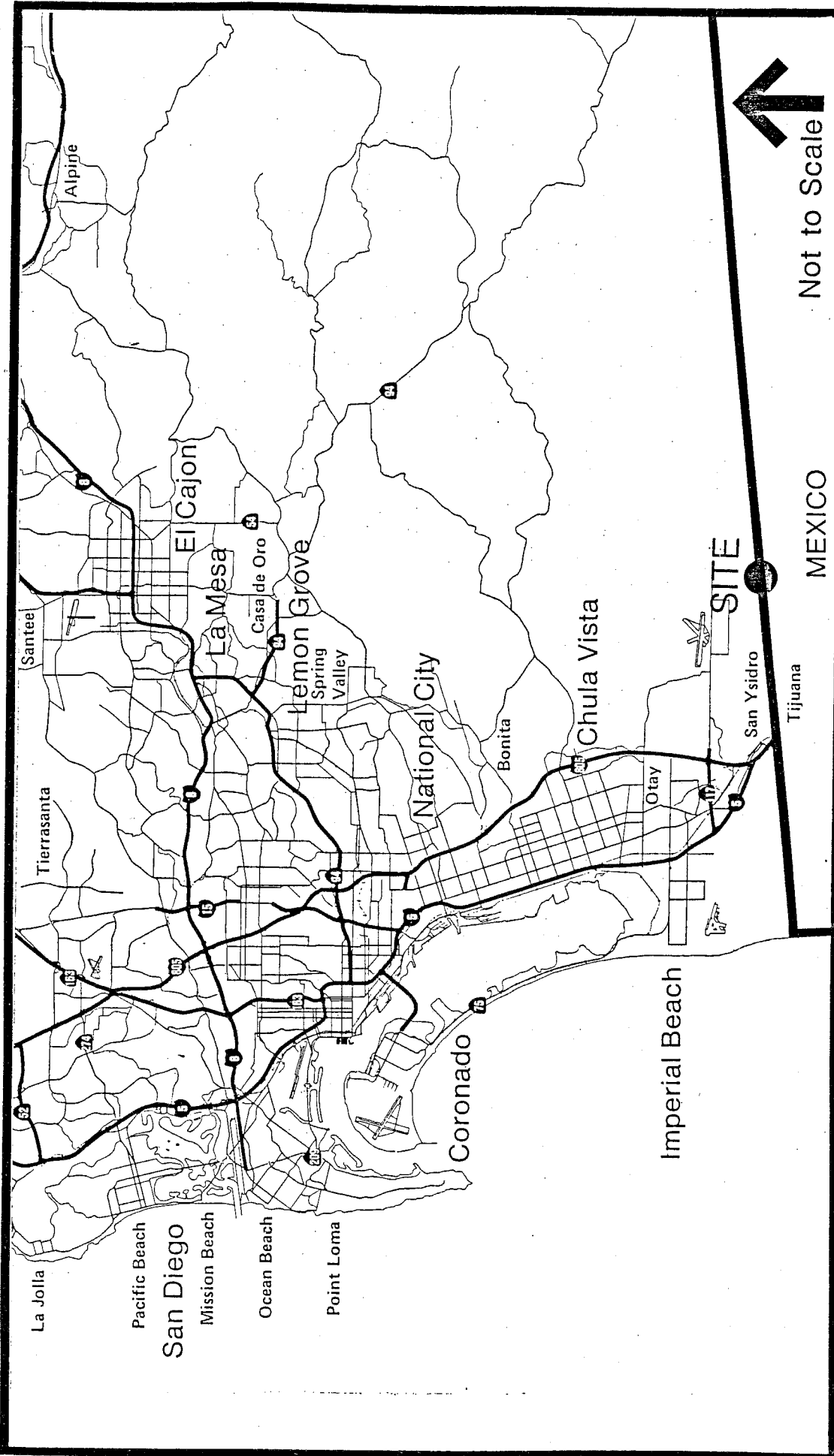
Otay International Center's Precise Plan is an industrial/commercial project proposed on approximately 449 acres situated adjacent to the Mexican border in the south-central portion of Otay Mesa in the unincorporated portion of San Diego County. The project surrounds the 22-acre Otay Mesa international border crossing station (Figure 1). Land uses have been designated for the subject property in land use plans adopted by both the City and County of San Diego.

Upon adoption of the Otay International Center Precise Plan, the Otay Mesa Development District and the Otay Mesa Community Plan will also be amended to establish allowable land uses and development regulations for development of the 449-acre site under the jurisdiction of the City of San Diego. Prior to development in accordance with the proposed precise plan, annexation of the subject property to the City of San Diego would have to be approved by the Local Agency Formation Commission (LAFCO). Approval of these actions would allow development of the same land uses under the jurisdiction of the City of San Diego as is currently allowed by the adopted Otay International Center Specific Plan in the County of San Diego.

On April 27, 1981, the San Diego City Council adopted the Otay Mesa Community Plan and certified the Otay Mesa Environmental Impact Report, which addressed the potential regional impacts associated with the ultimate development of Otay Mesa in conformance with the Otay Mesa Community Plan. The Otay Mesa Community Plan encompassed approximately 20,000 acres, including 14,800 acres under the jurisdiction of the County of San Diego. The Otay Mesa Community Plan designated the 449-acre subject property for industrial and institutional uses.

On May 19, 1983, the County of San Diego Board of Supervisors approved General Plan Amendment (GPA) 83-01, which amended the Land Use Plan for the southwestern portion of the Otay Subregional planning area to more accurately reflect the current planning trends in and surrounding Otay Mesa by changing land uses from predominantly residential to predominantly industrial uses. In general, GPA 83-01 revised the county's land use plan to make it consistent with the intent of the city's Otay Mesa Community Plan. As part of GPA 83-01, the Board certified the Supplemental EIR for the Otay Subregional Plan Amendment, which also addressed the potential regional impacts of designating Otay Mesa for predominantly industrial uses. As a result of the approval of GPA 83-01, the 449-acre project site was designated as a specific plan area.

Subsequent to the approval of GPA 83-01, the Otay International Center Specific Plan (SPA 83-05) was approved by the Board of Supervisors on November 23, 1983. The Otay International Center Specific Plan established land use designations and performance standards for the 449-acre



Not to Scale



FIGURE 1
Vicinity Map
OTAY INTERNATIONAL CENTER
Precise Plan

area surrounding the Otay Mesa border station. The Otay International Center Specific Plan allowed a variety of land uses including commercial/border services, warehousing, truck and freight facilities, retail commercial, general industrial, business park, and motel/restaurant facilities. Accompanying the approval of the Otay International Center Specific Plan was approval of a tentative subdivision map (TM 4388) and certification of the Specific Plan and Tentative Subdivision Map Environmental Impact Report for Otay International Center (EAD Log #82-19-25).

In November, 1983, the City of San Diego filed an application with the LAFCO for the annexation of 4,000 acres of Otay Mesa. As a prerequisite to conducting a public hearing on the annexation, LAFCO requested that this area be rezoned. In order to satisfy that requirement, the city has prepared and adopted the Otay Mesa Development District, which establishes land use regulations for approximately 3,850 acres in the Otay Mesa Community Plan area. The Otay Mesa Development District is divided into two subdistricts permitting industrial and commercial uses.

The proposed Otay International Center Precise Plan is being processed through the City of San Diego in anticipation of the annexation of the western portions of unincorporated Otay Mesa. This precise plan amends the Otay Mesa Community Plan, the Otay Mesa Development District, and establishes land uses, rezoning, and development regulations covering the 449-acre project area under the jurisdiction of the City of San Diego. Since the subject property is not currently included in the Otay Mesa Development District and since it is the intent of the Precise Plan to allow development of the same mixture of land uses as is currently allowed under the approved Otay International Center Specific Plan in the county, then it is necessary to amend the Otay Mesa Development District and the community plan to include the subject property as the Otay International Center Subdistrict.

B. PURPOSE AND SCOPE

The Otay Mesa Community Plan calls for the preparation of precise plans for each development unit prior to proceeding with development processing. Each precise plan is intended to specify development proposals within the framework of the concepts and guidelines provided in the community plan. The Otay Mesa Community Plan (City of San Diego 1981:149-151) provides the following guidelines for the contents and preparation of precise plans:

- The precise plan must be in general conformance with the community plan's Objectives and Proposals in terms of overall concept and major street system.
- It must contain an environmental impact report.
- It must illustrate the complete circulation system, including local streets, access, and mass transit, and further indicate how the system will relate to the total Otay Mesa circulation system.

- . It must contain a site plan layout of uses, parking, and landscaping and include the relationship to adjacent areas.
- . The precise plan must illustrate the phasing of construction.

This precise plan has been prepared to satisfy the requirements of the Otay Mesa Community Plan regarding the processing of development plans within the community planning area. The precise plan satisfies the requirements of Council Policy 600-28 by offering (1) a financial program to assure adequate public facilities and services; (2) a phasing strategy which provides adequate facilities on an "as needed" basis. The intent of the precise plan is to permit the same scope of land uses as set forth in the Otay International Center Specific Plan. Development standards and regulations presented in the precise plan are also intended to follow those found in the specific plan. Preparation and approval of a site plan will be required as part of the development plan approval process which must occur prior to the issuance of any development permits. A supplemental environmental impact report (EQD No. 84-0297) has been prepared in conjunction with this precise plan. A detailed discussion of the relationship of the proposed precise plan to the Otay Mesa Community Plan is provided in Section VI. Adoption of this precise plan goes along with amending the Otay Mesa Development District, the Otay Mesa Community Plan, and the Progress Guide and General Plan to establish the Otay International Center Subdistrict.

C. LOCATION

The 449-acre project site, which is roughly rectangular in shape, is located adjacent to the Mexican border in the south-central portion of Otay Mesa. The subject property is situated approximately twelve miles inland from the Pacific coast and encircles the Otay Mesa international border station, which is currently under construction. The parcel is approximately three-quarters of a mile running north and south and about one and a half miles running east and west.

II. PROJECT SETTING

A. SITE CHARACTERISTICS

The subject property is generally bounded by Harvest Road to the west, Airway Road to the north, and the international border to the south. The topography of the property is characterized by low rolling hills in the northern part of the site extending down to relatively flat plains sloping gently toward the south. The hills are dissected by a series of gently sloping drainages. Elevations on-site range from approximately 623 feet above mean sea level (MSL) along the northern property boundary to approximately 490 feet MSL along the southwestern boundary. The range of elevation on-site is approximately 110 feet (Figure 2). The majority of the project site (approximately 400 acres) is utilized for the cultivation of dry-farm barley. The remainder of the site has been cultivated in the past; however, having not been cultivated recently, these 50+ acres now support a variety of nonnative grasses and weedy plant species.

B. SURROUNDING LAND USES

The project site surrounds the 22-acre Otay Mesa border station. Except for the border crossing station, the surrounding land in the United States is currently vacant or being used for farming. Vegetable crops have been grown to the north and west of the property, while areas to the east have been used for dry-grain farming. Brown Field airport is located approximately one mile to the northwest. The area to the south, located within Mexico, includes a mixture of residential and industrial uses, an international airport, and vacant property.

C. PLANNING/LAND USE REGULATIONS

The subject property is currently located within the unincorporated portion of the county and is under the jurisdiction of the County of San Diego. Land uses have been designated for the subject property in land use plans adopted by both the City and County of San Diego. These plans include the City of San Diego's Otay Mesa Community Plan (Figure 3) and the County of San Diego's Otay Subregional Land Use Plan (Figure 4).

On April 27, 1981, the San Diego City Council adopted the Otay Mesa Community Plan, which encompasses approximately 20,000 acres, including 14,800 acres under the jurisdiction of the County of San Diego. This community plan designates the western portion of Otay Mesa for residential development and the eastern portion for industrial development and future study area. The Otay Mesa Community Plan designates approximately 250 acres of the proposed precise plan area for industrial use and approximately 200 acres for institutional use. These institutional uses include the border crossing itself and supporting services in response to the anticipated commercial truck- and border-related vehicle and pedestrian traffic. Implementation of the entire Otay Mesa Community Plan by the City of San Diego requires the annexation of the unincorporated portions of Otay Mesa.

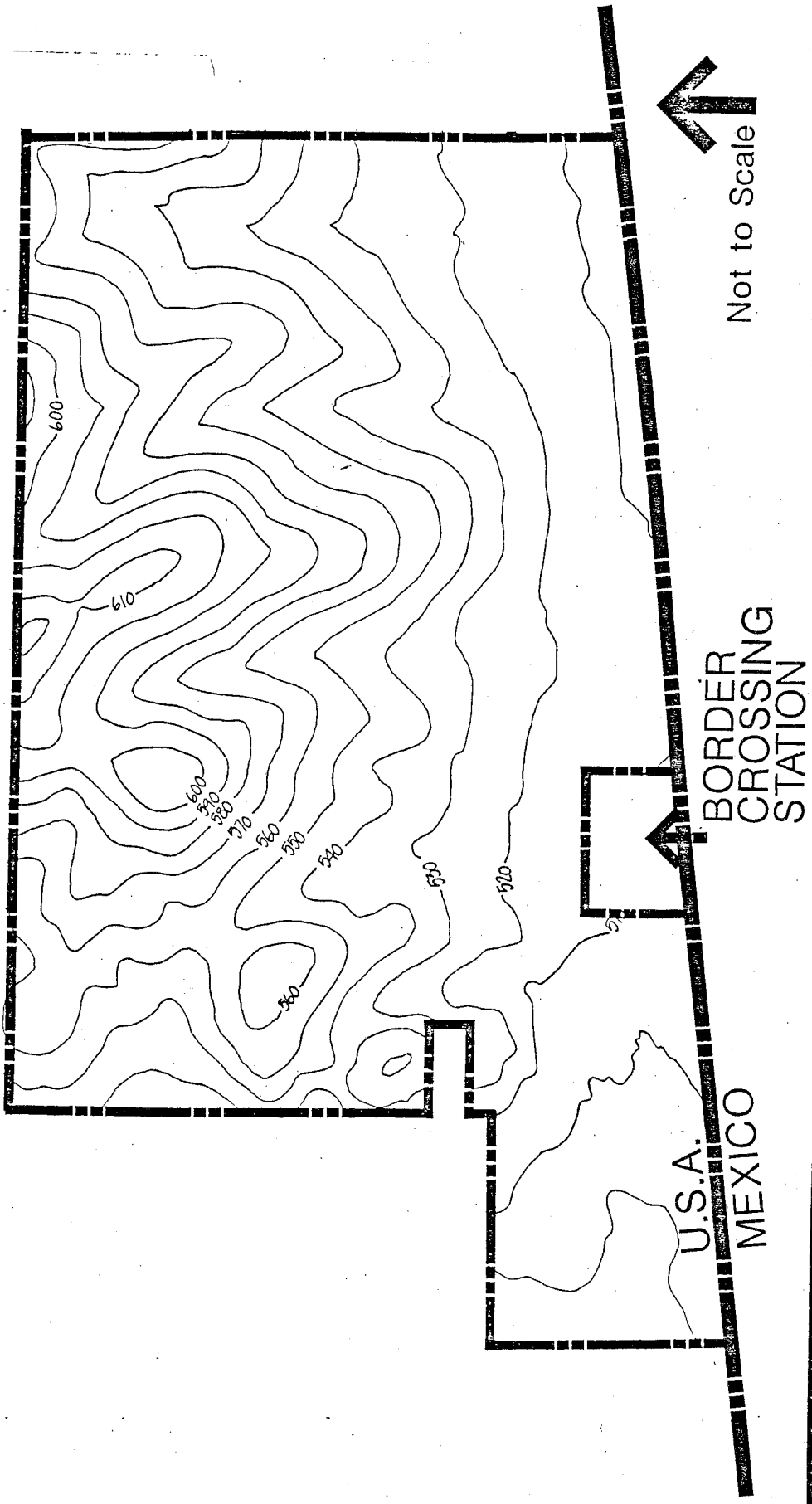
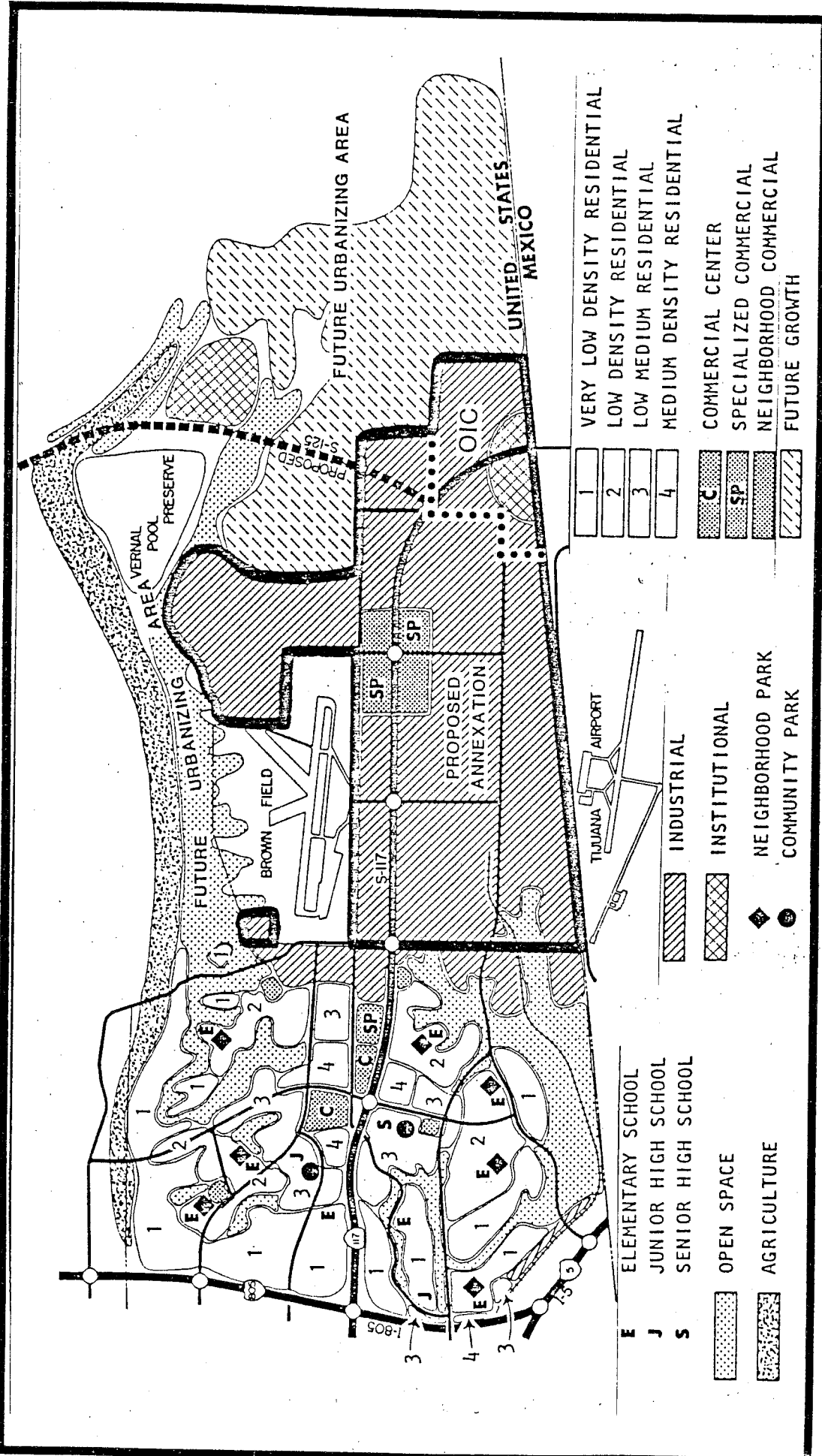


FIGURE 2
Topographic Map
OTAY INTERNATIONAL CENTER
Precise Plan



E ELEMENTARY SCHOOL
J JUNIOR HIGH SCHOOL
S SENIOR HIGH SCHOOL

OPEN SPACE
 AGRICULTURE

INDUSTRIAL
 INSTITUTIONAL
 NEIGHBORHOOD PARK
 COMMUNITY PARK

1 VERY LOW DENSITY RESIDENTIAL
2 LOW DENSITY RESIDENTIAL
3 LOW MEDIUM DENSITY RESIDENTIAL
4 MEDIUM DENSITY RESIDENTIAL

C COMMERCIAL CENTER
SP SPECIALIZED COMMERCIAL
 NEIGHBORHOOD COMMERCIAL
 FUTURE GROWTH

FIGURE 3
 City of San Diego Otay Mesa Community Plan
OTAY INTERNATIONAL CENTER
 Precise Plan

INTERSTATE 805

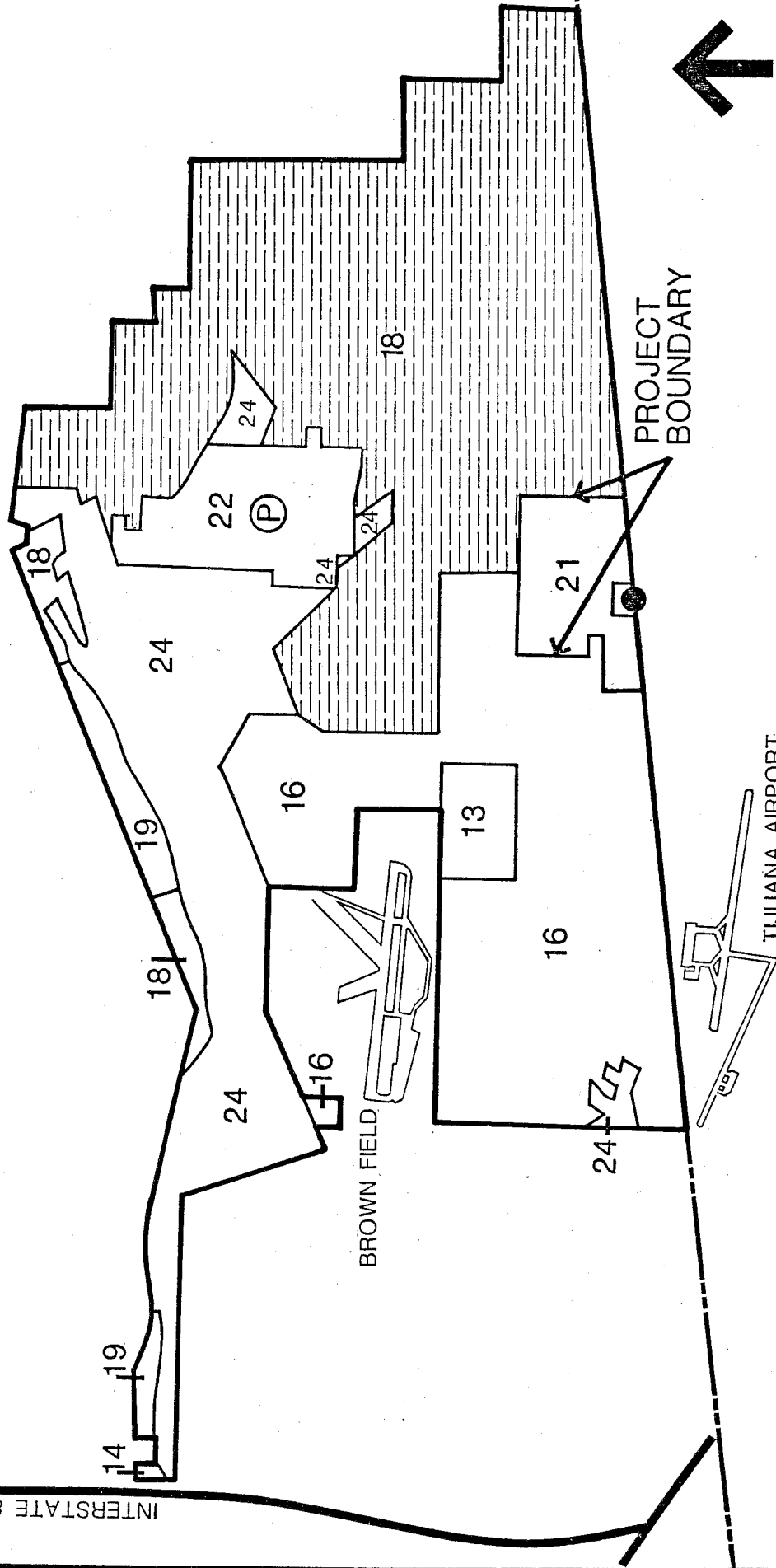


FIGURE 4
County of San Diego
Otay Subregional Land Use Plan
OTAY INTERNATIONAL CENTER
 Precise Plan

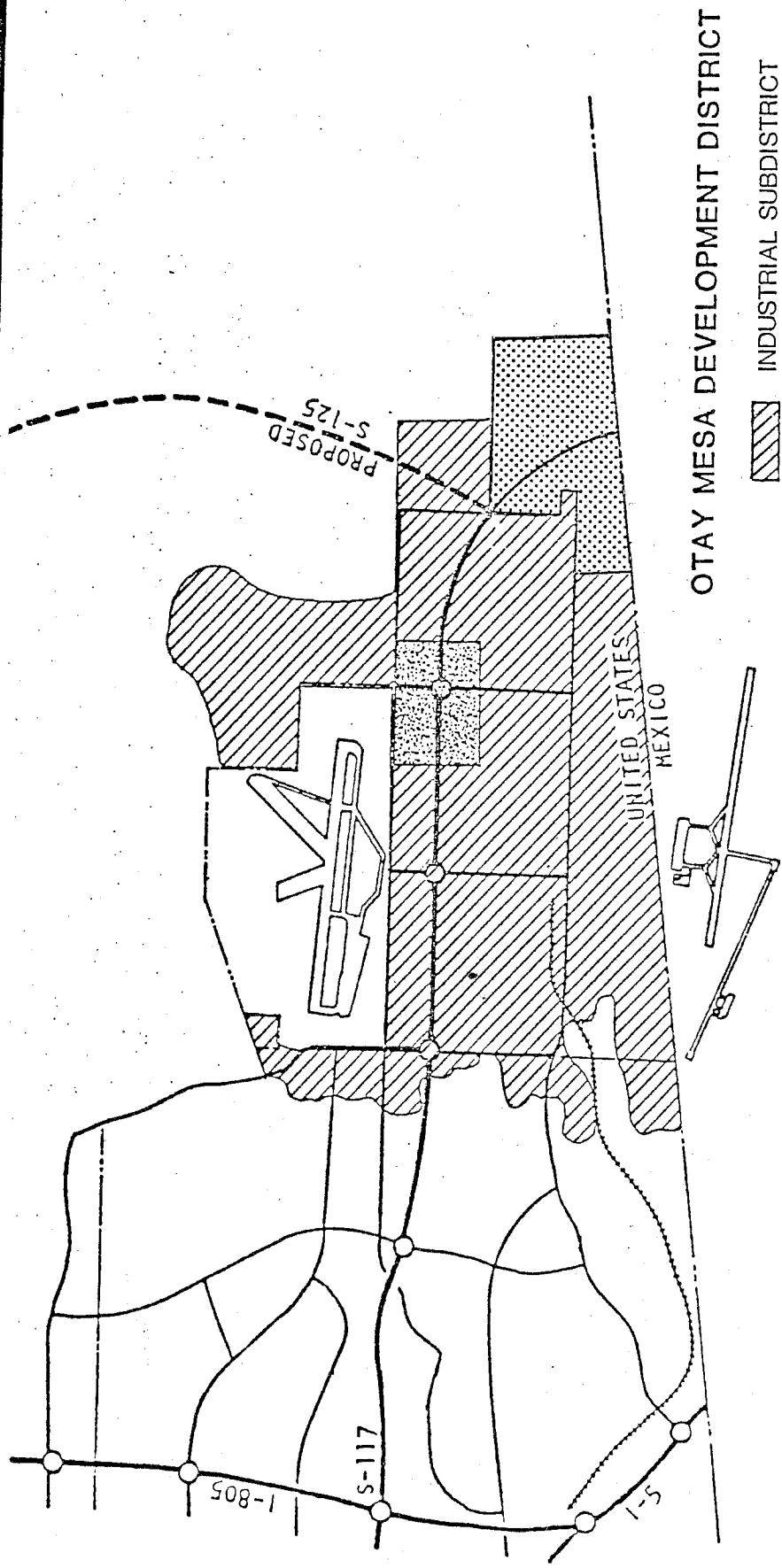
- 13 General Commercial
 - 14 Service Commercial
 - 16 General Impact Industrial
 - 18 Multiple Rural Use
 - 19 Intensive Agriculture
 - 21 Specific Plan Area
 - 24 Impact Sensitive
- ⊖ Special Study Area
 - Border Station
 - Ⓟ State Prison

On May 19, 1982, the County of San Diego Board of Supervisors authorized county staff to begin processing a general plan amendment (GPA 83-01) for 12,500 acres on Otay Mesa, which was filed pursuant to Board of Supervisors' Policy I-63. As a result of approval of GPA 83-01, the Land Use Plan for the southwestern portion of the Otay Subregional planning area was amended to more accurately reflect the current planning trends in and surrounding Otay Mesa by changing land uses from predominantly residential to predominantly industrial uses. In general, GPA 83-01 revised the county's land use plan to make it consistent with the intent of the land uses specified in the city's Otay Mesa Community Plan. As part of GPA 83-01, the land use designation for the subject property was changed from (6) Residential to (21) Specific Plan Area. The designation of this area as a specific plan area by the county in GPA 83-01 was intended to provide for planning and integration of the border crossing, its related auto and truck service, commercial and office uses, and the surrounding industrial uses.

Subsequent to the approval of GPA 83-01 and the designation of the subject property as a specific plan area on the Land Use Plan for the Otay Subregional Plan, the Otay International Center Specific Plan (SPA 83-05) was filed and processed as a large-scale project in accordance with Board of Supervisors' Policy I-59. The Otay International Center Specific Plan, which was approved on November 23, 1983, established land uses and performance standards for the 449-acre area surrounding the Otay Mesa border station (Figure 5). The adopted Otay International Center Specific Plan allows a variety of uses including commercial/border services, warehousing, truck and freight facilities, retail commercial, general industrial, business park, and motel/restaurant facilities. In lieu of rezoning the property from S-88 (specific plan area) to any industrial or commercial zone, the implementation section of the specific plan established specific performance standards and a list of permitted land uses to be applied to the property.

The City of San Diego is currently pursuing annexation of the unincorporated portions of Otay Mesa. An application for annexation of 4,000 acres was submitted to LAFCO in November of 1983. As a prerequisite to conducting a public hearing on the annexation, LAFCO requested that this area be prezoned. In order to satisfy that requirement, the city has prepared and adopted the Otay Mesa Development District, which applies the land use regulations of the district for approximately 3,850 acres in the Otay Mesa Community Plan area (Figure 5). The purpose of the district is to control the use, intensity, and design of future development in the city's largest industrial area. The subject property is currently not included in the Otay Mesa Development District, which is divided into two subdistricts which are consistent with the land use designations included in the adopted Otay Mesa Community Plan. These subdistricts include the Industrial Subdistrict and the Commercial Subdistrict.

In response to actions of the City of San Diego to annex the unincorporated portions of Otay Mesa, the applicant is processing a precise plan for the 449-acre site through the City of San Diego (Figures 6 and 7).

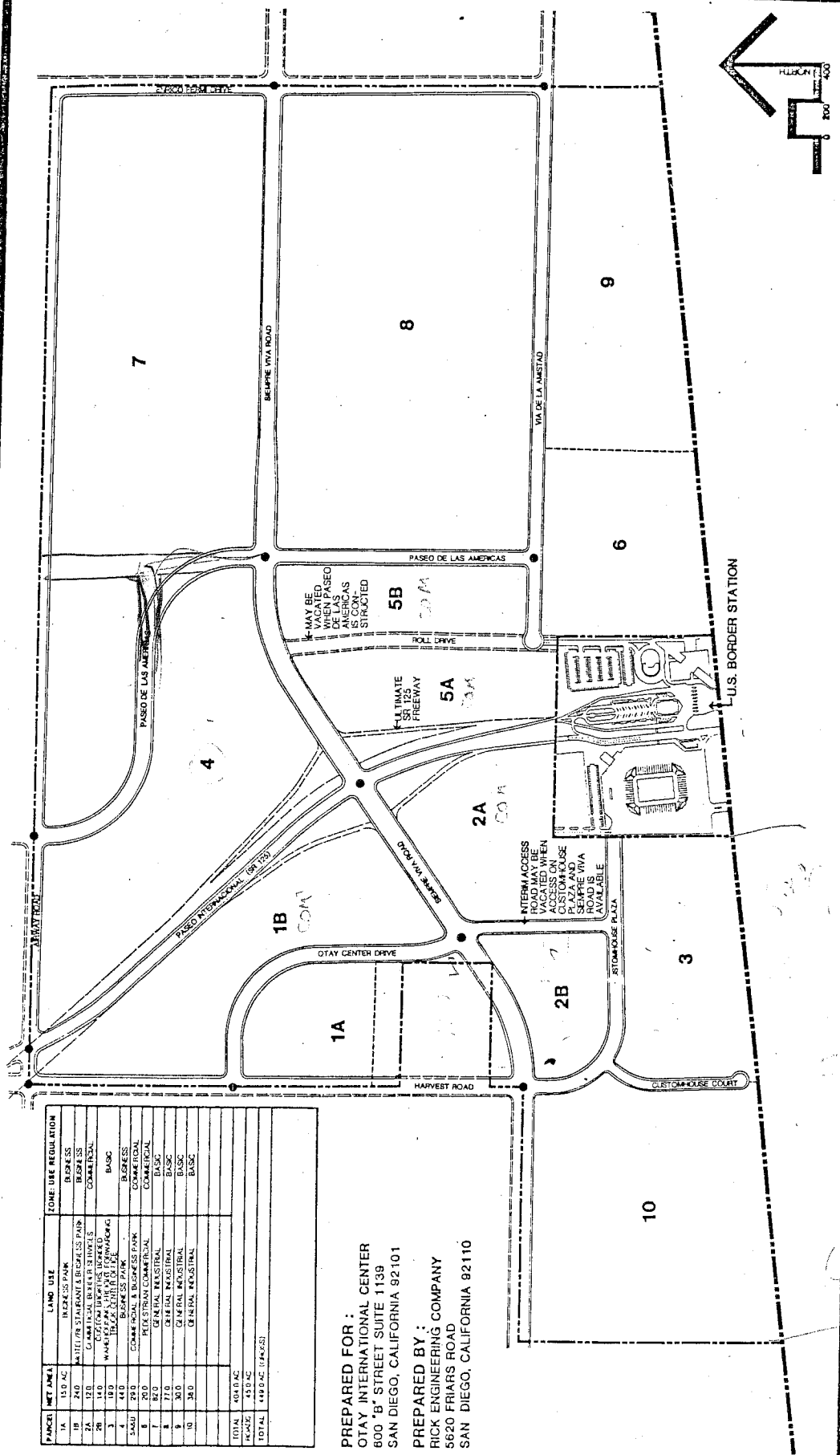


OTAY MESA DEVELOPMENT DISTRICT

- INDUSTRIAL SUBDISTRICT
- COMMERCIAL SUBDISTRICT
- OTAY INTERNATIONAL CENTER SUBDISTRICT

FIGURE 5

OTAY INTERNATIONAL CENTER
Precise Plan



PARCEL	NET AREA	LAND USE	ZONE	USE REGULATION
1A	15.0 AC	INCREASING PARK		BUSINESS
1B	24.0	RESTAURANT & SERVICE PARK		BUSINESS
2	14.0	OFFICE BUILDINGS		COMMERCIAL
3	18.0	WAREHOUSES		BUSINESS
4	14.0	WAREHOUSES		BUSINESS
5	29.0	COMMERCIAL & BUSINESS PARK		COMMERCIAL
6	29.0	WAREHOUSES		COMMERCIAL
7	29.0	WAREHOUSES		COMMERCIAL
8	29.0	WAREHOUSES		COMMERCIAL
9	29.0	WAREHOUSES		COMMERCIAL
10	29.0	WAREHOUSES		COMMERCIAL
TOTAL	404.0 AC			
REMARKS	450 AC			
TOTAL	449.0 AC (104,652)			

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 PREPARED BY :
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 SAN DIEGO, CALIFORNIA 92110

FIGURE 6

OTAY INTERNATIONAL CENTER

Proposed Precise Plan

PARCEL	NET AREA	LAND USE	ZONE: USE REGULATION
1A	15.0 AC.	BUSINESS PARK	BUSINESS
1B	24.0	MOTEL/RESTAURANT & BUSINESS PARK	BUSINESS
2A	12.0	COMMERCIAL BORDER SERVICES	COMMERCIAL
2B	14.0	CUSTOM BROKERS, BONDED	BASIC
3	19.0	WAREHOUSING, FREIGHT FORWARDING, TRUCK CENTER OFFICE	
4	44.0	BUSINESS PARK	BUSINESS
5A&B	29.0	COMMERCIAL & BUSINESS PARK	COMMERCIAL
6	20.0	PEDESTRIAN COMMERCIAL	COMMERCIAL
7	82.0	GENERAL INDUSTRIAL	BASIC
8	77.0	GENERAL INDUSTRIAL	BASIC
9	30.0	GENERAL INDUSTRIAL	BASIC
10	38.0	GENERAL INDUSTRIAL	BASIC
TOTAL	404.0 AC.		
ROADS	45.0 AC.		
TOTAL	449.0 AC. (GROSS)		

FIGURE 7

OTAY INTERNATIONAL CENTER

Precise Plan

III. GOALS OF THE PRECISE PLAN

The main goals of the development plan for the Otay International Center are to provide:

1. A variety of commercial and industrial uses supportive to the adjacent border crossing station;
2. Arrangement of land uses to assure compatibility and promote efficient utilization of the land;
3. New employment opportunities in South Bay;
4. Efficient economic development of the property at competitive land prices;
5. Visually attractive development in which to work and shop;
6. Adequate public facilities in the most cost-effective means possible; and
7. Mitigation of potential environmental impacts caused by development of the property.

GOAL 1

Provide a variety of industrial and commercial land uses supportive to the second border crossing station.

The property is located adjacent to the border crossing station and is at the terminus of a proposed major freeway. The high traffic levels anticipated for the freeway, as well as the location of the property next to the international border crossing, will create a need for a broad array of retail shopping, business offices, transient habitation, industrial, and transportation-related services, such as:

1. Shopping for last-opportunity purchases by people traveling into Mexico needing insurance and supplies.
2. Shopping by people who cross the border from Mexico to purchase goods and services in the United States but do not wish to travel a long distance from the border. This is especially important for people walking across the border.
3. Custom brokerage facilities where import and export materials may be processed.
4. Truck stations where goods may be collected and routed for changes in carrier or in mode of transportation.
5. Office parks to house professional support services, administrative offices for the expected maquiladora industry, and other public and private services having a relationship to international commerce.

6. Transient habitation for persons needing housing accommodations near the international border while conducting business.
7. Warehousing facilities for the expected international commerce.
8. Industrial facilities needing large parcels at competitive land prices, especially for those engaged in international commerce.

The key to the success of the Otoy International Center will be flexibility. The developers must be prepared to accommodate a wide variety of needs, which will become evident as the area develops and specific needs are defined by the eventual users of the land and facilities.

GOAL 2

Provide an arrangement of land uses to assure compatibility and promote efficient utilization of the land.

A wide variety of uses is planned on the property, so the project was designed with careful consideration given to the compatibility of each use in relation to other uses and in relation to the border crossing station.

An early focus for the planning effort was on the border crossing station and along the freeway right-of-way. Proposed uses for each of the specific plan parcels were selected based on the proximity to the border crossing and the freeway both from a standpoint of function and visual impact. Truck/shipping services were located adjacent to the border station so demand would be met in the most efficient way possible. Retail commercial, business park, and hotel/restaurant facilities were located to provide convenient access to and from the proposed freeway and the border crossing station in order to minimize traffic impacts to local streets. Industrial uses were situated to provide a transition between the commercial and office uses next to the freeway and the border crossing and the primarily general industrial uses which are designated for the surrounding property.

GOAL 3

Provide for new employment opportunities in South Bay.

The proposed project will provide a variety of employment opportunities, with up to 8,000 jobs in a wide range of types. The jobs provided will be primarily regular, nonseasonal employment in the manufacturing area. Income from manufacturing is above the average wage scale for the county, according to the San Diego Economic Research Bureau. New jobs created by the development of the Otoy International Center will help reduce the scarcity of jobs in the South Bay region of San Diego.

GOAL 4

Provide for efficient economic development of the property at competitive land prices.

This precise plan sets forth an implementation plan which will assure efficient development of the property. Development regulations contained in Section IV.B of this precise plan are intended to provide sufficient

guidelines to create an attractive development without the imposition of excessive requirements which would unduly increase land costs. The key to whether or not a particular criteria is used relates to the amount of benefit received compared to the cost of providing such a benefit. For instance, landscaping is called for only in areas of high visibility where the benefit of the landscaping is the greatest. Also, expansive open space areas are not called for, allowing more intensive use of the land, thereby directly lowering the cost per square foot of usable land.

GOAL 5

Provide a visually attractive development in which to work and shop.

The area immediately north of the border and along both sides of the freeway and intersecting major roads will offer a first impression of the United States to the many people crossing into the country from Mexico. This precise plan seeks development which will give a positive impression of the United States. Development regulations contained in this plan set forth specific criteria for treatment of projects which face such streets. The first impression gained of the United States will be of an efficient, well-designed, and clean work place. The Otay International Center will be an attractive contrast to the San Ysidro-Virginia Street area near the first border crossing station.

GOAL 6

Provide public facilities in the most cost-effective means possible.

The public services section of this text contains a summary of the studies, negotiations, and agreements which have been made to assure that this project and the border crossing will be adequately served by all essential services. In order to provide sewer service to the project site, the Otay Mesa Sewer Construction and Operation Agreement between the City of San Diego, the City of Chula Vista, the Otay Water District, the Otay International Center, and the Montgomery Sanitation District has been adopted.

GOAL 7

Provide mitigation of potential environmental impacts caused by development of the property.

The project design incorporates a number of features to gain maximum efficiency of the proposed circulation system in order to minimize traffic impacts resulting from traffic generated by this project and the second border crossing. The location of the pedestrian shopping area away from primary auto circulation will reduce potential conflicts and time delays. The location of the business parks and commercial uses near the freeway will help reduce the traffic levels on surface streets intended primarily to provide access to the industrial areas. Mitigation of potential environmental impacts is provided for in the Adherence to Environmental Mitigation section of this precise plan (Section IV.E).

the freeway will help reduce the traffic levels on surface streets intended primarily to provide access to the industrial areas. Mitigation of potential environmental impacts is provided for in the Adherence to Environmental Mitigation section of this precise plan (Section IV.E).

IV. THE OTAY INTERNATIONAL CENTER PRECISE PLAN

A. LAND USE

The land uses proposed for the Otay International Center Precise Plan (Figure 7) consist of a variety of uses including commercial/border services, warehousing, truck and freight facilities, retail commercial, general industrial, business park, and motel/restaurant facilities. The land uses proposed in the Otay International Center Precise Plan are the same as those specified in the Otay International Center Specific Plan (SPA 83-05), which was approved by the County of San Diego Board of Supervisors on November 23, 1983. Table 1 outlines the various uses proposed for the precise plan area and a more detailed description of the proposed land uses for each parcel is provided below. Land uses discussed below represent expectations based on current thinking and studies. What actual demand for land uses may be realized during the development phase of the property is largely unknown. So, a key ingredient of this precise plan is flexibility.

Parcels 2B and 3 are designated for truck/shipping services. The border station will generate a need for customs brokers services, short-term warehousing, and freight forwarding services. These services are located adjacent to the border station so demand may be met in the most efficient way possible. Also, the heavy truck traffic generated by such a facility may be routed into the area with the least impact to local surface streets. These parcels are close to the freeway, again to avoid undesirable impacts to local streets.

Parcel 2B

Parcels 2A and 6 will accommodate retail commercial uses. Their locations are convenient for access to and from the proposed freeway and to the border crossing station. Traffic generated by these needed services will not have to travel significant distances on local streets, thereby reducing potential traffic impacts. Parcel 6 is intended specifically to accommodate pedestrian traffic and is located adjacent to the border crossing station in such a way that no main roads must be crossed when walking from the border station.

Parcels 1A, 1B, and 4 are designated business parks. Proximity to the freeway and the border crossing were major considerations in the decision to designate these parcels. Offices generally produce higher traffic levels than industrial uses, so proximity to freeway access will minimize traffic impacts to local streets. Also, architectural and landscaping standards applied by this precise plan for office developments will assure attractive views from the freeway.

The southerly portions of parcels 4 and 1B are expected to be developed with hotel/restaurant facilities. A portion of parcel 1A may also be needed for a hotel/restaurant. All these parcels are favorable locations because of their proximity to the freeway ramps and to the border crossing. The facilities will provide a needed service to the other vicinity land uses.

TABLE 1
 PROPOSED LAND USES AND ZONING WITHIN
 THE OTAY INTERNATIONAL PRECISE PLAN AREA

Parcel	Net Area (acres)	Land Use	Subdistrict Uses/Zone
1A	15	Business Park/Industrial	Business Component
1B	24	Business Park/Industrial	Business Component
2A	12	Commercial Border Services	Commercial Component
2B 3	14 19	Custom Brokers Bonded Warehousing Freight Forwarding Truck Center Office	Basic Zone
4	44	Business Park/Industrial	Business Component
5A&B	29	Business Park/Commercial	Commercial Component
6	20	Pedestrian Commercial *	Commercial Component
7	82	Industrial	Basic Zone
8	77	Industrial	Basic Zone
9	30	Industrial	Basic Zone
10	38	Industrial	Basic Zone
TOTAL	404 (Net)		
ROADS	45		
TOTAL	449 (Gross)		

* Pedestrian Commercial with a view to the LANGRISH AVE. PROJECT (1/1/1997) (T-44)

Parcels 5A and 5B are mixed-use parcels for retail commercial and business park. The demand for retail services is expected to be great enough to take approximately half the parcels, with the remaining portions being used for an office park. Actual demand for commercial space will dictate how much is allocated for each use. Proximity to the freeway and high visibility to the large amount of traffic associated with the border crossing are the primary reasons for the designation of these parcels.

Parcels 7, 8, 9, and 10 are designated for industrial use. These parcels contain a majority of the net acreage within the project. The position of the parcels on the property provides transition from the commercial and office uses next to the freeway and border crossing to the primarily general industrial uses which may someday envelop the property. Views from the freeway to the industrial parcels are screened by the commercial and business park parcels.

The acreages outlined in Table 1 represent the best available expectation of demands for land uses based on traffic levels and the relationship of the property to the border crossing. One intent of the land use plan is to reserve what is expected to be the maximum amount of land for commercial and office space with the remainder used for industrial uses. This way, the potential impacts related to traffic may be considered in a worst-case profile by the environmental review process. When compared to industrial, the commercial and office uses place a greater demand on this essential service. Actual demand for commercial and office space may be less than anticipated and some land now designated for these land uses may be given over to industrial use. The acreages indicated for commercial and office parks should be considered maximums. Environmental review of the precise plan should, therefore, adequately cover impacts if more industrial property is developed than indicated. However, if more commercial and/or office space is justified by demand, then additional environmental review may be needed in the future.

The intention of this precise plan is to permit those land uses described above as they are permitted by the Otay International Center Specific Plan and to permit developer flexibility to respond to the unknown demands that will be associated with the unique situation created by the international border crossing.

B. OTAY INTERNATIONAL CENTER SUBDISTRICT

The Otay International Center Precise Plan establishes a range of land uses within the project area along with specific development standards and regulations for site development. Chapter X, Articles 1 and 2 (Procedures, Zoning, and Subdivision Regulations) of the Municipal Code shall apply in the Otay International Center Precise Plan subdistrict; where there are conflicts between the General Regulations and the Otay International Center Precise Plan, the precise plan regulations will prevail. The subdistrict Basic Use Zone is applied over the entire ownership, with the commercial component encompassing the border-specific uses on parcels 2A, 5A, 5B, and 6. The business component is applied to parcels 1A, 1B, and 4. A description of the Otay International Center Subdistrict follows.

1. Otay International Center Subdistrict Basic Use Zone

a. Intent. This zone creates and preserves areas where manufacturing and industrial uses which evidence no or very low nuisance characteristics may locate. Nonindustrial uses which support or are adjuncts to industrial uses and are compatible with such uses are permitted within the zone, particularly administrative, sales, and services uses. Typically, industrial uses which have low nuisance characteristics involving noise, odor, traffic generation, or unsightliness would be conducted, with certain exceptions, entirely within enclosed areas or buildings. Application of this zone will create a community of industries in high-quality parks along with needed support facilities. The Basic Use Zone applies to all parcels within the Otay International Center.

b. Permitted Uses

Ambulance services
Community recreation
Essential civic services
Fire protection services
Parking services
Postal services
Administrative and professional services
Automotive and equipment--parking
Business equipment sales and service
Business support services
Communication services
Laundry services
Participant sports and recreation--indoor
Research services
Wholesaling, storage, and distribution--mini-
warehouses
Custom manufacturing
Horticulture
Tree crops
Row and field crops
Packing and processing

Row and field crops
Packing and processing

c. Permitted Uses Subject to Limitations. The following uses are permitted subject to limitations indicated.

- Agricultural sales (enclosed)
- Automotive and equipment--cleaning (enclosed)
- Automotive and equipment--repairs (enclosed)
- Automotive and equipment--sales and rental (enclosed)
- Building maintenance services (enclosed)
- Construction sales and services (enclosed)
- Food and beverage retail sales (maximum of 5% of gross floor area)
- Gasoline sales (repairs and maintenance enclosed)
- Wholesaling, storage, and distribution (enclosed)
- General industrial (low nuisance)

Definitions for Limitations in "c" above:

Enclosed: The use shall be enclosed within a building or within a fenced, walled, or landscaped enclosure which screens the use from off-site view points.

Low nuisance: Industrial uses which would be similar to permitted uses with respect to noise, odor, traffic generation, and visual character.

2. Otay International Subdistrict Commercial Use Component

- a. Intent. The commercial component is intended to permit the border-related commercial services, retail sales, and administrative services. The land uses permitted under the commercial component are in addition to the land uses listed under the Otay International Center Subdistrict Basic Use Zone.

Use types listed below are permitted within parcels 2A, 5A, 5B, and 6.

b. Permitted Uses

All Uses Permitted by the Basic Use Zone

- Clinic services
- Cultural exhibits and library services
- Day care/small schools
- Lodge, fraternal, and civic assembly
- Minor-impact utilities
- Religious assembly
- Agricultural sales
- Animal sales and services--grooming, veterinary
- Automotive and equipment--repairs, sales, and rentals
- Convenience sales and services

Eating and drinking establishments
Financial, insurance, and real estate services
Food and beverage retail sales
Funeral and interment services--undertaking
Medical services
Personal services--general
Repair services--consumer
Retail sales--general
Retail sales--specialty
Spectator sports and entertainment

- c. Permitted Uses Subject to Limitations. The following uses are permitted subject to limitations indicated.

Uses With Limitations Permitted by the Basic Use Zone

Adult entertainment establishments (subject to restrictions of Municipal Code, Section 101.1800)
Laundry services (retail only, unless accessory to another use)

3. Otay International Center Subdistrict Business Use Component

- a. Intent. The business component is intended to permit border-related and industrial business services, limited commercial services, and lodging. The land use permitted under the Business Use component are in addition to the land uses listed under Otay International Center Subdistrict Basic Use Zone

Use types listed below are permitted within parcels 1A, 1B, and 4.

- b. Permitted Uses

All Uses Permitted by the Basic Use Zone

Clinic services
Cultural exhibits and library services
Day care/small schools
Lodge, fraternal, and civic assembly
Minor-impact utilities
Religious assembly
Agricultural sales
Animal sales and services--grooming, veterinary
Automotive and equipment--repairs, sales, and rentals
Convenience sales and services
Eating and drinking establishments
Financial, insurance, and real estate services
Food and beverage retail sales
Funeral and interment services--undertaking
Medical services
Personal services--general
Repair services--consumer

Transient Habitation, lodging
Retail sales--specialty
Spectator sports and entertainment

c. Permitted Uses Subject to Limitations

Uses with Limitations Permitted by the Basic Use Zone

Adult entertainment establishments (subject to restrictions of Municipal Code, Section 101.1800)
Laundry services (retail only, unless accessory to another use)

4. Additional Uses

Other uses shall be permitted as follows:

- a. Accessory uses for any of the foregoing permitted uses including signs. As specified in Municipal Code Section 101.1100 "City-Wide On-Premises Sign Regulations for Commercial and Industrial Zones," for sign regulatory purposes, this Otay International Subdistrict shall be deemed to be an industrial zone, except parcels 2A, 5A, 5B, and 6 which shall be deemed to be a commercial zone.
- b. Any uses which, in the opinion of the Planning Director or Planning Commission, are similar in character to the uses enumerated in this section and which are clearly within the intent and purpose of this development district. Any such finding by the Planning Director shall be final unless an appeal in writing is filed with the Planning Department within 10 days from the date of that finding. In the event of such appeal, the Director shall cause the matter to be presented to the commission at a public hearing and the commission shall make the final determination. The adopted resolution embodying any such finding shall be filed in the office of the City Clerk.

C. DEVELOPMENT REGULATIONS

All parcels within the precise plan area will be developed in accordance with (1) the following development regulations established by the Otay International Center Precise Plan and (2) Section IV.F of this text, Adherence to Environmental Mitigation. The property development regulations require that prior to the issuance of any development permits, development plans (including a site plan) must be approved by the Planning Director. Requests for exemptions, variances, and waivers, as well as uses permitted by Conditional Use Permits pursuant to Division 5 of the Municipal Code, shall be submitted and processed in accordance with applicable sections of the Municipal Code.

No building or portion thereof shall be erected, constructed, converted, established, altered, or enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards.

1. Lot Development

	<u>Otay International Center Subdistrict</u>
Lot area	10,000 sq.ft.
Street frontage	100 feet†
Lot width	100 feet
Lot depth	100 feet
Minimum yards	
Front	10 feet*
Interior side	0 feet
Street side	10 feet
Rear	10 feet
Floor area ratio	2.0

*There is a minimum 20-foot landscape setback along primary and major roads.

†For any lot which fronts a turn-around or curving street, having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

2. Site Plan Approval

- a. Prior to the issuance of any permits or the use of any premises, development plans shall be submitted to the Planning Director for approval.
- b. The Planning Director determines that the application conforms with all city regulations, policies, guidelines, design standards, density, and facilities requirements; the planning director shall grant a development permit after a public hearing has been held in accordance with Section 101.0220.
- c. Plans shall include a site plan showing location of existing and proposed buildings, signs, parking areas,

storage and loading areas, and generalized landscaping. Also, building elevation plans indicating treatment of exterior building surface materials and relationship to pertinent topographical features shall be included. In reviewing and approving development plans, the Planning Director or Planning Commission shall limit review and consideration to the following:

- 1) Landscaping, including preservation of large shrubs and trees, and also including the use of landscaping to screen building walls.
- 2) Preservation of existing topography where feasible.
- 3) Layout of site with respect to location and width of driveways and private streets.
- 4) Orientation and location of principal buildings in respect to adjacent property.
- 5) Location of business support services, if any.
- 6) Signs in relation to site location and fronting streets.
- 7) Parking lot location, traffic flow, marking of spaces, placement of lighting and screening from adjacent property.
- 8) Location of loading docks and off-street loading facilities in relation to adjacent property.
- 9) Outdoor storage area location and screening in relation to adjacent property, streets, and highways.
- 10) Building materials utilized for exterior walls and, when appropriate, roofs.
- 11) Building elevations in relation to minimum yard requirements and topographical features of the premises.
- 12) Design guidelines provided in the Community Environmental Design Element of the Otay Mesa Community Plan.
- 13) Environmental constraints, if any, identified during site-specific review of the development proposal.

c. Prior to the issuance of any permits or the use of any premises, there shall be an approved development agreement providing that Parcel 3 may be developed prior to approval of such development agreement.

SITE PLAN
APPROVAL

- d. The premises shall be developed in substantial conformance with approved development plans, and substantial conformance shall be determined by the Planning Director.
- e. In approving development plans, the Planning Director or Planning Commission may grant a suspension or variance of any of the Property Development Regulations as set forth in this section, provided such suspension or variance shall be based on sufficient showing that there are special circumstances or conditions affecting the property in question, and that such suspension or variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare, and that the granting of the suspension or variance will not adversely affect the General Plan of the city.

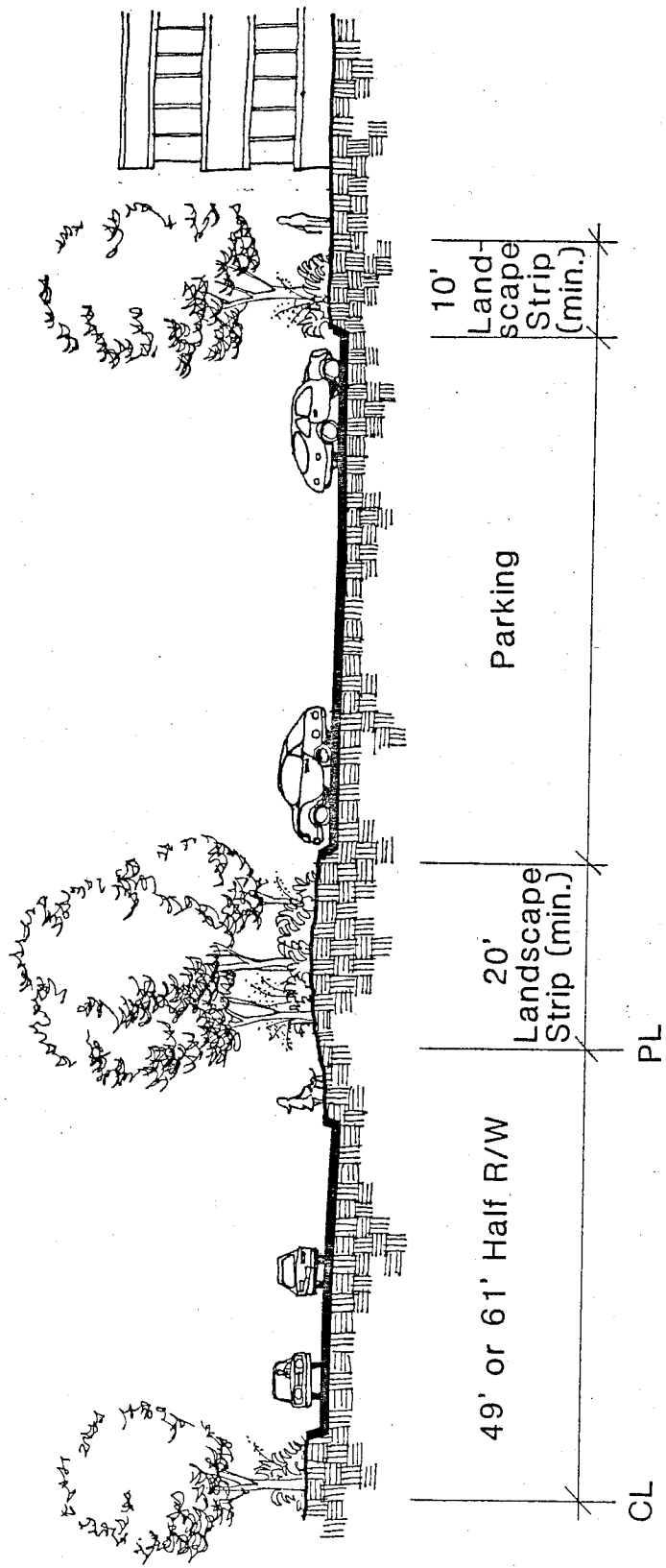
3. Landscaping

Prior to the use or occupancy of any lot or premises, all of the lot or premises not devoted to buildings, structures, driveways, sidewalks, parking, outdoor storage, or loading areas shall be suitably landscaped; provided, however, that landscaping within areas designated for expansion of facilities on the site plan need only be that required to adequately control dust and erosion. The total area landscaped, excluding any landscaping in parking lots, shall be not less than 10 percent of the total area of the premises.

Prior to the issuance of any building permit, a complete landscaping plan shall be submitted to the Planning Director for approval. Approved landscaping, including any required watering system, shall be in substantial conformance with the approved landscaping plan. All required landscaping shall be permanently maintained in accordance with the standards adopted by the Planning Director.

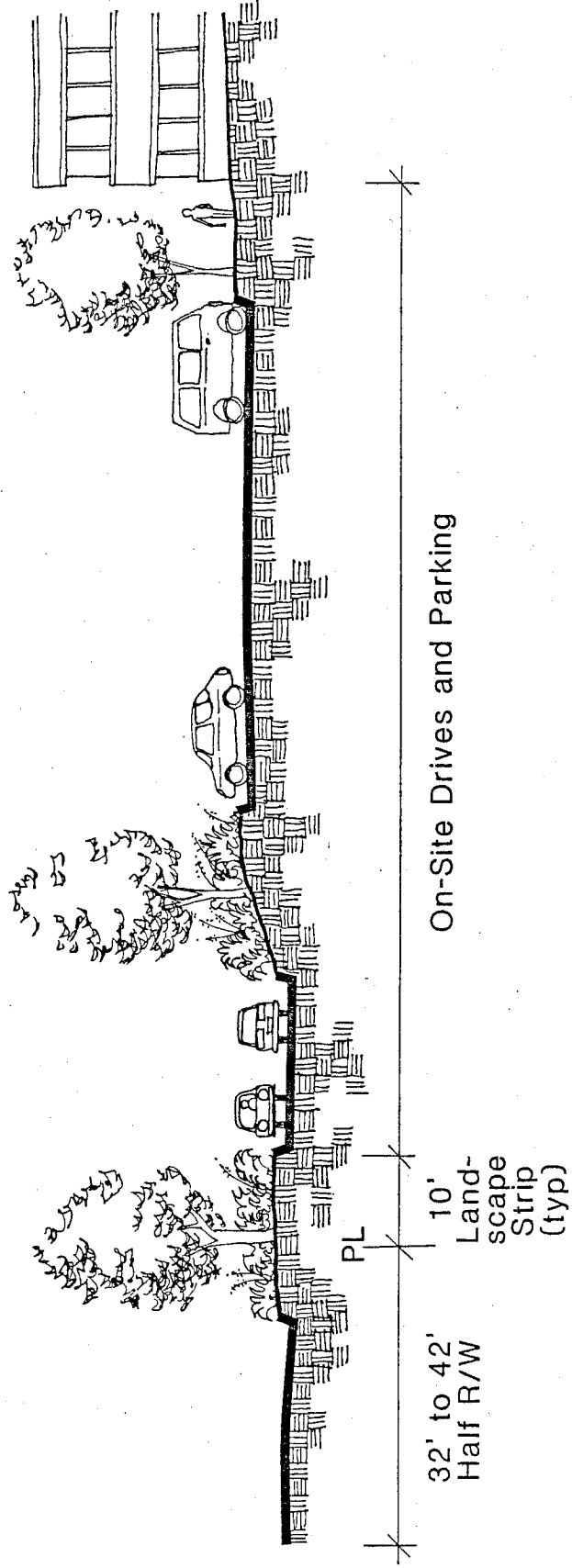
a. Street Frontage

- 1) Along the freeway right-of-way, landscaping should provide visual relief by screening or breaking up large parking lot areas and other harsh features of the development, such as storage enclosures or loading docks.
 - 2) Along primary roads, a 20-foot-wide landscaped strip continuously along the right-of-way shall be provided. Breaks in such landscaped strip shall be permitted at driveways (Figure 8).
 - 3) Along other public roads, a 10-foot-wide continuous landscaped strip shall be maintained except where driveways are located (Figure 9).
- b. Buildings fronting along primary and major roads shall have a 10-foot-wide planting strip located adjacent to the fronting portion of the building except where



Cross Section Through Primary and Major Streets (Typical)
 Not To Scale

FIGURE 8
 Landscape Concept Cross Section
OTAY INTERNATIONAL CENTER
 Precise Plan



Cross Section for Local and Collector Streets (Typical) Scale: = 1" = 20'

FIGURE 9

Landscape Concept Cross Section

OTAY INTERNATIONAL CENTER

Precise Plan

sidewalks or other access are located. The 10-foot-wide planting strip is considered part of the 20-foot-wide planting strip required in Section a.2 above, when no parking or interior roads are located between the building and the public right-of-way.

- c. Slopes shall be planted with a combination of ground cover, shrubs, and trees to soften and screen the slope area and to provide erosion control.
- d. Parking areas located along or visible from Circulation Element streets or the freeway shall have planters spaced such that awareness of the parking areas is minimized.
- e. Trees
 - 1) Street trees shall be a minimum of fifteen gallons in size.
 - 2) Parking areas shall be provided with one fifteen-gallon tree per five parking spaces.
 - 3) Slope trees shall be provided to the satisfaction of the Planning Director.
 - 4) Trees planted on slopes shall be spaced informally.
- f. Slopes shall be landscaped and irrigated to the satisfaction of the Planning Director.
- g. Other planted areas shall be irrigated to the satisfaction of the Planning Director.
- h. Plant materials for slope protection and along the road's rights-of-way shall be provided to the satisfaction of the Planning Director.

4. Roadway Improvements and Access

Roadway improvements shall be constructed in accordance with the parcel-by-parcel phasing schedule included in Section V.b of this precise plan.

5. Off-Street Loading Facilities

Loading or unloading facilities shall be so sized and located as to not require that trucks be located in required front or street side yards during loading and unloading activities.

6. Special Regulations

- a. All uses, except storage and loading, shall be conducted entirely within an enclosed building. Outdoor storage of merchandise, material, and equipment is permitted in any

required interior side or rear yard, provided the storage area is completely enclosed by walls, fences, or a combination thereof. Walls or fences shall be solid and not less than six feet in height and, provided further, that no merchandise, material, or equipment is stored to a height greater than any adjacent wall or fence.

- b. No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator or air conditioner shall be erected, constructed, converted, established, altered, or enlarged on the roof of any building, unless all such equipment and appurtenances are contained within a completely enclosed structure whose top and sides may include grillwork, louvers, and latticework.
- c. No merchandise, material, or equipment shall be stored on the roof of any building.
- d. A geotechnical study must be performed on parcel 10 in conjunction with the processing of future development permits for this parcel.
- e. When development-associated grading of parcels 1A, 1B, 2A, or 2B is 50 meters from the northern and eastern project boundaries of the "notch" area (which is identified in more detail in Section IV.F of this precise plan), an archaeologist monitor must be notified and site SDi-9100 shall be surveyed and staked.
- c. Signs shall be permitted pursuant to Division 11 of the zoning regulations starting with Section 101.1100 through Section 101.1126 of the city codes.

7. Off-Street Parking Regulations

- a. Every premises used for one or more of the permitted uses listed in Section IVB.1, 2, or 3 shall be provided with minimum off-street parking accommodations on the same premises or on a lot premises lying within 500 feet horizontal distance from the premises on which the permitted use or uses are located, as follows:

1) Basic Use Zone Area

For storage warehouse and agricultural uses, one space for each one and one-half employees on the shift having the greatest number of employees, plus one parking space for each company vehicle. Spaces for company vehicles shall be large enough to accommodate the type of vehicles.

= 1/1,000?

For all other uses - one parking space for each 300 square feet of gross floor area.

2) Commercial and Business Components

For hotels, motels, and time shares - one parking space for each guest room or suite. For theaters and places of assembly not otherwise provided for in this section - one parking space for each three fixed seats, or one space for each 21 square feet of gross floor area where there are no fixed seats. For other permitted uses - one parking space for each 300 square feet of gross floor area.

- b. The land used for required off-premises parking shall be owned or controlled by the owner or owners of the use requiring the off-premises parking. In this connection, the owner or lessee of record of the off-premises parking site shall furnish evidence satisfactory to the Planning Director that he owns or has sufficient interest in such property to provide the off-premises parking required by this section. Where off-premises parking is to be provided on property owned by the applicant or is in another ownership, there shall have been recorded in the office of the County Recorder a covenant executed by the owners of such property on which the off-premises parking is proposed for the benefit of the city on a form approved by the City Attorney to the effect that the owners will continue to maintain such parking space so long as the off-premises parking is required by this code. Such covenant will also recite that this title to and the right to use the lots upon which the parking spaces are to be provided will be subservient to the title to the premises where the primary use which it serves is situated and shall warrant that such lots are not and will not be made subject to any other covenant or contract for such use without the prior written consent of the city. In the event the owners of such use shall thereafter provide parking space equal in area under the same conditions as to ownership upon another lot other than the premises made subservient in a prior such covenant, the city will, upon written applicant therefore accompanied by the filing of a similar covenant, release such original subservient premises from such prior covenant.

The owners shall furnish, at their own expense, such title reports or other evidence as the city may require to insure compliance with the provisions of this section.

Off-premises parking spaces required by this section shall be maintained so long as they are required by the provisions of this section. In no event shall off-premises parking facilities which are provided to meet the requirements of this section be considered as providing any of the required spaces for any other structure or use.

- c. Where ambiguity exists in the application of these off-street parking requirements, or when any use not specified in Sections IVB.1, 2, or 3 of this text is found by the Planning Director to be a permitted use in accordance with Section IVB.4 of this text, the off-street parking requirements shall be determined by the Planning Director.

In the Basic Use Zone where it can be demonstrated that the standard of one parking space for each 300 square feet of gross floor area presents a hardship, the Planning Director may permit the alternative standard of one space for each one and one-half employees on the shift having the greatest number of employees plus one parking space for each company vehicle.

- d. All off-street parking facilities shall be constructed, operated, and maintained in compliance with Article 1, Division 8 of the municipal code.

D. CIRCULATION

1. Circulation Elements

The Circulation Element of the county's general plan for South Metro/Jamul was revised as part of the Otay Subregional General Plan Amendment (GPA 83-01). The county's Circulation Element includes two circulation element roads within the boundaries of the project area (Figure 10). State Route 125 provides the primary north-south access to the Otay Mesa border crossing. Siempre Viva Road is designated as a prime arterial west of SR-125 and as a major road to the east of SR-125. The adopted OIC Specific Plan implements the county's Circulation Element.

The city's Circulation Element of the Otay Mesa Community Plan, which is shown in Figure 11, includes three circulation element roads within the boundaries of the project area. SR-125 is designated as a four-lane freeway bisecting the project area and serving as the primary north-south access to the Otay Mesa border crossing. Harvest Road, which is contiguous with the westerly boundary of the project area north of Siempre Viva Road, is designated as a four-lane major road. An additional unnamed four-lane major road connecting the border crossing area with Harvest Road is also designated on the city's Circulation Element. Siempre Viva Road is designated as a six-lane major street west of the project area but terminates at the westerly boundary of the project area.

2. Existing Roadway Improvements

In conjunction with the construction of the second international border crossing, roadway improvements are currently under construction to provide improved access to the second border crossing station. The improvement of Otay Mesa Road/Harvest Road from a two-lane road to a 64-foot-wide, four-lane facility within an 84-foot right-of-way from the end of SR-125 to the site of the Otay Mesa border crossing is currently under construction and is scheduled for completion in August, 1984. Construction of the U.S. General Services Administration access loop road, which provides peripheral access to the border crossing station, has been completed. The access loop road occurs entirely within the boundaries of the Otay International Center Precise Plan area and consists of portions of the following roads which are shown on the proposed precise plan: Roll Drive (interim road), Customhouse Plaza, Paseo de la Frontera, and Siempre Viva Road. Paseo de la Frontera and Roll Drive are dedicated roadways; however, vacations of these roads may be pursued as soon as Siempre Viva Road, Customhouse Plaza, Paseo de las Americas, and Via de la Amistad are constructed to provide ultimate dedicated access to the border station.

The construction of the access road to the border crossing is being funded by city (federally assisted) funds, county (federally assisted) funds, and special state department of transportation funds. The city and county are sharing the funding of Otay Mesa Road from the end of SR-117 east of I-805 to Harvest Road, a distance of about four miles. The state is assisting in funding the north-south roadway from

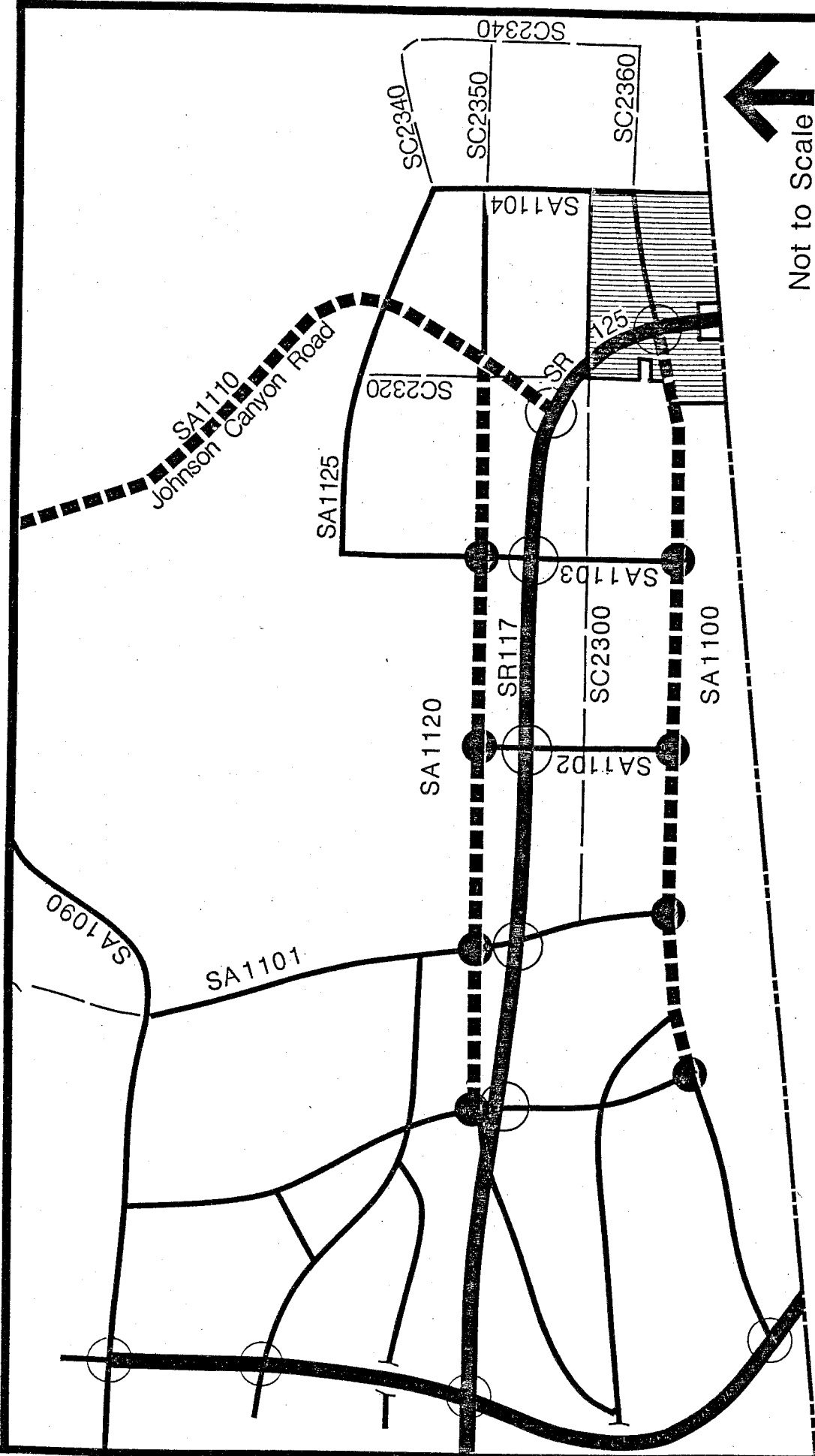


FIGURE 10
 County of San Diego Circulation Element
OTAY INTERNATIONAL CENTER
 Specific Plan

- Freeway
- Prime Arterial
- Major Road
- Collector Road
- Freeway Interchange
- Specially Designed Intersection

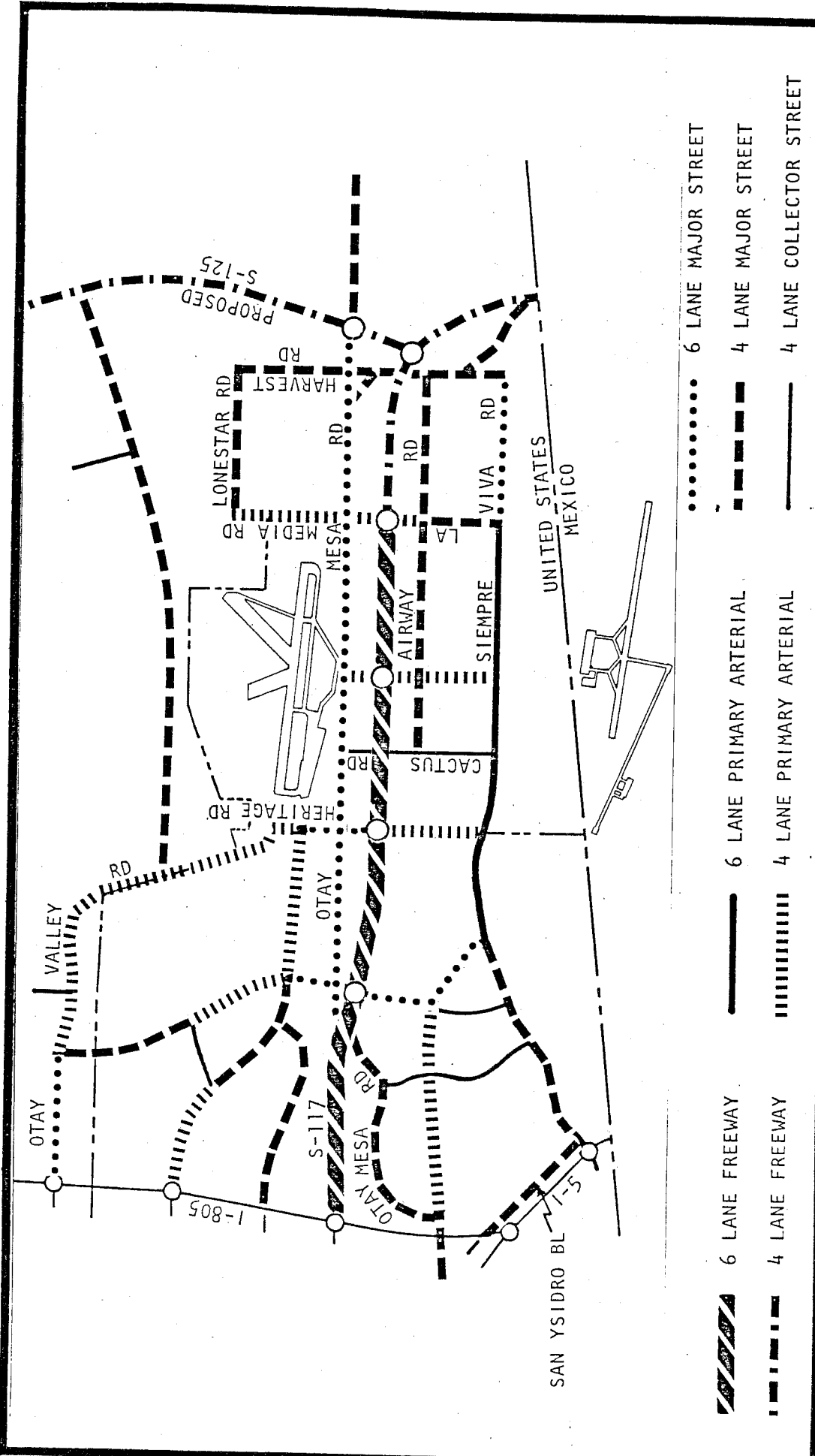


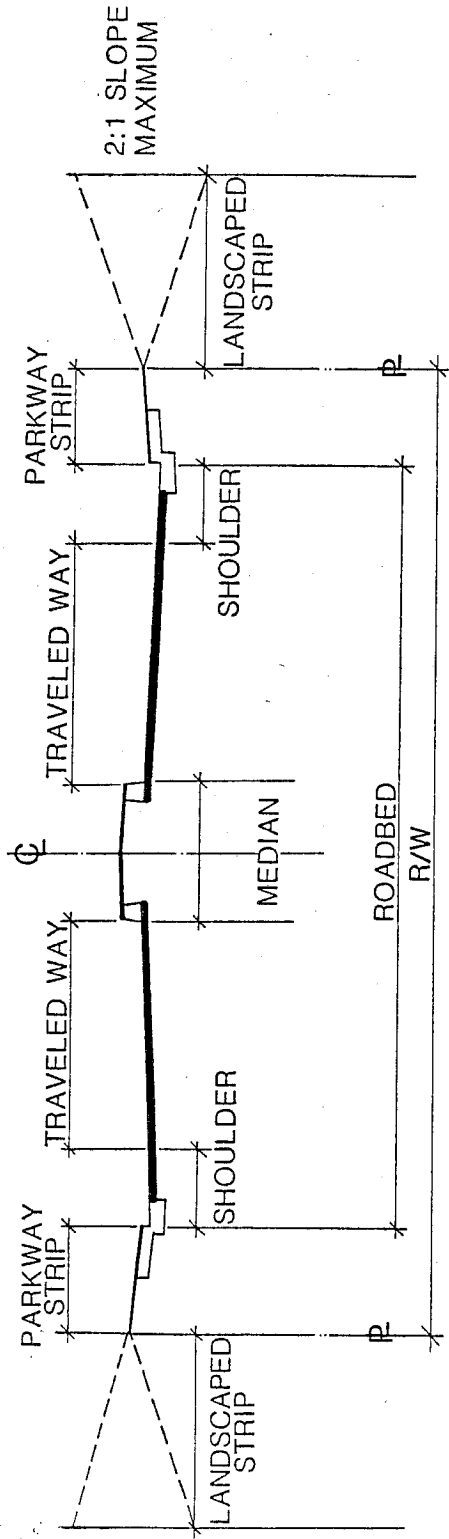
FIGURE 11
 City of San Diego Circulation Element
OTAY INTERNATIONAL CENTER
 Precise Plan

Otay Mesa Road to the new border facility in the vicinity of Harvest Road. The total cost for this project is \$10,767,910. Construction of the loop road is being funded by Otay International Center.

3. Precise Plan Roadway Improvements

The Otay International Center Precise Plan shows SR-125 (Paseo Internacional) as a six-lane primary arterial. As a result of improvements constructed in conjunction with the border crossing, it is now a four-lane primary arterial. A possible ultimate freeway right-of-way is also shown for reference. All streets shown with the precise plan area are proposed to be constructed in accordance with City of San Diego standard road widths (Figure 12) except local roads, which are county standard widths. The following roadway improvements are provided for in the precise plan and the phasing of construction of the circulation system is outlined in Section V.B of this precise plan. Additional streets may be needed on some parcels and alignment of some roads may be modified to accommodate specific requirements of land purchasers.

- a. Traffic signals will be installed and street intersections widened at those locations indicated in Figure 7. A signal may or may not be required at the intersection of Roll Drive and Siempre Viva Road, depending upon the ultimate status of Roll Drive. (These actions will be subject to the approval of the city Engineering and Development Department.)
- b. Siempre Viva Road will be improved to a primary arterial from the westerly boundary of the precise plan area to 400 feet east of Paseo de las Americas. It will be a four-lane major street from 400 feet east of Paseo de las Americas to the easterly boundary of the precise plan area.
- c. Harvest Road will be improved to a four-lane major street.
- d. Customhouse Plaza, Otay Center Drive, Via de la Amistad, Roll Drive, and Airway Road will be improved as collector streets.
- e. Customhouse Court, Paseo de la Fronteras, and Otay Center Drive (in Lot 2A and 2B) will be built as local roads.
- f. Paseo de las Americas will be built as a major road from Airway Road to Siempre Viva Road and as a collector street from Siempre Viva Road to Via de la Amistad.
- g. Enrico Fermi Drive will be built as a four-lane major street.



ROAD CLASSIFICATION	PRIMARY	MAJOR	COLLECTOR	LOCAL	PRIVATE
LANES	4/6		4	2	
R/W	122'	98'	84'	72'	FOR PRIVATE ROADS, SEE SITE PLANS
ROADBED	102'	78'	64'	52'	
MEDIAN		14'	0		
TRAVELED WAY	36'		24'	16'	
SHOULDER			8'	10'	
PARKWAY STRIP			10'		
LANDSCAPED STRIP		20'*		10'*	

* SEE TEXT

FIGURE 12
 Road Cross Sections
OTAY INTERNATIONAL CENTER
 Precise Plan

- h. A traffic signal and intersection improvement, subject to approval of the city's Engineering and Development Department, shall be installed at the Brown Field intersection on Otay Mesa Road.

4. Roadway Access

Access onto local and collector streets should not be limited, except that driveways should be a minimum of 200 feet apart on a parcel. On major roads, driveways should be at least 400 feet apart on a parcel, provided each ultimate parcel may be permitted to have at least two driveways. Owners of parcels with under 400 feet of frontage on a major road should be encouraged to pool access points with adjacent parcels.

Access onto primary roads should be a minimum of 600 feet apart and 300 feet from road intersections, if possible. Parcels with less than 600 feet of frontage on primary roads should pool access points with adjacent parcels. Each parcel fronting a primary road should be permitted at least one access point. Commercial lots need at least two access points unless pooled access and parking are shared by several parcels. Left-turn restrictions may be needed along primary roads, in accordance with policies and rules enforced by the Engineering and Development Department.

Driveway width should be limited to 30 feet for each 100-foot segment of property line abutting the street, but no single driveway should have a width of more than 30 feet measured at the property line. Driveway width for an interior lot having a front property line less than 100 feet in length shall be not more than one-third the length of front property line or 30 feet, whichever is greater.

E. PUBLIC SERVICES AND FACILITIES

1. Sewer

Sewer service will be provided to the project through a construction and operation agreement between the City of San Diego, the City of Chula Vista, the Otay Water District, Otay International Center, and the Montgomery Sanitation District. The City of San Diego is the lead agency in the sewer agreement, which was adopted by the San Diego City Council on March 12, 1984 (Resolution No. R-260277), and will be the sewer agency for all lands on Otay Mesa which annex to the City of San Diego.

The sewer agreement establishes that Otay International Center will construct the sewerage system to serve designated portions of Otay Mesa within and without the corporate limits of the City of San Diego and provides Otay International Center with the right to discharge up to 1.6 million gallons per day, average daily flow, into this sewer system. This system will ultimately involve constructing an 11.2-mile sewer line from the project site to the existing METRO South Bay Trunk Sewer, located west of Interstate 5, as shown in Figure 13. Initially, transmission capacity would be provided on an interim basis utilizing excess capacity in the Date/Faivre trunk sewer line. The Date/Faivre line, which is owned jointly by the City of Chula Vista and the Montgomery Sanitation District, extends from Palm Avenue (just west of Interstate 805) to the South Bay Trunk Sewer line. Ultimately, a new sewer trunk line will be constructed parallel to the Date/Faivre line. Treatment capacity will be provided by the City of San Diego at the Point Loma Treatment Plant. Capacity in METRO and in the transmission facilities will be adequate to provide service to the border crossing station, the prison site, Brown Field, and approximately 1,200 acres included within the Otay Mesa Development District which is proposed for annexation to the City of San Diego.

The cost of constructing the sewer system specified in the Otay Mesa Sewer Construction and Operation Agreement will be paid by Otay International Center. A reimbursement agreement has been negotiated between the City of San Diego and Otay International Center (Resolution No. R-260279, adopted by the City Council on March 12, 1984) so that OIC may recover some of the cost of constructing the Otay Mesa sewer system. The City of San Diego will be responsible for the operation and maintenance of the public sewer facilities to be constructed by Otay International Center pursuant to the construction and operation agreement.

The facilities discussed above may not be in place in time to serve the Otay Mesa border crossing station nor the first phase of construction in this project, which is needed to open at the same time as the border crossing station. For this reason, on-site sewage disposal, such as septic systems, may be used until sewer facilities are completed. Plans for septic systems would be approved by the County Health Department based on the results of percolation tests and site conditions.

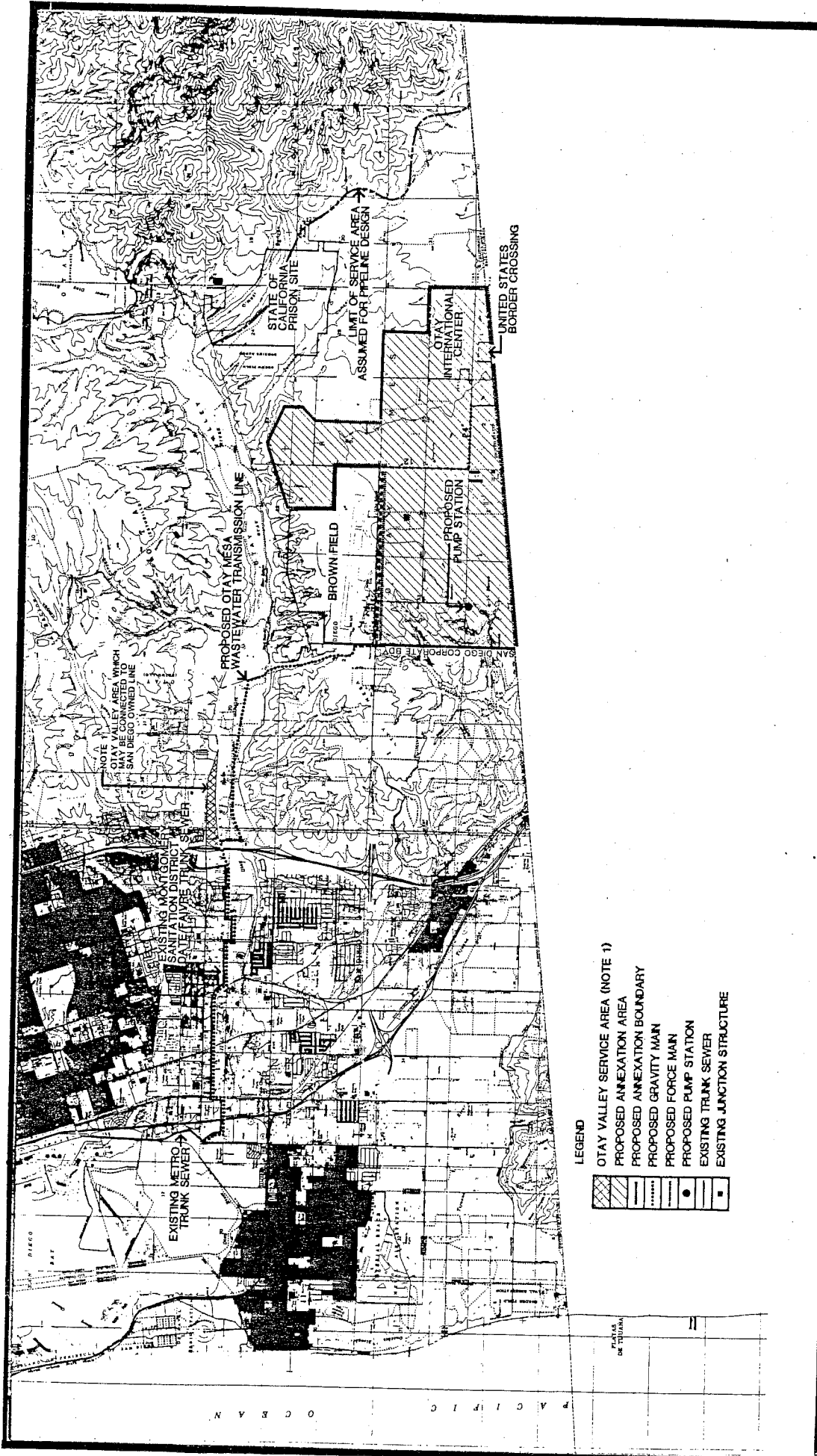


FIGURE 13
Proposed Wastewater Transmission System for Otay Mesa
OTAY INTERNATIONAL CENTER
 Precise Plan

- LEGEND**
- OTAY VALLEY SERVICE AREA (NOTE 1)
 - PROPOSED ANNEXATION AREA
 - PROPOSED ANNEXATION BOUNDARY
 - PROPOSED GRAVITY MAIN
 - PROPOSED FORCE MAIN
 - PROPOSED PUMP STATION
 - EXISTING TRUNK SEWER
 - EXISTING JUNCTION STRUCTURE

2. Water

The Otay Water District (OWD) presently supplies filtered water to the planning area and will provide water service to the Otay International Center after its annexation to the City of San Diego. This water is obtained from the San Diego County Water Authority (SDCWA) aqueduct through Improvement District No. 7 facilities. This improvement district currently has capacity available to serve additional development within the Otay area. An expansion of domestic water service may require some minor improvements, consistent with existing storage regulations, imposed by the California Department of Health Services.

3. Police

Upon annexation to the City of San Diego, police services would be provided to the project area by the Southern Division of the San Diego Police Department. The Southern Division station is located on San Ysidro Boulevard, two blocks from the international border. The San Diego Police Department retains a community relations officer in the San Ysidro Community Facility who would also serve the Otay Mesa area.

4. Solid Waste Disposal

The Otay International Center will be serviced by SaniTainer and S. F. Mikkelson Rubbish Service, two private haulers which currently provide disposal service within the Otay Mesa planning area. The solid waste that is collected in the Otay Mesa area is disposed of at the Otay landfill, which is located north of Otay Valley Road and which has a life expectancy of 24 years (until 2006). No additional landfills are planned for the Otay Mesa area at this time.

5. Fire Protection

Fire protection services would be provided by the City of San Diego from existing city stations located at I-805 and Palm Avenue and at Coronado and Holister streets. Eventually, one additional fire station will be needed to serve the industrial development on the mesa.

6. Medical Facilities (Emergency)

Ambulance and paramedic services will ultimately be provided by the fire district or by a private operator.

F. ADHERENCE TO ENVIRONMENTAL MITIGATION

The site plan review standards in this text require review of site-specific environmental constraints during the development plan review process. In order to ensure mitigation of potential environmental impacts associated with development in accordance with the Otay International Center Precise Plan, the mitigation measures specified in the Environmental Impact Report for Otay International Center Specific Plan and Tentative Subdivision Map (EAD Log #82-19-25) and the Supplemental Environmental Impact Report for the Otay International Center Precise Plan (EQD No. 84-0297) have been included in this precise plan. Review of future development plans for the subject property would ensure that implementation of the following mitigation measures are incorporated into development plans within the Otay International Center Precise Plan area.

1. Traffic Circulation

The improvements listed under Section IV.D.2 have been incorporated into the precise plan in order to avoid significant internal traffic impacts. The phasing schedule of these improvements is specified in Section V.B of this plan and the requirement for constructing these improvements would be applied as conditions of approval of future tentative maps.

2. Public Services and Facilities

The availability of adequate public facilities to serve this site will be assured through a combination of a developer agreement and map and development improvements.

a. Sewer

Sewer service will be provided to the project through implementation of the provisions established in the Otay Mesa Sewer Construction and Operation Agreement between the City of San Diego, the City of Chula Vista, the Otay Water District, Otay International Center, and the Montgomery Sanitation District (City Council Resolution No. R-260277).

Septic systems could be permitted on an interim basis for those initial uses needed to serve the international border crossing until permanent sewer facilities are constructed. However, site-specific percolation tests would be required to determine the suitability of the geologic and soils conditions for utilizing subsurface disposal systems. Septic permit issuance would be done by the County Health Department on a case-by-case basis depending on the results of the percolation tests, the sewage generation rates associated with the proposed uses, and if there is written confirmation from the OWD that sewer service would be available to the site within two years. Since large areas of vacant (non-graded) land would be needed to facilitate an on-site septic system, no large-scale development can occur on the site until permanent sewer facilities become available.

b. Water. Adequate water supplies are available to meet the anticipated demand from development within the Otay International Center in accordance with the precise plan, as proposed, and the OWD has agreed to serve the project. The applicant will be required to pay a surcharge fee of \$3,000 per acre to the OWD to be utilized for covering the two water storage reservoirs and extending water distribution lines.

c. Fire. The applicant may be required to pay fees in accordance with a developer agreement for fire protection facilities as warranted by development.

d. Police Service. Adequate law enforcement services are believed to be available for the initial stages of development within the planning area. As development proceeds throughout Otay Mesa, however, it will become necessary to provide additional law enforcement services to the region.

3. Visual Aesthetics

The Otay International Center Precise Plan establishes property development regulations and requires that all proposed developments within the district have a site plan submitted to the planning director for review. The site plan is to include architectural, engineering, and landscape information, as well as provisions for signing, parking, and storage and loading areas. Of particular importance are the landscaping standards, which emphasize the use of landscaping along the freeway right-of-way in order to provide visual relief by screening or breaking up large parking lot areas and other harsh features of development, such as storage enclosures or loading docks. In addition, a landscaped strip is required along all other roadways. Slopes are to be planted with a combination of ground cover, shrubs, and trees to soften and screen the slope area, as well as to provide erosion control. Additional landscaping requirements for developments which face the major access routes within the project area are established in Section IV.C of this precise plan. The preparation of development plans in accordance with these development regulations would adequately mitigate any potential visual impacts associated with future development.

4. Hydrology/Water Quality

Adherence to the landscaping requirements specified in the city's grading ordinance, the Otay Mesa Development District, and Section IV.C of this precise plan would reduce potential water quality impacts to a level of insignificance.

5. Geology and Soils

A geotechnical study must be performed on Parcel 10 in conjunction with the processing of future development permits for this parcel, since no such investigations have yet been conducted on this portion of the study area.

Appendix D of the Environmental Impact Report for Otay International Center Specific Plan and Tentative Subdivision Map contains recommendations that would be implemented during site development. These recommendations include excavating the existing loose topsoils beneath settlement-sensitive improvements, such as buildings, roadways, and parking areas, to firm natural ground in order to prevent settlement. In addition, it is recommended that potentially expansive clay soils be undercut and replaced with properly compacted nonexpansive or slightly expansive soil available on the site.

Any additional recommendations that may be made following the completion of more site-specific investigations would also be implemented to the satisfaction of the city engineer, which would mitigate any potential impacts associated with the geologic or soil conditions that occur within the boundaries of the precise plan area.

6. Archaeology

Mitigation of potential impacts to archaeological sites located within the project area has already been accomplished, as documented in the Report on Excavation of SDi-9098 and SDi-9099 Located on Otay Mesa Near the International Border (RECON 1983).

Archaeological site SDi-9100 is located outside of the precise plan in the "notch" area along the western side of the project boundary. Although this site is located outside of the project area, it may suffer indirect impacts associated with project implementation. Therefore, a qualified archaeologist is required to monitor all grading in this area as defined below.

Site SDi-9100 is a prehistoric campsite; the site area was also occupied by the Lowland family as a homestead in the early part of the century. Since both prehistoric and historic resources are located at the site, the area is extremely important and sensitive. When development-associated grading is 50 meters from the northern and eastern project boundaries of the "notch" area, the archaeologist monitor must be notified and this area shall be surveyed and staked. As a condition of approval of future tentative maps and development permits for parcels 1A, 1B, 2A, and 2B, the archaeologist monitor shall be on-site during all grading along the north and east part of the "notch" area to ensure that no indirect impacts to the resource occur. The monitor will be empowered to modify or divert grading should any portion of the site be impacted.

7. Noise

An acoustical study shall be prepared for development plans for parcels 1A, 1B, and 4 if hotels and motels are included as proposed uses. The study shall demonstrate that either (a) exterior noise levels around the hotel facility do not exceed 65 dBA or, if it is infeasible to reduce exterior noise levels to 65 dBA, then (2) a special study must illustrate that interior noise levels do not exceed 45 dBA. In any case, lodging rooms shall not be located where exterior noise levels exceed 75 dBA. The acoustical study required in this section shall consider ultimate noise levels along roadways.

The design for non-lodging uses located adjacent to hotel or motel facilities shall avoid locating high noise-producing activities near the adjacent property line with the hotel facility. An acoustical study may be required as part of the development plan package for uses adjacent to hotels, if noise levels are reasonably expected to exceed 60 dBA at the adjacent property line due to the proposed uses on the parcel. The study shall demonstrate the lodge building envelop is outside the 65 dBA noise contour created by the proposed use.

V. IMPLEMENTATION

A. PROJECT REVIEW PROCESS

Upon its adoption, the Otay International Center Precise Plan will become the basis for reviewing subsequent development plans, subdivision maps, and other permits for property within the precise plan area. The Otay International Center Precise Plan establishes the allowable land uses within the project area and specific development standards and regulations. The precise plan also establishes the procedures and standards for city review of development plans and establishes zoning controls.

Subsequent review of development plans would ensure that mitigation measures specified in the Environmental Impact Report for Otay International Center Specific Plan and Tentative Subdivision Map (EAD Log #82-19-25) and the Supplemental Environmental Impact Report for the Otay International Center Precise Plan (EQD No. 84-0297) are incorporated into future development plans, as outlined in Section IV.C of this precise plan.

Permit Application, Review, and Approval Procedures

1. Prior to the issuance of any permits or the use of any premises, development plans shall be submitted to the Planning Director for approval in accordance with Section IV.C.2 of this text.
2. A deposit, as indicated on the current fee schedule maintained in the Planning Department shall be paid when applicant for a permit is made.
3. The Planning Director shall, by resolution, grant the development permit if it is found from the evidence presented that all of the following facts exist:
 - a. The proposed use will fulfill an individual and/or community need and will not adversely affect the general plan or the community plan.
 - b. The proposed use, because of conditions that have been applied to it, will not be detrimental to the health, safety, and general welfare of persons residing or working in the area, and will not adversely affect other property in the vicinity; and
 - c. The proposed use will comply with the relevant regulations in the Municipal Code.
4. An appeal from the decision of the Planning Director regarding a project in the precise plan area must be filed in writing with the Planning Department within 10 days of the Director's decision. The appeal hearing shall be noticed in

accordance with the provisions of Section 101.0220 and filed in accordance with the provisions of Section 101.0230.

5. An appeal from the decision of the Planning Commission must be filed with the City Clerk within eight days of that decision. The appeal shall be filed and heard in accordance with the provisions of Section 101.0240.
6. All proceedings with regard to a tentative map submitted with an application for a project in the development district shall be reviewed concurrently with the proceedings for the development permit.

B. PROJECT PHASING

* The property will develop as demand for land dictates, with build-out expected within a five-year span. There is no sequential phasing plan proposed for the Otay International Center Precise Plan. However, it is anticipated that the initial development would occur on parcel 3 to provide custom brokerage facilities for the border crossing station when it opens. Since sewers may not be available at the time that the border crossing opens, parcel 3, along with the border crossing station, may be required to start out using septic systems until the sewer lines are completed.

The improvements listed below provide a parcel-by-parcel schedule of the minimum level of improvements needed to support a parcel independent of any other parcel's improvements. Since the actual sequence of development for the project is not determinable at this time, the schedule is intended to allow flexibility in the sequence of development while assuring adequate services at each phase. In addition, prior to development of any parcel, off-site access from SR-125 to the parcel should be secured. Prior to recording any maps, a traffic signal or overpass must be provided for at the intersection of Siempre Viva Road and SR-125.

1. Parcels 1A, 1B

- a. Provide adequate public water and sewage disposal facilities.
- b. Provide on-site drainage with such off-site facilities as needed to protect adjacent property.
- c. Construct all border streets to 1/2 ultimate construction width:
 - Airway Road constructed to 1/2 width collector street.
 - Harvest Road constructed to 1/2 width major street.
 - SR-117 constructed to 1/2 width arterial.
 - Siempre Viva Road constructed to 1/2 width arterial.
- d. Construct all interior streets to ultimate commercial/industrial improvement standards.

- e. Provide traffic signal and intersection improvements at the intersections of:
 - Harvest Road/Airway Road
 - Harvest Road/Siempre Viva Road
 - Harvest Road/Otay Center Drive
 - Siempre Viva Road/Paseo de la Frontera
 - SR-125/Airway Road.
- f. Contribute 25 percent of the cost of a grade separation between Siempre Viva Road and SR-125.

2. Parcels 2A, 2B

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width:
 - Siempre Viva Road constructed to 1/2 width arterial street.
 - Paseo de la Frontera constructed to full width industrial collector.
 - Customhouse Plaza constructed to 1/2 width industrial collector.
 - SR-125 (Paseo Internacional) constructed to 1/2 width arterial street.
- d. Provide traffic signal and intersection improvements at the intersections of:
 - Siempre Viva Road/Paseo de la Frontera
 - Paseo de la Frontera/Customhouse Plaza.
- e. See 1d.

3. Parcel 3

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width:
 - Customhouse Plaza constructed to 1/2 width industrial/commercial collector.
 - Customhouse Court constructed to 1/2 width industrial/commercial cul-de-sac.

- d. Construct Paseo de la Frontera to 44 feet AC/64 feet graded roadway (access) and Siempre Viva Road (1/2 width arterial) from Paseo de la Frontera to SR-125.
- e. Provide traffic signal and intersection improvements at the intersections of:
 - Siempre Viva Road/Paseo de la Frontera
 - Paseo de la Frontera/Customhouse Plaza.

4. Parcel 4

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width.
- d. Provide traffic signal and intersection improvements at the intersections of:
 - Siempre Viva Road/Paseo de las Americas
 - Paseo Internacional (SR-125)/Airway Road
 - Paseo de las Americas/Airway Road.
- e. Contribute 25 percent of the cost of construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

5. Parcels 5A, 5B

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width:
 - Siempre Viva Road constructed to 1/2 width arterial standards.
 - Via de la Amistad constructed to 1/2 width industrial/commercial collector standards.
 - Paseo de las Americas constructed to 1/2 width industrial/commercial collector standards.
 - Paseo Internacional (SR-125) constructed to 1/2 width arterial standards.
 - Roll Drive constructed to 1/2 width industrial/commercial collector standards.
- d. Provide traffic signal and intersection improvements at the intersections of:

- Roll Drive/Siempre Viva Road (to be removed upon ultimate construction of Paseo de las Americas)
 - Paseo de las Americas/Siempre Viva Road
 - Roll Drive/Via de la Amistad (may be removed upon ultimate construction of Paseo de las Americas).
- e. Construct all interior streets to ultimate industrial/commercial standards.
- f. Contribute 25 percent of the cost of construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

6. Parcel 6

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width:
- Via de la Amistad constructed to 1/2 width industrial/commercial collector standards.
- d. Construct Paseo de las Americas to 44 feet AC pavement within 64 feet graded roadway.
- e. Construct Siempre Viva Road from Paseo de las Americas to Roll Drive with 44 feet AC pavement within 64 feet graded roadway.
- f. Provide traffic signal and intersection improvements at the intersections of:
- Roll Drive and Via de la Amistad
 - Via de la Amistad/Paseo de las Americas
 - Paseo de las Americas/Siempre Viva Road.
- g. Contribute 25 percent of the cost of construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

7. Parcel 7

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width:
- Paseo de las Americas constructed to 1/2 width major road standards.

- Siempre Viva Road constructed to 1/2 width arterial standards from Paseo de las Americas to 400 feet east of Paseo de las Americas and to 1/2 major road standards from 400 feet east of Paseo de las Americas to Enrico Fermi Drive.
 - Enrico Fermi Drive constructed to 1/2 width major road standards.
 - Airway Road constructed to 1/2 width industrial/commercial collector standards.
- d. Provide traffic signal and intersection improvements at the intersections of:
- Paseo de las Americas/Siempre Viva Road
 - Paseo de las Americas/Airway Road
 - Airway Road/Enrico Fermi Drive
 - Siempre Viva Road/Enrico Fermi Drive.
- e. Construct Siempre Viva Road from Paseo de las Americas to Roll Drive with 44 feet AC pavement within 64 feet graded roadway.
- f. Contribute 25 percent of the cost of construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

8. Parcel 8

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 ultimate construction width:
- Paseo de las Americas constructed to 1/2 width industrial/commercial road standards.
 - Siempre Viva Road constructed to 1/2 width arterial standards from Paseo de las Americas to 400 feet east of Paseo de las Americas.
 - Siempre Viva Road constructed to 1/2 width major road standards from 400 feet east of Paseo de las Americas to Enrico Fermi Drive.
 - Via de la Amistad constructed to 1/2 width industrial/commercial collector standards.
 - Enrico Fermi Drive to 1/2 width major road.
- d. Provide traffic signal and intersection improvements at the intersections of:
- Paseo de las Americas/Siempre Viva Road
 - Paseo de las Americas/Via de la Amistad
 - Via de la Amistad/Enrico Fermi Drive
 - Enrico Fermi Drive/Siempre Viva Road.

- e. Construct Siempre Viva Road with 44 feet AC pavement within 64 feet graded roadway from Roll Drive to Paseo de las Americas.
- f. Contribute 25 percent of the cost of construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

9. Parcel 9

- a. See 1a.
- b. See 1b.

On-Site Roads

- c. Construct Via de la Amistad to 1/2 width industrial/commercial collector standards.
- d. Provide traffic signal and intersection improvements at the intersection of Via de la Amistad/Enrico Fermi Drive.

Off-Site Roads

Option I

- e. Construct Via de la Amistad from westerly boundary lot 9 to Paseo de las Americas with 44 feet AC pavement within 64 feet graded roadway.
- f. Construct Paseo de las Americas with 44 feet AC pavement within 64 feet graded right-of-way.
- g. Construct Siempre Viva Road from Paseo de las Americas to Roll Drive with 44 feet AC pavement within 64 feet graded roadway.
- h. Provide traffic signal and intersection improvements for the intersections of:
 - Via de la Amistad/Paseo de las Americas
 - Paseo de las Americas/Siempre Viva Road.
- i. Contribute 15 percent of the cost of the construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

or Option II

- j. Construct Enrico Fermi Drive with 44 feet AC pavement within 64 feet graded roadway.

- k. Construct Siempre Viva Road from Enrico Fermi Drive to Roll Drive with 44 feet AC pavement within 64 feet graded roadway.
- l. Construct traffic signal and intersection improvements for the intersections of:
 - Enrico Fermi Drive/Siempre Viva Road
 - Siempre Viva Road/Paseo de las Americas.
- m. Contribute 15 percent of the cost to construct a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

10. Parcel 10

- a. See 1a.
- b. See 1b.
- c. Construct all border streets to 1/2 width ultimate standards.
 - Siempre Viva Road constructed to 1/2 width arterial standards.
 - Customhouse Plaza constructed to 1/2 width industrial/commercial collector road standards.
 - Customhouse Court constructed to 1/2 width local road standards.
- d. Construct Siempre Viva Road from Harvest Road to Paseo de la Frontera with 44 feet AC pavement within 64 feet graded roadway.
- e. Provide traffic signal and intersection improvements at the intersections of:
 - Harvest Road/Siempre Viva Road.
- f. Contribute 25 percent of the cost of the construction of a grade separation for Siempre Viva Road over Paseo Internacional (SR-125).

C. PROVISION OF PUBLIC FACILITIES

The availability of adequate public facilities to serve the precise plan area will be assured through a development agreement and development improvements provided in accordance with the precise plan as a part of future approvals. Otoy International Center is ready to respond to the immediate demand for private facilities and services created by the border crossing.

A detailed discussion of public facilities is provided in Section IV.E of this precise plan and a summary is provided below. Sewer service

will be provided to the project through (1) a construction and operation agreement between the City of San Diego, the City of Chula Vista, the Otay Water District, Otay International Center, and the Montgomery Sanitation District (City Council Resolution No. R-260277) and (2) a reimbursement agreement between the City of San Diego and the Otay International Center (City Council Resolution No. R-260279). Water service will be provided by the Otay Water District, and police and fire protection services will be provided by the City of San Diego. Development in accordance with the Otay International Center Precise Plan will require that Otay International Center construct extensive roadway improvements, as outlined in Section IV.D of this plan.

VI. THE RELATIONSHIP OF THE PROJECT TO THE OTAY MESA COMMUNITY PLAN

The Otay International Center Precise Plan sets forth a development program which implements the city's Progress Guide and General Plan and the Otay Mesa Community Plan. This section discusses precise plan conformance to the community plan. Since the Otay Mesa Community Plan implements the Progress Guide and General Plan to Otay Mesa, then this precise plan focuses on community plan conformance as a means to demonstrate consistency with the general plan.

The Otay Mesa Community Plan designates approximately 250 acres of the proposed precise plan area for industrial uses and approximately 200 acres for undefined institutional uses. Since the proposed precise plan includes uses which would be supportive of the Otay Mesa border crossing station but which are not allowed under the industrial or institutional land use designation, the applicant is concurrently processing an amendment to the Otay Mesa Community Plan to designate the subject property as a precise plan area. The proposed precise plan is intended to provide for planning and integration of the border crossing station, its related auto and truck service, commercial and office uses, and the surrounding industrial uses.

A. CONFORMANCE TO OVERALL GOALS

1. To coordinate efforts of the city, county, state, and federal governments and Mexico in providing for the orderly development of Otay Mesa.

The Otay International Center has worked with local, state, and federal governments to assure that the design, phasing, and delivery of services are complementary to the plans of the public agencies.

2. To facilitate opening of the second international border crossing.

The project site, along with the international border, surrounds the border crossing station site. To facilitate the opening of the border crossing, Otay International Center participated in the construction of the loop access road located within the precise plan area, which provides peripheral access to the border crossing station. In addition, the proposed project would provide the type of support services which facilitate use of the crossing with subsequent easing of the traffic congestion at the existing San Ysidro crossing.

3. To promote participation in federal programs under the Department of Commerce (Economic Development Administration), Housing and Urban Development (Community Development Block Grant), and Community Service Agency.

Development of the Otay International Center is a first significant step towards establishing credibility in the private sector for the long-range plans and hopes for the industrial development of Otay Mesa. Once the private sector has established a financial commitment to

develop Otay Mesa with employment-producing uses, then such federal participation will be promoted.

4. To support the Southwest Border Regional Commission and its promotion of the Otay Mesa area.

Development of the Otay International Center is the first step in the realization of the commission's goals for Otay Mesa.

5. To assure standard public facilities and services commensurate with development of the planning area.

A phasing schedule of the necessary improvements to support development of each parcel within the project area is provided in Section V.B of this precise plan. Provision of such services and facilities is by a developer agreement and development improvements.

6. To provide necessary public health and safety facilities and services commensurate with development of the planning area.

All such services and facilities will be provided in accordance with the phasing schedule of improvements specified in Section V.B of this precise plan.

7. To foster a "good neighbor" policy with Mexico and promote commercial and industrial inter-cooperation.

Development of the Otay International Center provides the land needed to develop commercial and industrial inter-cooperation with Mexico.

8. To establish a reference for the future use of Customs and Immigration Authorities and to facilitate international commerce.

The Otay International Center provides facilities for customs brokers in the most accessible and convenient locations possible. The focus of the central portion of the project is to be responsive to the international traffic with emphasis on convenience and ease of access.

The project offers the needed flexibility to permit accommodation of a wide variety of needs, some of which will not become evident until the area develops, while assuring that a positive, attractive first image of the United States, California, and San Diego is presented to international travelers.

9. To analyze the feasibility of phased annexation of unincorporated county territory to the city with regard to cost/revenue, spheres of influence, and desires of area property owners.

This precise plan text is a first step towards annexation of the property and is the means by which the owners of Otay International

Center are indicating their desires for their land with consideration to the expected market, public facility needs, the needs of the international traveler, and the potential for international cooperation and trade.

B. RESIDENTIAL ELEMENT

The project contains no residential uses, other than hotel facilities, and planned residential areas on the United States side of the border are approximately three miles from this project, so the Residential Element of the Otay Mesa Community Plan is not directly applicable.

Multi-family housing is planned in Mexico adjacent to the international border. Separation of this project from the uses south of the border is created in two ways. One, there is a physical separation because of easements and clear zones. Two, extensive landscaping has been incorporated into the precise plan to screen industrial uses from off-site locations.

C. INDUSTRIAL ELEMENT--General Goals

1. To alleviate high unemployment in the border area through the development of large industrial parks.

The Otay International Center contains approximately 404 net acres with 343 net acres proposed for industrial or industrial and business park uses, which are expected to produce almost 8,000 jobs.

2. To provide areas within the study area that are suitable for the development of large-scale manufacturing facilities and to extend railroad service to such areas.

Project design permits sites as large as 77 acres and larger with minor modifications so that industrial users who need large lots may be easily accommodated.

Extending rail service is beyond the scope of this project; however, development of the project site encourages further development, which may create the demand for such railway services.

3. To provide areas for exclusive use of industry, prohibiting residential, commercial, and other activities.

The project segregates commercial and industrial uses in a logical fashion to avoid the problem of industrial users having to compete with commercial users for land.

4. To develop proper design relationships that minimize conflicts between commercial, industrial, and surrounding residential areas and other uses.

The project's focus is on the myriad of special demands and opportunities for development created by the property's proximity to the border crossing station. The project contains land uses which support

and complement the border crossing by offering convenience shopping for last- or first-opportunity purchases to travelers. Also, a pedestrian retail area is located away from traffic and next to the pedestrian crossing. This will support and complement the border crossing land use by helping to reduce traffic and offering a service to pedestrians who wish to purchase goods and services from the United States but who do not have the means or desire to travel beyond the immediate vicinity of the border. The truck centers will offer a key ingredient to make the border crossing station successful by providing customs brokerage services in a convenient location next to the border crossing station. Offering these needed services close to the border crossing station will also lower truck traffic on the main highway.

The requirement of the Otay International Center Precise Plan that development plans be reviewed and approved prior to the issuance of any development permits would ensure that no land use conflicts would occur.

Lots with commercial facilities are buffered by industrial parcels, so there will be little chance to see a proliferation of these facilities into the industrial lands to the west, north, and, in the future, east of the project. Consequently, the project creates retail facilities which are conveniently located but expressly limited to those immediately needed to serve the border crossing station.

The area immediately north of the border and along both sides of the freeway and intersecting major roads offers a first impression of the United States to the many people crossing into the country from Mexico. This precise plan seeks development which gives a positive impression of the United States. Development regulations contained in this plan set forth specific criteria for treatment of projects which face such streets. The first impression gained of the United States is of an efficient, well-designed, and clean work place. The Otay International Center is an attractive contrast to the San Ysidro-Virginia Street area near the first border crossing station.

The precise plan, then, provides for the proper design relationships which minimize conflicts between the various land uses at the border.

5. To provide for a future "Foreign Trade Zone" supportive of the industrial parks.

The precise plan contains nothing which would hinder the designation of the area as a Foreign Trade Zone.

6. To encourage the "Twin Plants" concept providing for manufacturing through joint use of raw materials and labor from both the United States and Mexico.

The precise plan makes land available for implementing this goal.

7. To locate hazardous industrial development away from proposed urbanization.

Development controls implemented by the precise plan would not permit any such hazardous development within Otay International Center.

8. To cooperate to the fullest extent possible with the Economic Development Administration programs and Southwest Border Regional Commission.

The Southwest Border Regional Commission is no longer in existence. Cooperation with EDA programs is beyond the scope of an individual landowner, so this goal is not directly applicable to the precise plan.

9. To continue agriculture in industrially designated areas that are not ready for development.

The precise plan outlines the process for developing the property for urban land uses. However, the Otay Mesa Development District permits interim use of property for agriculture and nothing within the precise plan prevents such interim use.

D. DESIGN OBJECTIVES

1. Landscaping and Design

The project contains sufficient regulations to assure a high-quality project while keeping the cost of development reasonable. The precise plan provides for abundant landscaping where it is most effective, along the main roads and in the commercial/business areas, while still permitting intensive development within purely industrial areas.

2. Traffic Congestion in the Industrial Area

The design of the project locates the higher traffic-generating uses nearest SR-125, minimizing traffic levels in the industrial areas. Also, the location of the pedestrian commercial and truck/brokerage facilities are located in such a way as to bleed off traffic before it reaches SR-125.

3. Zoning

This precise plan implements the and is intended to replace the need for individual zoning or planned development permits. Prior to the issuance of any development permits, development plans would have to be reviewed and approved by the Planning Director, in accordance with procedures contained within the precise plan.

4. Buffering of Land Uses

All proposed commercial and industrial uses would be compatible. Future development plans which include hotels and motels will require acoustical studies to ensure that acceptable noise standards are achieved.

APPENDIX A

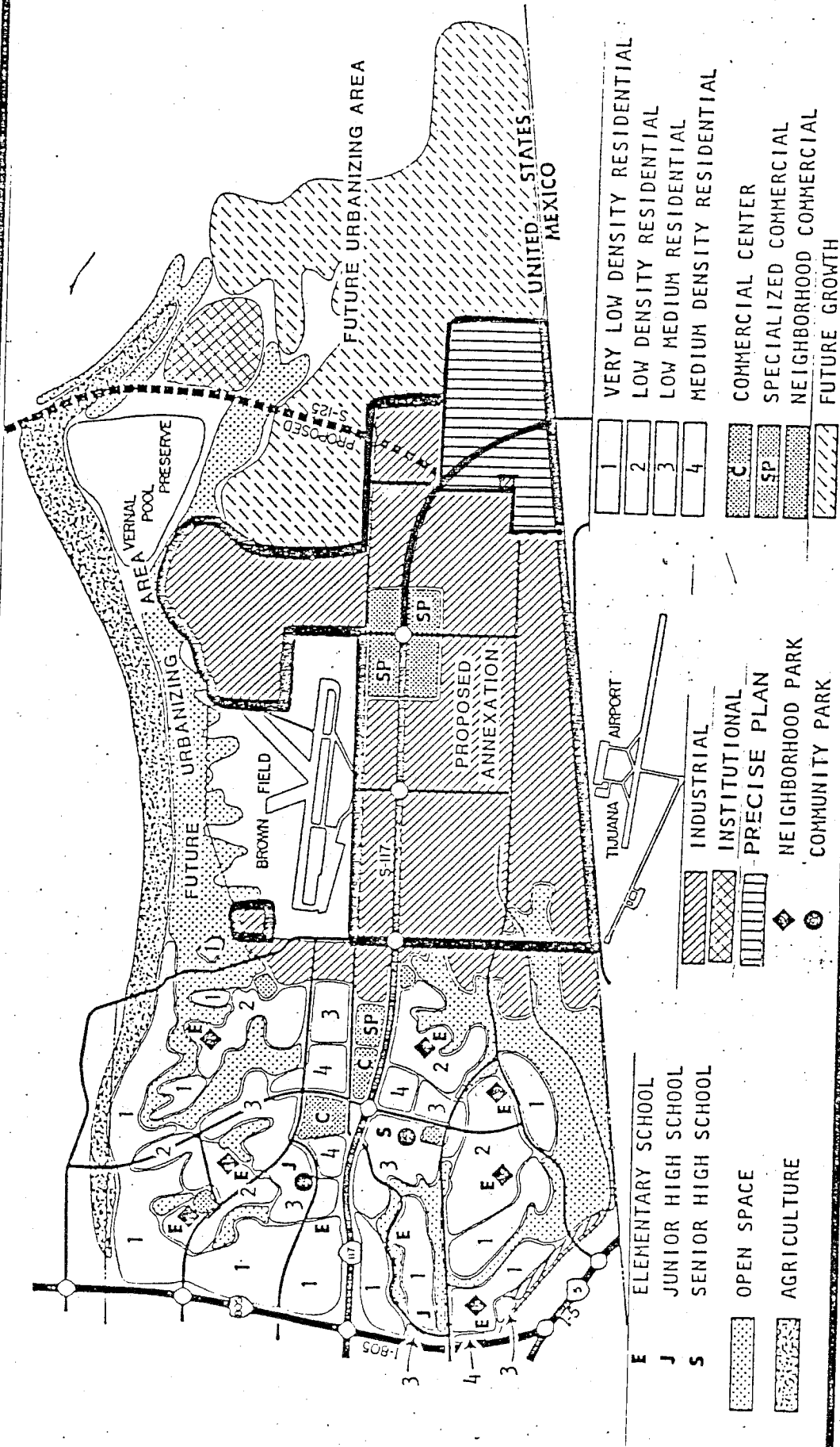
PROPOSED AMENDMENT TO THE OTAY MESA COMMUNITY PLAN
CREATING THE "OTAY INTERNATIONAL CENTER PRECISE PLAN AREA"

The property consisting of approximately 450 acres which is at the southerly terminus of proposed Route 125 is known as the Otay International Center. This ownership envelopes the Otay Mesa Border Crossing Station on three sides. The portion of the property closest to the border station should accommodate border related facilities and services such as convenience retail, restaurants, overnight accommodations, administrative offices, and similar uses to serve the immediate needs of the international traveler.

Since actual demands for services will not become evident until the border station opens, then there should be flexibility built into any development proposal.

Also, because the property is closest to the border station and straddles its main access, then demands for services will occur first on this property.

The best way to permit the property to develop with enough flexibility to be responsive to area needs and to develop in a timely fashion while maintaining a high level of control, is to designate the property as a "Precise Plan" area. The precise plan should contain sufficient controls to assure high quality development while permitting a wide range of land uses along with a financial component to provide for needed services. Since the property is expected to develop early on the Mesa, then the financial component should assure adequate facilities will be provided concurrent with need.



- E ELEMENTARY SCHOOL
- J JUNIOR HIGH SCHOOL
- S SENIOR HIGH SCHOOL

- OPEN SPACE
- AGRICULTURE

- INDUSTRIAL
- INSTITUTIONAL
- PRECISE PLAN
- NEIGHBORHOOD PARK
- COMMUNITY PARK

- 1 VERY LOW DENSITY RESIDENTIAL
- 2 LOW DENSITY RESIDENTIAL
- 3 LOW MEDIUM RESIDENTIAL
- 4 MEDIUM DENSITY RESIDENTIAL
- C COMMERCIAL CENTER
- SP SPECIALIZED COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- FUTURE GROWTH

City of San Diego Otay Mesa Community Plan COMMUNITY PLAN AMENDMENT

APPENDIX B

STRIKE OUT / UNDERLINE DRAFT



OTAY MESA DEVELOPMENT DISTRICT

February 14, 1984 FIRST DRAFT

March 21, 1984 SECOND DRAFT

April 6, 1984 THIRD DRAFT

April 25, 1984 FOURTH DRAFT (Strike-out Edition)

May 29, 1984 FIFTH DRAFT

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JULY 27, 1984 AMENDED DRAFT BY OIC



PLANNING
DEPARTMENT

CITY OF SAN DIEGO 202 "C" STREET SAN DIEGO, CA. 92101

OTAY MESA DEVELOPMENT DISTRICT

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Division 11

SEC. 103.1100

OTAY MESA DEVELOPMENT DISTRICT -
PURPOSE AND INTENT

The purpose of this district is to create and promote the development of the City's largest and potentially most significant industrial area. It is also the purpose of this District to control the use, development intensity, and development design of a primarily industrial area which includes a large commercial subdistrict and a border station serving mixed use subdistrict.

It is intended that this District will provide for a full range of industrial uses emphasizing base sector manufacturing and also including wholesaling and distribution, assembly operations, and necessary support services. Because of its location adjacent to the international border, its accessibility to Mexico, and its abundance of large, readily developable parcels, Otay Mesa is a unique area. It has the potential of becoming a major industrial center, not only in San Diego County, but also in the southwestern United States. It is situated near, and accessible to the Mesa de Otay industrial complex in Tijuana B.C., Mexico. It is intended that this District provide the necessary facilities and services to complement the Otay Mesa border crossing. It is also intended that this District provide commercial use types necessary to support both the industrial area and the border crossing.

This District provides for, and encourages, agricultural activities as an interim use throughout its area of applicability.

SEC. 103.1102 AREA OF APPLICABILITY OF OTAY MESA DEVELOPMENT
 DISTRICT

The regulations contained herein shall apply in the Otay Mesa Development District, the boundaries of which are shown on Map Drawing No. C-680.1 and described in the appended boundary description filed in the office of the City Clerk under Document No. . The District contains approximately 3,637 acres of industrially designated land, ~~and~~ 240 acres of commercially designated land, and 450 acres of a mixed use, precise plan designated land.

SEC. 103.1104 ADMINISTRATIVE REGULATIONS OF THE OTAY MESA
 DEVELOPMENT DISTRICT

SEC. 103.1104.1 ADMINISTRATION OF THE DISTRICT

- A. The Planning Director shall administer the Otay Mesa Development District.

- B. It is the duty of the Planning Director to administer and ensure compliance with the regulations and procedures contained within this Division in the manner prescribed

herein for both public and private developments; to recommend to the Planning Commission any changes to the regulations, provided such changes are necessary for the proper execution of the adopted Otay Mesa Community Plan, and to adopt rules of procedure to supplement those contained within this District.

The Planning Director may approve, modify, or disapprove any applications for a permit after receiving the recommendations or comments from the Otay Mesa Development Council and based upon the conditions of compliance or noncompliance with the adopted regulations and approved criteria and standards.

SEC. 103.1104.2 OTAY MESA DEVELOPMENT COUNCIL

A. OTAY MESA DEVELOPMENT COUNCIL CREATED

1. There is hereby created an Otay Mesa Development Council which shall be composed of seven members who shall serve without compensation. The members shall be appointed by the Mayor and confirmed by the Council. The members shall serve two-year terms and each member shall serve until his successor is duly appointed and qualified. The members shall be appointed in such a manner that the terms of not more than four members shall expire in any one year. The expiration date shall be April 1. During

April of each year, the Mayor may designate one member as Chairman; however, in the absence of such designation, the Board shall, on or after May 15, select a Chairman from among its members.

2. At the time of appointment and during incumbency four members shall be residents or business operators within the district, two shall be property owners within the District, and one member shall be appointed at large. Members of the Council shall include persons who shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession to judge the effects of a proposed development upon the property values, and development of surrounding areas.
3. The Council may adopt rules of procedure to supplement those contained within this Division. Four voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than four affirmative votes shall be necessary to make any Council decision.
4. The Planning Director or his designated representative shall serve as Secretary of the Council and as an ex

officio member and maintain records of all official actions of the Council. The Secretary shall not be entitled to vote.

5. All officers of the City shall cooperate with the Council and render all reasonable assistance to it.
6. The Council shall render a report annually on March 31, or on request, to the Mayor.

B. POWERS AND DUTIES

It shall be the duty of the Council to review all applications for permits, within the Otay Mesa Development District, and to submit its recommendations or comments on these matters in writing within 30 days to the Planning Director. When the California Environmental Quality Act requires that an Environmental Impact Report be prepared in conjunction with an application within the District, the Council shall review this report before submitting its recommendation to the Planning Director. It shall also recommend to the Planning Commission any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. It will recommend rules of procedure to supplement those contained within this Division when appropriate.

SEC. 103.1104.3 PERMIT APPLICATION, REVIEW, AND APPROVAL
PROCEDURES

- A. Prior to the issuance of any permits or the use of any premises, development plans shall be submitted to the Planning Director for approval in accordance with SEC. 103.1110, paragraph 4.
- B. A deposit, as indicated on the current fee schedule maintained in the Planning Department, shall be paid when application for an Otay Mesa Development District Permit is made.
- C. When the Planning Director determines each application is complete, he shall refer each application to the Development Council provided, however, applications submitted pursuant to Sec. 103.XX09.3 shall be sent to the Development Council after approval by the Planning Director.
- D. If, after reviewing the recommendation of the Development Council, the Planning Director determines that the application conforms with all City regulations, policies, guidelines, design standards, density, and facilities requirements, the Planning Director shall grant a development permit after a public hearing has been held in accordance with SEC. 101.0220.

E. The Planning Director shall, by resolution, grant the development permit if it is found from the evidence presented that all of the following facts exist:

1. The proposed use will fulfill an individual and/or community need and will not adversely affect the General Plan or the Community Plan.
2. The proposed use, because of conditions that have been applied to it, will not be detrimental to the health, safety and general welfare of persons residing or working in the area, and will not adversely affect other property in the vicinity; and,
3. The proposed use will comply with the relevant regulations in the Municipal Code.

F. An appeal from the decision of the Planning Director regarding a project in the Development District must be filed in writing with the Planning Department within 10 days of the Director's decision. The appeal hearing shall be noticed in accordance with the provisions of SEC. 101.0220 and filed in accordance with the provisions of SEC. 101.0230.

G. An appeal from the decision of the Planning Commission must be filed with the City Clerk within 7 days of that decision.

The appeal shall be filed and heard in accordance with the provisions of SEC. 101.0240.

- H. All proceedings with regard to a tentative map submitted with an application for a project in the Development District shall be reviewed concurrently with the proceedings for the development permit.

SEC. 103.1104.4 FINANCING OF PUBLIC FACILITIES

A. PURPOSE AND INTENT

The public health, safety, and welfare require that residents in newly developing areas be adequately served with access, parks, schools, open space, libraries, fire stations and other public facilities concurrent with the need.

B. FINANCIAL RESPONSIBILITY

All necessary public facilities shall be provided by the project applicant, either directly by the applicant or by other means such as a charge against the area within the Planned District in accordance with the adopted Otay Mesa Community Plan.

C. FINANCIAL PROGRAM

1. Municipal Facilities.

The Municipal Facilities required for the Otay Mesa community shall be financed through these programs:

a. Development Impact Fee

- 1) For facilities which already exist outside of the Otay Mesa community, but which require additions or expansions to existing facilities to meet the requirements of the Otay Mesa community: i.e., police and public work facilities.
- 2) For new facilities necessitated by the Otay Mesa community: i.e., fire station and transportation facilities.
- 3) For facilities which extend beyond the limit of the Otay Mesa community, whose service area is also greater than the Otay Mesa community and the need for which is not solely created by the Otay Mesa community: Improvements so constructed may be subject to a reimbursement by the trust fund.

4) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and rights-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

b. Improvement District.

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each individual development plan area within the Otay Mesa community as the City shall determine.

c. On-Site Municipal Improvements.

The on-site municipal facilities, those within the individual neighborhood and not provided by "a" or "b" above, such as: streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

d. Off-Site Municipal Improvements.

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the person who constructed the improvements and The City of San Diego.

Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

e. Any other programs approved by the City Council.

D. IMPLEMENTATION

No final subdivision map or development permit for the development of the property within the Industrial or Commercial Subdistricts shall be approved by the Planning Director unless and until the following have been accomplished:

1. A financing plan for all public facilities needed to support the Project, as required by the Otay Mesa Community Plan, has been adopted pursuant to Council Policy 600-28.
2. There has been established a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the City Council has by resolution set the amount of such fee.
3. The City Council shall have awarded a contract for any improvements to be financed pursuant to the San Diego Improvement District Procedural Ordinance or Improvement District to provide utilities and public improvements necessary to serve the property covered by the development plan.

E. A financial program for public improvements required with the approval of the Otay International Center Precise Plan is implemented within the Precise Plan so Sections 103.1104.4 C and D do not apply.

SEC. 103.1106 PLANNING, ZONING AND SUBDIVISION REGULATIONS
 WHICH SHALL APPLY IN THE OTAY MESA DEVELOPMENT
 DISTRICT

Chapter X, Articles 1 and 2 (Procedures, Zoning, and Subdivision Regulations) of the Municipal Code shall apply in the Otay Mesa Development District. Where there are conflicts between the General Regulations and the Otay Mesa Development District, the District regulations will prevail.

SEC. 103.1108 OTAY MESA DEVELOPMENT DISTRICT - PERMITTED
 USES

SEC. 103.1108.1 INDUSTRIAL SUBDISTRICT USES

Industrial development in the Industrial Subdistrict identified on Map Drawing No C-680.1 shall be permitted under either of two options.

Option 1: Development under the M-LI Zone (Municipal Code SEC. 101.0434.1) permitted uses and property development regulations shall be permitted subject to the approval of the Planning Director. The Planning Director shall, by resolution, grant development rights if it is found from the evidence presented that all of the following facts exist.

- a. The proposed use is consistent with the land use designation in the Otay Mesa Community Plan.
- b. The proposal is in compliance with SEC. 103.1104.4 "Financing of Public Facilities."
- c. The project has been processed in compliance with the California Environmental Quality Act.

Following approval by the Planning Director and the subsequent issuance of a building permit, a copy of the building permit shall be forwarded to the Otay Mesa Development Council and the Planning Department by the Building Inspection Department.

Option 2: Development under the Otay Mesa Development District permitted uses set forth in this section, and property development regulations set forth in SEC. 103.1110 of this district. Pursuant to Option 2, the following uses are permitted:

A. Research Services

1. Scientific research and development activities, including headquarters or administrative offices and laboratories.

2. Manufacturing limited to prototype fabrication and/or production of products requiring advanced technology and skills and directly related to research and development activities on the premises.
3. Manufacturing of biochemical research and diagnostic compounds to be used primarily by universities, laboratories, hospitals, and clinics for scientific research and developmental testing purposes.
4. Production of experimental products, and the manufacturing of such products as may be necessary to the development of production or operating systems where such systems are to be installed and operated at another location.
5. Medical, dental, biological and X-ray laboratories.

B. General Industrial

Establishments engaged in the custom manufacturing, manufacturing, fabricating, assembly, testing, repair, servicing, and processing of a wide range of products.

C. Automotive and Equipment

1. Aircraft, automobile and boat repair shops
2. Aircraft and accessories sales or rental
3. Boats and accessories sales or rental
4. Farm and construction vehicles, farm equipment, farm and garden supplies, sales or rental

D. Wholesaling, Storage and Distribution

1. Storage warehouses
2. Wholesale distribution of:
 - a. Drugs, chemicals, and allied products
 - b. Dry goods and apparel
 - c. Groceries and related products
 - d. Electrical goods
 - e. Hardware, plumbing, and heating equipment and supplies
 - f. Machinery, equipment and supplies
 - g. Tobacco and tobacco products
 - h. Beer, wine and distilled alcoholic beverages
 - i. Paper, paper products, and kindred supplies
 - j. Furniture and home furnishings
 - k. Fuel and ice
 - l. Agricultural Products

E. Construction Sales and Service

1. Equipment and tool rental establishments
2. Storage yards for building materials storage contractor's plant or storage yard, concrete pipe storage, impound storage yard
3. Lumber sales
4. Building and building maintenance materials
5. Fire-fighting equipment and supplies sales
6. Swimming pools and supplies sales

F. Business Support Services. These uses shall be limited to five percent of the gross lot area. See SEC. 103.1110, paragraph C.

1. Data processing services
2. Office furniture and office equipment display, sales, and service
3. Cleaning and dyeing works
4. Laundry and dry cleaners
5. Drafting, blueprinting and photocopying
6. Commercial printers
7. Office supply establishment, including stationers
8. Addressing, secretarial and telephone answering services
9. Pharmacies (sales of drugs, medicine and medical supplies only)
10. Medical appliance sales
11. Restaurants
12. Travel Bureaus

G. Major Utilities and Services

1. Trade schools instructing in subjects related to a use permitted within the Industrial Subdistrict
2. Emergency Hospitals
3. Central electric plants
4. Public utility electric substations

H. Agricultural Uses

Uses Permitted in the A-1 Zones (Agricultural) except for single-dwelling and churches.

SEC. 103.1108.2 COMMERCIAL SUBDISTRICT USES

In the Commercial Subdistrict identified on Map Drawing No C-680.1, the property development regulations set forth in SEC. 103.1110 of this development district shall apply, and no building or improvement or portion thereof, shall be erected, constructed, converted, established, altered or enlarged, nor shall any premises be used except for one or more of the following purposes:

- A. Uses identified as business support uses in SEC. 103.1108.1 paragraph F

- B. Business and professional office uses
- C. Labor unions and trade associations
- D. Medical, dental, biological and X-ray laboratories
- E. Hotels and motels
- F. Retailing of consumer convenience goods and dispensing of consumer services from the following establishments:
 - 1. Barber shops
 - 2. Beauty shops
 - 3. Drug stores
 - 4. Recreational facilities
 - 5. Stationers
 - 6. Automobile and truck sales and rental agencies
 - 7. Automobile wash establishments
 - 8. Financial institutions (including currency exchanges)

9. Photographic equipment, supplies, and film processing stores
 10. Restaurants and bars, including live entertainment
 11. Tire sale, repair and recapping establishments if entirely within an enclosed building
 12. Custom shops for curtains, draperies, floor coverings, upholstery and wearing apparel
 13. Laundries if entirely within an enclosed building
 14. Lithography shops and printing establishments
- G. Wholesaling or warehousing of goods and merchandise, provided that the floor area occupied for such use per establishment does not exceed 5,000 square feet.

SEC. 103.1108.3 OTAY INTERNATIONAL CENTER PRECISE PLAN
SUBDISTRICT

In the OIC Precise Plan Subdistrict identified on Map Drawing No. C-680.1, the property development regulations as set forth within the OIC Precise Plan shall apply, and no building or improvement or portion thereof, shall be erected, constructed, converted, established, altered or enlarged, nor shall any premises be used except for one or more of the land uses permitted on the parcel by the Precise Plan.

SEC. 103.1108.4 ADDITIONAL USES

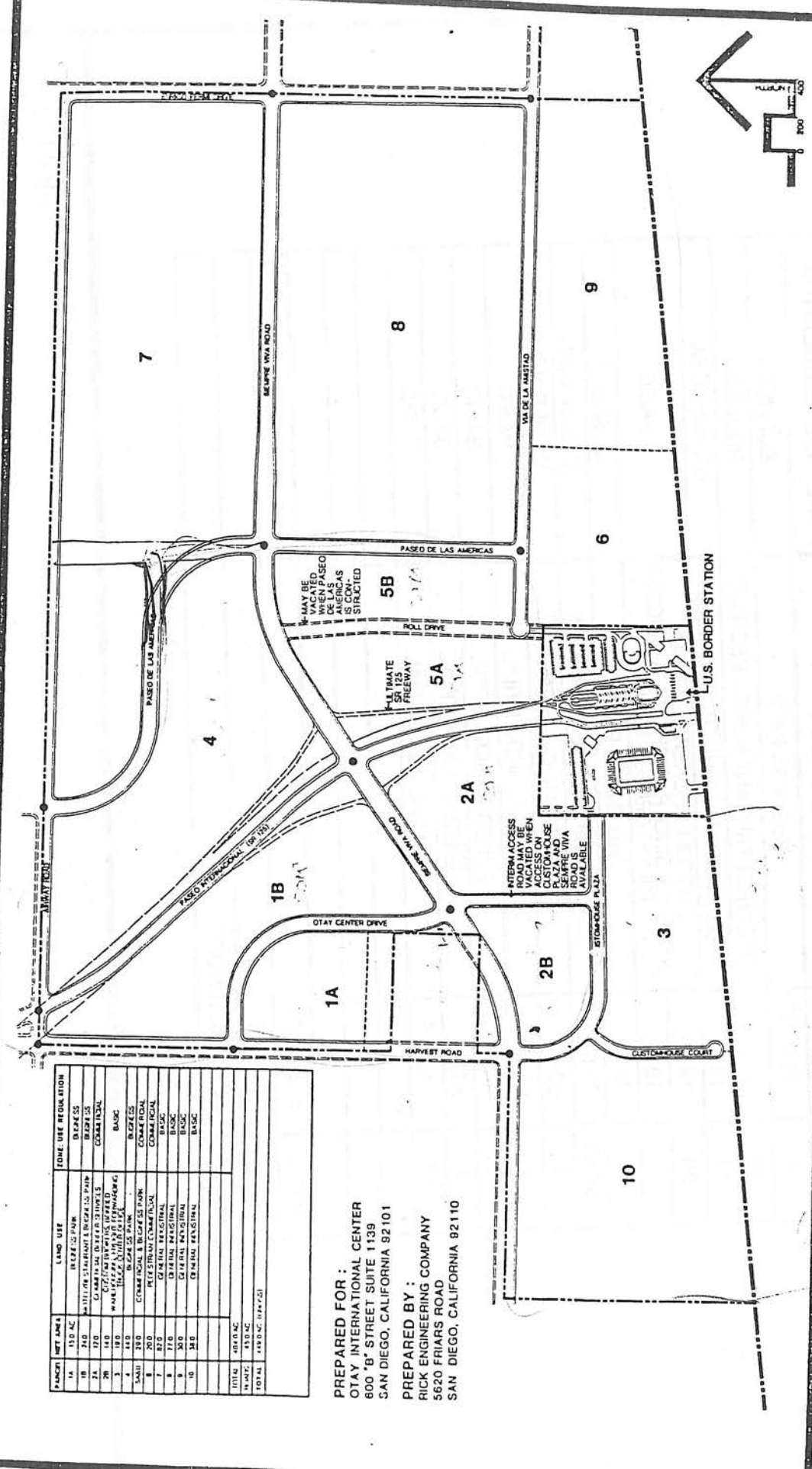
Other uses shall be permitted as follows:

- A. Accessory uses for any of the foregoing permitted uses including signs. As specified in Municipal Code SEC. 101.1100 "Citywide Sign Regulations", for sign regulatory purposes this Otay Mesa Development District shall be deemed to be an industrial zone.

- B. Any uses which, in the opinion of the Planning Director or Planning Commission, are similar in character to the uses enumerated in this section and which are clearly within the intent and purpose of this Development District. Any such finding by the Planning Director shall be final unless an appeal in writing is filed with the Planning Department within 10 days from the date of that finding. In the event of such appeal, the Director shall cause the matter to be presented to the Commission at a public hearing and the Commission shall make the final determination. The adopted resolution embodying any such finding shall be filed in the office of the City Clerk.

SEC. 103.1110 OTAY MESA DEVELOPMENT DISTRICT - PROPERTY
DEVELOPMENT REGULATIONS

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards:



PANEL	NET AREA	LAND USE	FORM USE REGULATION
1A	15.0 AC	RECREATION	DEP 25
1B	15.0 AC	RECREATION	DEP 25
2A	15.0 AC	OFFICE	COM 10
2B	15.0 AC	OFFICE	COM 10
3	15.0 AC	OFFICE	COM 10
4	15.0 AC	RECREATION	DEP 25
5A	15.0 AC	OFFICE	COM 10
5B	15.0 AC	OFFICE	COM 10
6	15.0 AC	OFFICE	COM 10
7	15.0 AC	OFFICE	COM 10
8	15.0 AC	OFFICE	COM 10
9	15.0 AC	OFFICE	COM 10
10	15.0 AC	OFFICE	COM 10
TOTAL	150.0 AC		

PREPARED FOR :
 OTAY INTERNATIONAL CENTER
 800 'B' STREET SUITE 1139
 SAN DIEGO, CALIFORNIA 92101

 PREPARED BY :
 RICK ENGINEERING COMPANY
 5620 FRIARS ROAD
 SAN DIEGO, CALIFORNIA 92110

FIGURE 6

 OTAY INTERNATIONAL CENTER
 Proposed Precise Plan

PARCEL	NET AREA	LAND USE	ZONE: USE REGULATION
1A	15.0 AC.	BUSINESS PARK	BUSINESS
1B	24.0	MOTEL/RESTAURANT & BUSINESS PARK	BUSINESS
2A	12.0	COMMERCIAL BORDER SERVICES	COMMERCIAL
2B	14.0	CUSTOM BROKERS, BONDED	BASIC
3	19.0	WAREHOUSING, FREIGHT FORWARDING, TRUCK CENTER OFFICE	
4	44.0	BUSINESS PARK	BUSINESS
5A&B	29.0	COMMERCIAL & BUSINESS PARK	COMMERCIAL
6	20.0	PEDESTRIAN COMMERCIAL	COMMERCIAL
7	82.0	GENERAL INDUSTRIAL	BASIC
8	77.0	GENERAL INDUSTRIAL	BASIC
9	30.0	GENERAL INDUSTRIAL	BASIC
10	38.0	GENERAL INDUSTRIAL	BASIC
TOTAL	404.0 AC.		
ROADS	45.0 AC.		
TOTAL	449.0 AC. (GROSS)		

FIGURE 7

OTAY INTERNATIONAL CENTER

B. OTAY INTERNATIONAL CENTER SUBDISTRICT

The Otay International Center Precise Plan establishes a range of land uses within the project area along with specific development standards and regulations for site development. Chapter X, Articles 1 and 2 (Procedures, Zoning, and Subdivision Regulations) of the Municipal Code shall apply in the Otay International Center Precise Plan subdistrict; where there are conflicts between the General Regulations and the Otay International Center Precise Plan, the precise plan regulations will prevail. The subdistrict Basic Use Zone is applied over the entire ownership, with the commercial component encompassing the border-specific uses on parcels 2A, 5A, 5B, and 6. The business component is applied to parcels 1A, 1B, and 4. A description of the Otay International Center Subdistrict follows.

1. Otay International Center Subdistrict Basic Use Zone

a. Intent. This zone creates and preserves areas where manufacturing and industrial uses which evidence no or very low nuisance characteristics may locate. Nonindustrial uses which support or are adjuncts to industrial uses and are compatible with such uses are permitted within the zone, particularly administrative, sales, and services uses. Typically, industrial uses which have low nuisance characteristics involving noise, odor, traffic generation, or unsightliness would be conducted, with certain exceptions, entirely within enclosed areas or buildings. Application of this zone will create a community of industries in high-quality parks along with needed support facilities. The Basic Use Zone applies to all parcels within the Otay International Center.

b. Permitted Uses

Ambulance services
Community recreation
Essential civic services
Fire protection services
Parking services ←
Postal services
Administrative and professional services
Automotive and equipment--parking
Business equipment sales and service
Business support services
Communication services
Laundry services
Participant sports and recreation--indoor
Research services
Wholesaling, storage, and distribution--mini-warehouses ←
Custom manufacturing
Horticulture
Tree crops
Row and field crops
Packing and processing

Row and field crops
Packing and processing

c. Permitted Uses Subject to Limitations. The following uses are permitted subject to limitations indicated.

Agricultural sales (enclosed)
Automotive and equipment--cleaning (enclosed)
Automotive and equipment--repairs (enclosed)
Automotive and equipment--sales and rental (enclosed)
Building maintenance services (enclosed)
Construction sales and services (enclosed)
Food and beverage retail sales (maximum of 5% of gross floor area)
Gasoline sales (repairs and maintenance enclosed)
Wholesaling, storage, and distribution (enclosed)
General industrial (low nuisance)

Definitions for Limitations in "c" above:

Enclosed: The use shall be enclosed within a building or within a fenced, walled, or landscaped enclosure which screens the use from off-site view points.

Low nuisance: Industrial uses which would be similar to permitted uses with respect to noise, odor, traffic generation, and visual character.

2. Otay International Subdistrict Commercial Use Component

a. Intent. The commercial component is intended to permit the border-related commercial services, retail sales, and administrative services. The land uses permitted under the commercial component are in addition to the land uses listed under the Otay International Center Subdistrict Basic Use Zone.

Use types listed below are permitted within parcels 2A, 5A, 5B, and 6.

b. Permitted Uses

All Uses Permitted by the Basic Use Zone

Clinic services
Cultural exhibits and library services
Day care/small schools
Lodge, fraternal, and civic assembly
Minor-impact utilities
Religious assembly
Agricultural sales
Animal sales and services--grooming, veterinary
Automotive and equipment--repairs, sales, and rentals
Convenience sales and services

Eating and drinking establishments
Financial, insurance, and real estate services
Food and beverage retail sales
Funeral and internment services--undertaking
Medical services
Personal services--general
Repair services--consumer
Retail sales--general
Retail sales--specialty
Spectator sports and entertainment

- c. Permitted Uses Subject to Limitations. The following uses are permitted subject to limitations indicated.

Uses With Limitations Permitted by the Basic Use Zone

Adult entertainment establishments (subject to restrictions of Municipal Code, Section 101.1800)
Laundry services (retail only, unless accessory to another use)

3. Otay International Center Subdistrict Business Use Component

- a. Intent. The business component is intended to permit border-related and industrial business services, limited commercial services, and lodging. The land use permitted under the Business Use component are in addition to the land uses listed under Otay International Center Subdistrict Basic Use Zone

Use types listed below are permitted within parcels 1A, 1B, and 4.

- b. Permitted Uses

All Uses Permitted by the Basic Use Zone

Clinic services
Cultural exhibits and library services
Day care/small schools
Lodge, fraternal, and civic assembly
Minor-impact utilities
Religious assembly
Agricultural sales
Animal sales and services--grooming, veterinary
Automotive and equipment--repairs, sales, and rentals
Convenience sales and services
Eating and drinking establishments
Financial, insurance, and real estate services
Food and beverage retail sales
Funeral and internment services--undertaking
Medical services
Personal services--general
Repair services--consumer

Transient Habitation, lodging
Retail sales--specialty
Spectator sports and entertainment

c. Permitted Uses Subject to Limitations

Uses with Limitations Permitted by the Basic Use Zone

Adult entertainment establishments (subject to restrictions of Municipal Code, Section 101.1800)
Laundry services (retail only, unless accessory to another use)

4. Additional Uses

Other uses shall be permitted as follows:

- a. Accessory uses for any of the foregoing permitted uses including signs. As specified in Municipal Code Section 101.1100 "City-Wide On-Premises Sign Regulations for Commercial and Industrial Zones," for sign regulatory purposes, this Otay International Subdistrict shall be deemed to be an industrial zone, except parcels 2A, 5A, 5B, and 6 which shall be deemed to be a commercial zone.
- b. Any uses which, in the opinion of the Planning Director or Planning Commission, are similar in character to the uses enumerated in this section and which are clearly within the intent and purpose of this development district. Any such finding by the Planning Director shall be final unless an appeal in writing is filed with the Planning Department within 10 days from the date of that finding. In the event of such appeal, the Director shall cause the matter to be presented to the commission at a public hearing and the commission shall make the final determination. The adopted resolution embodying any such finding shall be filed in the office of the City Clerk.

C. DEVELOPMENT REGULATIONS

All parcels within the precise plan area will be developed in accordance with (1) the following development regulations established by the Otay International Center Precise Plan and (2) Section IV.F of this text, Adherence to Environmental Mitigation. The property development regulations require that prior to the issuance of any development permits, development plans (including a site plan) must be approved by the Planning Director. Requests for exemptions, variances, and waivers, as well as uses permitted by Conditional Use Permits pursuant to Division 5 of the Municipal Code, shall be submitted and processed in accordance with applicable sections of the Municipal Code.

No building or portion thereof shall be erected, constructed, converted, established, altered, or enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards.

1. Lot Development

	<u>Otay International Center Subdistrict</u>
Lot area	10,000 sq.ft.
Street frontage	100 feet†
Lot width	100 feet
Lot depth	100 feet
Minimum yards	
Front	10 feet*
Interior side	0 feet
Street side	10 feet
Rear	10 feet
Floor area ratio	2.0

*There is a minimum 20-foot landscape setback along primary and major roads.

†For any lot which fronts a turnaround or curving street, having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

2. Site Plan Approval

- a. Prior to the issuance of any permits or the use of any premises, development plans shall be submitted to the Planning Director for approval.
- b. The Planning Director determines that the application conforms with all city regulations, policies, guidelines, design standards, density, and facilities requirements; the planning director shall grant a development permit after a public hearing has been held in accordance with Section 101.0220.
- c. Plans shall include a site plan showing location of existing and proposed buildings, signs, parking areas,

storage and loading areas, and generalized landscaping. Also, building elevation plans indicating treatment of exterior building surface materials and relationship to pertinent topographical features shall be included. In reviewing and approving development plans, the Planning Director or Planning Commission shall limit review and consideration to the following:

- 1) Landscaping, including preservation of large shrubs and trees, and also including the use of landscaping to screen building walls.
- 2) Preservation of existing topography where feasible.
- 3) Layout of site with respect to location and width of driveways and private streets.
- 4) Orientation and location of principal buildings in respect to adjacent property.
- 5) Location of business support services, if any.
- 6) Signs in relation to site location and fronting streets.
- 7) Parking lot location, traffic flow, marking of spaces, placement of lighting and screening from adjacent property.
- 8) Location of loading docks and off-street loading facilities in relation to adjacent property.
- 9) Outdoor storage area location and screening in relation to adjacent property, streets, and highways.
- 10) Building materials utilized for exterior walls and, when appropriate, roofs.
- 11) Building elevations in relation to minimum yard requirements and topographical features of the premises.
- 12) Design guidelines provided in the Community Environmental Design Element of the Otay Mesa Community Plan.
- 13) Environmental constraints, if any, identified during site-specific review of the development proposal.

c. Prior to the issuance of any permits or the use of any premises, there shall be an approved development agreement providing that Parcel 3 may be developed prior to approval of such development agreement.

APPROVAL

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- STATE PLANNING
APPROVAL
- d. The premises shall be developed in substantial conformance with approved development plans, and substantial conformance shall be determined by the Planning Director.
 - e. In approving development plans, the Planning Director or Planning Commission may grant a suspension or variance of any of the Property Development Regulations as set forth in this section, provided such suspension or variance shall be based on sufficient showing that there are special circumstances or conditions affecting the property in question, and that such suspension or variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare, and that the granting of the suspension or variance will not adversely affect the General Plan of the city.

3. Landscaping

Prior to the use or occupancy of any lot or premises, all of the lot or premises not devoted to buildings, structures, driveways, sidewalks, parking, outdoor storage, or loading areas shall be suitably landscaped; provided, however, that landscaping within areas designated for expansion of facilities on the site plan need only be that required to adequately control dust and erosion. The total area landscaped, excluding any landscaping in parking lots, shall be not less than 10 percent of the total area of the premises.

Prior to the issuance of any building permit, a complete landscaping plan shall be submitted to the Planning Director for approval. Approved landscaping, including any required watering system, shall be in substantial conformance with the approved landscaping plan. All required landscaping shall be permanently maintained in accordance with the standards adopted by the Planning Director.

a. Street Frontage

- 1) Along the freeway right-of-way, landscaping should provide visual relief by screening or breaking up large parking lot areas and other harsh features of the development, such as storage enclosures or loading docks.
 - 2) Along primary roads, a 20-foot-wide landscaped strip continuously along the right-of-way shall be provided. Breaks in such landscaped strip shall be permitted at driveways (Figure 8).
 - 3) Along other public roads, a 10-foot-wide continuous landscaped strip shall be maintained except where driveways are located (Figure 9).
- b. Buildings fronting along primary and major roads shall have a 10-foot-wide planting strip located adjacent to the fronting portion of the building except where

sidewalks or other access are located. The 10-foot-wide planting strip is considered part of the 20-foot-wide planting strip required in Section a.2 above, when no parking or interior roads are located between the building and the public right-of-way.

- c. Slopes shall be planted with a combination of ground cover, shrubs, and trees to soften and screen the slope area and to provide erosion control.
- d. Parking areas located along or visible from Circulation Element streets or the freeway shall have planters spaced such that awareness of the parking areas is minimized.
- e. Trees
 - 1) Street trees shall be a minimum of fifteen gallons in size.
 - 2) Parking areas shall be provided with one fifteen-gallon tree per five parking spaces.
 - 3) Slope trees shall be provided to the satisfaction of the Planning Director.
 - 4) Trees planted on slopes shall be spaced informally.
- f. Slopes shall be landscaped and irrigated to the satisfaction of the Planning Director.
- g. Other planted areas shall be irrigated to the satisfaction of the Planning Director.
- h. Plant materials for slope protection and along the road's rights-of-way shall be provided to the satisfaction of the Planning Director.

4. Roadway Improvements and Access

Roadway improvements shall be constructed in accordance with the parcel-by-parcel phasing schedule included in Section V.b of this precise plan.

5. Off-Street Loading Facilities

Loading or unloading facilities shall be so sized and located as to not require that trucks be located in required front or street side yards during loading and unloading activities.

6. Special Regulations

- a. All uses, except storage and loading, shall be conducted entirely within an enclosed building. Outdoor storage of merchandise, material, and equipment is permitted in any

required interior side or rear yard, provided the storage area is completely enclosed by walls, fences, or a combination thereof. Walls or fences shall be solid and not less than six feet in height and, provided further, that no merchandise, material, or equipment is stored to a height greater than any adjacent wall or fence.

- b. No mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator or air conditioner shall be erected, constructed, converted, established, altered, or enlarged on the roof of any building, unless all such equipment and appurtenances are contained within a completely enclosed structure whose top and sides may include grillwork, louvers, and latticework.
- c. No merchandise, material, or equipment shall be stored on the roof of any building.
- d. A geotechnical study must be performed on parcel 10 in conjunction with the processing of future development permits for this parcel.
- e. When development-associated grading of parcels 1A, 1B, 2A, or 2B is 50 meters from the northern and eastern project boundaries of the "notch" area (which is identified in more detail in Section IV.F of this precise plan), an archaeologist monitor must be notified and site SDi-9100 shall be surveyed and staked.
- c. Signs shall be permitted pursuant to Division 11 of the zoning regulations starting with Section 101.1100 through Section 101.1126 of the city codes.

7. Off-Street Parking Regulations

- a. Every premises used for one or more of the permitted uses listed in Section IVB.1, 2, or 3 shall be provided with minimum off-street parking accommodations on the same premises or on a lot premises lying within 500 feet horizontal distance from the premises on which the permitted use or uses are located, as follows:

1) Basic Use Zone Area

For storage warehouse and agricultural uses, one space for each one and one-half employees on the shift having the greatest number of employees, plus one parking space for each company vehicle. Spaces for company vehicles shall be large enough to accommodate the type of vehicles.

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For all other uses - one parking space for each 300 square feet of gross floor area.

2) Commercial and Business Components

For hotels, motels, and time shares - one parking space for each guest room or suite. For theaters and places of assembly not otherwise provided for in this section - one parking space for each three fixed seats, or one space for each 21 square feet of gross floor area where there are no fixed seats. For other permitted uses - one parking space for each 300 square feet of gross floor area.

- b. The land used for required off-premises parking shall be owned or controlled by the owner or owners of the use requiring the off-premises parking. In this connection, the owner or lessee of record of the off-premises parking site shall furnish evidence satisfactory to the Planning Director that he owns or has sufficient interest in such property to provide the off-premises parking required by this section. Where off-premises parking is to be provided on property owned by the applicant or is in another ownership, there shall have been recorded in the office of the County Recorder a covenant executed by the owners of such property on which the off-premises parking is proposed for the benefit of the city on a form approved by the City Attorney to the effect that the owners will continue to maintain such parking space so long as the off-premises parking is required by this code. Such covenant will also recite that this title to and the right to use the lots upon which the parking spaces are to be provided will be subservient to the title to the premises where the primary use which it serves is situated and shall warrant that such lots are not and will not be made subject to any other covenant or contract for such use without the prior written consent of the city. In the event the owners of such use shall thereafter provide parking space equal in area under the same conditions as to ownership upon another lot other than the premises made subservient in a prior such covenant, the city will, upon written applicant therefore accompanied by the filing of a similar covenant, release such original subservient premises from such prior covenant.

The owners shall furnish, at their own expense, such title reports or other evidence as the city may require to insure compliance with the provisions of this section.

Off-premises parking spaces required by this section shall be maintained so long as they are required by the provisions of this section. In no event shall off-premises parking facilities which are provided to meet the requirements of this section be considered as providing any of the required spaces for any other structure or use.