

## Chapter 5 The Plan

### 5.1 Planning Approach and Methodology

The Greenbelt is characterized by its diversity. Each segment varies with regards to the open space and park type, user type, and environment, from an urbanized to a natural, rural setting. The intent of the Greenbelt is to offer a variety of experiences for its visitors within a relatively short distance from the surrounding community. This chapter is divided into a narrative describing each segment, followed by Table 5 summarizing the segments and approximate costs of construction for the multi-use trail within that segment, and by a map of the entire Greenbelt system (Figure 11). At the end of this document are maps delineating each segment of the Greenbelt (Figures 12 through 18).

The descriptions include the nature of the Greenbelt open space, existing trails, proposed trails (trails that are planned as part of this document or as part of an adopted Specific Plan), future trails and the issues that remain for completing trail gaps within the Greenbelt.

### 5.2 Greenbelt Segment Descriptions

#### 5.2.1 Lower Sweetwater Segment

**Lower Sweetwater** Segment consists of the channelized portion of the Sweetwater River with an improved pathway on the north side and an unimproved path on the southside. Beginning at Interstate 5, the channelized portion of the Sweetwater River borders the northern edge of the City, and then continues from I-5 east along the channelized river to Plaza Bonita Mall, then south to the equestrian staging area at Plaza Bonita Road and Bonita Road (Figure 12). The Sweetwater River channel traverses through the Cities of National City and Chula Vista, the County of San Diego, and is bordered by the City of San Diego.

#### Greenbelt Issues:

Although desirable, restoring the river to its natural state would require extensive coordination with both state and federal agencies and great expense. Improvements to the trail along the south side of the river would need to be coordinated with the appropriate agency, as would joint grant applications for trail development

There is no direct connection from the south/west side of the river to the north/east side near Plaza Bonita Mall. A trail, now overgrown, near Bonita Road

would provide a connection to the trails and the staging area at Bonita Road and Plaza Bonita Road.

#### Existing and Future Trail

Within the Lower Sweetwater Segment, two existing trails extend from Interstate 5 to Interstate 805, one on the north and one on the south bank of the Sweetwater Flood Control Channel. Both trails traverse the Cities of National City and Chula Vista boundaries and also serve as maintenance roads for the channel.

The north side trail is twelve feet wide and paved, and extends from the Bayshore Bikeway, west of Interstate 5, to a concrete walk at the Plaza Bonita Mall east of Interstate 805. Cyclists, walkers and joggers actively use this multi-use trail. Users park at the Plaza Bonita Mall or along Plaza Bonita Road near the eastern entrance to the trail to access the trail and unload/load bicycles for trail riding.

The south side trail is twelve feet wide and unimproved. This trail extends from the San Diego Trolley tracks, just east of Interstate 5, to and under Interstate 805. The trail ends at this point. One connection between the north side and south side trails and to Plaza Bonita Road occurs across the flood channel, over the riprap. The other connection occurs across Sweetwater River at Edgemere Avenue (extension of N. Second Avenue in Chula Vista).

From the Plaza Bonita Road staging area on the north side of the river the only access would be along Plaza Bonita Road; however, this roadway is not striped or posted for bicycle access.

#### Trail Issues

The path along the north side of the river offers a paved multi-use pathway to the staging area at Plaza Bonita Road and Bonita Road. Although desired, construction of a multi-use paved pathway connecting the trail from Plaza Bonita Mall to the intersection of Plaza Bonita Road and Bonita Road would impact riparian habitat by widening the trail along Plaza Bonita Road.

The unimproved trail along the south side of the river is overgrown from the I-805 overcrossing to just north of Plaza Bonita Road. The south side trail is primarily an equestrian trail and use of that trail and the equestrian staging area would be increased if the connection to the trail was improved and maintained.

#### Greenbelt Recommendations

Coordinate with the City of National City to provide bicycle lane improvements along Plaza Bonita Road from the north side of Sweetwater River at Plaza Bonita to Bonita Road.

Coordinate with the City of National City to encourage development of a park-like staging area at the proposed retail center at I-805 and Plaza Bonita.

Investigate improvements along the east and west sides of Sweetwater River from I-805 to the under-crossing at the equestrian staging area at Plaza Bonita Road and Bonita Road.

If funding priorities permit, consider the potential of restoring the Sweetwater Flood Control Channel to a natural condition and closely coordinate with affected agencies and jurisdictions as appropriate on the matter.

### 5.2.2 Sweetwater Regional Park Segment

**Sweetwater Regional Park Segment** begins at the equestrian staging area at Plaza Bonita Road and Bonita Road and proceeds east along Bonita Road past the private equestrian facilities, Bonita Driving Range, Rohr Park, Chula Vista Golf Course, and the Bonita Golf Course ending at Summit Park (Figure 13). Rohr Park is a City Community Park providing active playing fields, playground, picnicking, and a multi-use pathway along the perimeter. Summit Park, a County park, offers an equestrian staging area, rest rooms, picnicking and natural dirt trails for equestrians, mountain bicyclists and hikers.



Trail along Sweetwater Road

#### Greenbelt Issues

Expanding the facilities at the staging area at Plaza Bonita Road to include restrooms and a playground would increase its usage. Connections to each of the park facilities along the Greenbelt would greatly enhance the Greenbelt. An informal trail, primarily used by equestrians, traverses from the Staging Area at Plaza Bonita Road. The County has plans to develop a multi-use trail from the Staging Area to Rohr Park and from Rohr Park to Summit Park.

#### Existing and Future Trail

From the existing equestrian staging area at the northeast corner of Plaza Bonita Road and Bonita Road, the existing unimproved equestrian trail leads to the bridge under-crossing at Willow Street. From here, a multi-use trail, including equestrian use, follows along the north and south side of the Chula Vista Municipal Golf Course. On the south side, the multi-use trail proceeds through the golf course



Under-crossing at Willow

parking lot continuing to Central Avenue. On the north side, the multi-use trail extends along the edge of the Municipal Golf Course at Willow Street and Sweetwater Road then along Sweetwater Road and crosses several driveways along Rohr Park. A portion of the north trail west of Rohr Park extends through the jurisdiction of the County of San Diego. Rohr Park serves as a staging area for cyclists and pedestrians, and provides restrooms, picnicking, playgrounds, parking and open fields for play.

The multi-use trail with equestrian path continues to Central Avenue and along Central Avenue with a chainlink fence separating the trail and the road while a four-foot paved path extends closer towards the edge of the golf course. The paved pedestrian path ends at Bonita Road. The equestrian trails continue from Central Avenue along both Bonita Road and Sweetwater Road to the Bonita Road bridge. The trails continue along the Bonita Golf Course on both north and south sides of the golf course connecting to Summit Park with an under-crossing at the Bonita Road crossing. There is a small staging area with no parking on the north side at Sweetwater Road.

#### Trail Issues

The multi-use trail must cross at Central Avenue and users may interact with vehicles. An under-crossing at Central Avenue does not appear feasible due to the elevation of the road above the river; however, an equestrian light at the intersection would improve the trail crossing.

The trail past the Bonita Golf Course would be reconstructed during the construction of State Route 125, a proposed freeway that would be aligned around Summit Park and the north to connect to State Route 54.

The City of Chula Vista currently maintains the north side trail along Sweetwater Road, within the jurisdiction of the County of San Diego; however, no formal maintenance agreement is currently in place between the two jurisdictions. Adequate budgeted improvements to this segment may be constrained without a formal agreement.

#### Greenbelt Recommendations

Explore funding opportunities to improve the multi-use path along Rohr Park, both north and south sides.

Coordinate with the County to review design plans for trail improvements between Plaza Bonita Road and Willow Street, and between Central Avenue and Summit Park along the Sweetwater River.

Coordinate and review design plans with Caltrans for the realignment and reconstruction of the trail under SR 125.

Improve the trail around Rohr Park to a multi-use trail with 10 ft. paved trail

and a 5 ft. native dirt to enhance the use for pedestrians, wheelchairs, and strollers while maintaining equestrian use.

Coordinate with the County to establish formal agreements for future maintenance and improvements of the multi-purpose trail along Sweetwater Road, within the County's jurisdiction.

### 5.2.3 San Miguel Segment

The San Miguel Segment connects Summit Park, Sweetwater Reservoir, portions of the San Diego National Wildlife Refuge, and San Miguel Ranch, a planned residential community, to the developing planned communities of Rolling Hills Ranch and Eastlake along the eastern portion of Chula Vista (Figure 14). Portions of this segment are located in the County of San Diego. Trails have been designed in San Miguel Ranch to connect through Rolling Hills Ranch to trails east along the Upper Otay Reservoir and south through the Salt Creek open space corridor.



East of Summit Park

#### Greenbelt Issues

Without a doubt, the views from Summit Park eastward are awesome. Informal trails in this area are used by equestrians and mountain bicyclists for rides along pristine natural terrain, connecting to Sweetwater Reservoir, San Miguel Mountains, and Summit Park. Defining these trails for future public access will require coordination with the County of San Diego.

#### Existing and Future Trail

Just before Summit Park, the equestrian trail separates into two trails. A native trail continues in a northeastern direction to Sweetwater Reservoir. The other trail continues to Summit Park. The trail wraps around the north side of Summit Park and then splits with one trail progressing south to San Miguel Road and the other trail progressing southeast. The trail that continues to San Miguel Road would cross the road and connect to the east side of Proctor Valley Road. Proctor Valley Road may be widened in the future and the trail should be accommodated during the road design.

A multi-use trail for cyclists and pedestrians is proposed along the east side of Proctor Valley Road. The trail would consist of a stabilized decomposed granite surface for mountain cyclists, and hikers. The trail would connect from San Miguel Road and extend along Proctor Valley Road until it reaches Mt. Miguel Road. After crossing to the east side of Mt. Miguel Road, the trail becomes

concrete south to east/west Proctor Valley Road, then turns east on the north side of Proctor Valley Road and travels east on a ten-foot wide concrete meandering trail to Hunte Parkway. The Greenbelt trail then crosses to the east side of Hunte Parkway to connect with the north/south trail that crosses Proctor Valley Road.

Where the Greenbelt trail intersects at Mt. Miguel Road, however, a spur of the trail also extends northerly, along the east side of Mt. Miguel Road, until it connects with the Community Park in San Miguel Ranch, where from here the trail extends through the community park running east behind single family homes to a hilltop in the San Diego National Wildlife Refuge. Opportunities for other trail connections from this point may present themselves but would require cooperation among several agencies for this to occur. Additionally, a 10 ft. wide decomposed granite trail will be constructed along the north side of Mt. Miguel Road connecting Proctor Valley Road through the San Miguel Ranch community, crossing the SR125 toll way by bridge, to where Proctor Valley Road intersects with Mt. Miguel Road to the south. This segment of trail will not accommodate equestrians due to the SR125 crossing.

#### Trail Issues

Currently, there are no known trail easements south of San Miguel Road along Proctor Valley Road to the San Miguel Ranch master planned community across existing single-family residential properties.

The trail along San Miguel Road (in front of Summit Park) may be jeopardized by future road improvements.

Construction of the trail along the east side of Proctor Valley Road may be difficult as a result of available roadway right-of-way constrained by adjacent open space recently acquired by the State of California for conservation purposes.

Connecting a trail from the San Miguel Ranch trail spur to the San Diego National Wildlife Refuge and the Sweetwater Reservoir may be desirable but would require cooperation of several agencies.

#### Greenbelt Recommendations

- Coordinate with the property owners south of San Miguel Road to secure trail easements to connect to the trail along the east side of Proctor Valley Road.
- Coordinate and review trail design plans along Proctor Valley Road to ensure connectivity of trail and consistency with trail guidelines.
- Incorporate a 10 ft. wide decomposed granite trail along the eastside of Proctor Valley Road as part of future improvements of Proctor Valley Road.

- Coordinate with the County of San Diego and promote the inclusion of the trail along San Miguel Road in future improvement plans.

Coordinate with the County of San Diego on efforts to connect the trail from Summit Park to Proctor Valley Road.

#### **5.2.4 Salt Creek Segment**

The **Salt Creek Segment** includes the Salt Creek open space corridor from Rolling Hills Ranch south along the Eastlake and Otay Ranch communities to the Otay Valley and the Otay Valley Regional Park East (Figure 15). Three Community Parks are being developed as part of the planned communities of San Miguel Ranch, Rolling Hills Ranch and Eastlake Community. The Greenbelt trail will be located within the Salt Creek open space corridor through Rolling Hills Ranch and Eastlake along the easterly edge of Salt Creek. South of Olympic Parkway, where highly sensitive natural habitat in Salt Creek will be protected, the trail will be located along the westerly edge of Salt Creek.

##### Greenbelt Issues

Urbanization of this area has allowed the development of much of the trail system along Salt Creek for bicyclists, walkers and joggers. However, in order to accommodate this future population, roadways constructed have reduced trail opportunities for equestrians and possible connections to open space areas without roadway interface. To enhance the experience of the visitor along the trail system and to provide for disabled access, construction of overcrossings or undercrossings of major roadways are desirable.

##### Existing and Future Trail

A multi-use decomposed granite trail would be constructed from Proctor Valley Road at the Community Park in Rolling Hills Ranch, along the east side of Salt Creek. At Proctor Valley Road, the Greenbelt trail would cross and proceed easterly along the edge of Eastlake Woods development and then south along the edge of the Upper Otay Reservoir.

Currently, there are existing separate paved and dirt trails on the east side of Hunte Parkway south of Proctor Valley Road. Both trails end prior to Otay Lakes Road. An extension of the trail is planned as a multi-use trail constructed of a stabilized decomposed granite surface along the Eastlake Woods and Eastlake Vistas communities from Proctor Valley Road with an at-grade crossing at the Community Park, south of Otay Lakes Road. At the southern edge of Eastlake Vistas and Eastlake Trails, the trail would travel west to the intersection at Hunte Parkway, then cross Olympic Parkway and continue south along the east side of Hunte Parkway where the Otay Ranch Village Greenway will connect south of Village 11. The trail would then continue along the west side of Salt Creek on the university site and connect to the Otay Valley Regional Park East trails. The

multi-use trail along Salt Creek would accommodate bicyclists, walkers, joggers and wheelchairs.

From the northeast corner of Proctor Valley Road and Hunte Parkway a trail spur will extend northward through the Salt Creek open space corridor. This decomposed granite trail will end near the Otay Water District property and Auld Goff (golf) Course to the north.

#### Greenbelt Recommendations

A signal at Proctor Valley Road and Hunte Parkway is planned to accommodate pedestrians and cyclists. It is recommended that the signal be installed when the trail is completed.

A signal at Otay Lakes Road and Woods Drive is planned to accommodate pedestrians and cyclists. It is recommended that the signal be installed when the trail is completed.

Future consideration of trail overcrossings should occur if funding becomes available.

#### **5.2.5 Otay Lakes Segment**

The **Otay Lakes Segment** includes both the Upper and Lower Otay Reservoirs, bordering the eastern reaches of Chula Vista (Figure 15). This segment offers views of the reservoirs and the natural mountain terrain. The Olympic Training Center and a County of San Diego park are located at the southern end of Lower Otay Lakes. Fishing and boating are permitted on the lake. Many cyclists bike along Wueste Road, bordering the Otay Lakes.

#### Greenbelt Issues

Lake access for the public is currently limited due to the sensitivity of existing biological habitat around the lake and the lack of access paths. Access to the lake could be further enhanced by developing controlled hiking and equestrian trails along the lake, adding picnic areas, and providing parking.

#### Existing and Future Trail

Bicyclists currently travel along Wueste Road overlooking the Otay Lakes. A planned multi-use trail elevated as a graded bench between Eastlake Vistas development and Wueste Road is to be constructed of a stabilized decomposed granite pathway and will connect with a planned neighborhood park in the Vistas development overlooking the Lower Otay Reservoir. A paved trail currently exists along the portion adjacent to the Olympic Training Center from the southern portion of the lower Otay Reservoir to the County Park. Part of the planned trail system for Eastlake Woods includes trails that will follow the west side of the Upper Otay Reservoir, passing around the Otay Ranch House and continuing to Otay Lakes Road.



The draft County Trail System Assessment, May 3, 2001, identifies an equestrian trail along the edge of the Otay Reservoirs connecting to the County Park. The County Otay Lake Park offers picnicking and restrooms. An equestrian staging area at the park would be ideal to provide additional access to the Otay Valley Regional Park.

#### Trail Issues

Bicyclists will continue to travel along Wueste Road despite the provision of other Greenbelt trails and the narrow width of the road.

Developing the proposed equestrian trail along the Otay Lakes will require coordination and approval by the City of San Diego Water Department.

There is currently no grade separated trail connection between Upper and Lower Otay Lakes.

#### Greenbelt Recommendations

Install a signalized crossing at Otay Lakes Road.

Encourage the County to construct an equestrian staging area at the County Park at the southern end of Lower Otay Lakes.

Coordinate with the County of San Diego and the City of San Diego to permit equestrian trails along the Otay Lakes.

If an equestrian trail is successfully established around the Otay Lakes design and construct a trail connection under Otay Lakes Road when this segment of roadway is reconstructed and widened in the future.

If Wueste Road is closed in the future to vehicle traffic between Otay Lakes Road and Olympic Parkway (except for maintenance and emergencies), consider the potential for converting this segment as an additional multi-use trail link for use by bicyclists, rollerblades, and other non-motorists.

### **5.2.6 Otay Valley Regional Park, East and West Segments**

**Otay Valley Regional Park** is a planning effort by the Cities of Chula Vista and San Diego and the County of San Diego (Figure 16 and 17). The key goal of the adopted Otay Valley Regional Park (OVRP) Concept Plan is to link major open space areas within the southern area of San Diego County and South San Diego Bay with lower Otay Lake. This component currently supports two commercial recreational facilities: Coors Amphitheater and Knotts Soak City Water Park. Additional park facilities and programs are currently being planned.

### Greenbelt Issues

A Master Plan is currently being prepared for the east and west segments of the Otay Valley Regional Park, separate from the Greenbelt Master Plan. This Plan upon adoption will provide implementation policies and standards for these segments of the Greenbelt. Other future plans include developing active parks and continuing strategies for acquisition of parkland. Located along the Otay River Valley are the Coors Amphitheater and the Knott's Soak City water park.

Much of the land within this area is privately owned. The OVRP Concept Plan provides policy direction for the jurisdictions for coordinated land acquisition and development for the Regional Park. There is a Policy Committee (PC) consisting of one elected council or board member from each participating jurisdiction who provide direction to the 30-member Citizens Advisory Committee (CAC), make decisions about planning and acquisition for the park, and provide recommendations relating to OVRP to their respective jurisdictions.

### Existing and Future Trail

Planned multi-use trails, including equestrian trails, would extend south from Salt Creek, on the east side of Village 11, connecting with the Otay Lakes Trail just south of Village 11. The trail will follow south to Heritage Road. At least one trail will extend westerly, on a maintenance road for the Salt Creek Sewer, through the Otay Valley on the north side of the river. A trail will extend along the south edge of the existing Auto Park and the proposed Auto Park Expansion. The trail will then cross under I-805.

### Trail Issues

Potential trails along SDG&E easements will need to be coordinated with the utility company.

Identify location of trail crossings at three major roads between I-805 and I-5.

The connection to the Bayfront through the commercial area and the wildlife preserve will need to be resolved.

### Greenbelt Recommendations

Support adoption of the Trails Master Plan for the east and west segments of the Otay Valley Regional Park.

Assist in the coordination efforts to develop the trail along the river considering undercrossings at I-805 freeway, Beyer Road, Beyer Boulevard, the trolley line, and I-5 freeway.

Assist in the coordination efforts to locate a trail along the National Wildlife Refuge to connect to the Bayshore Bikeway.

### **5.2.7 Otay Ranch Village Greenway Segment**

Although not a part of the original Greenbelt as identified in the General Plan, the Otay Ranch Village Greenway segment has been added to the Greenbelt Master Plan as it is a major trail linkage identified within the Otay Ranch General Development Plan. This segment will connect from the Salt Creek trail through urban villages, the Eastern Urban Center, in or near Wolf Canyon to the Otay Valley (Figure 16).

#### Greenbelt Issues:

The Village Greenway presents opportunities for a multi-use trail that will provide mobility for residents between several villages and provide connectivity between recreation areas in the Eastern Urban Center and future park(s) along the Greenway. Developing a trail link along Wolf Canyon to link the Salt Creek Segment to the Otay River Valley will need to be sensitively planned to avoid adverse environmental impacts while providing opportunities for public access.

#### Existing and Future Trail

An existing dirt utility access road for a variety of ranch operations is located along Wolf Canyon connecting future La Media Road southwest to the Otay River Valley, on the north and west side of Rock Mountain, offering an ideal setting for a multi-use trail. With improvements consisting of decomposed granite or other special material (concrete treated base), depending on maintenance road minimum requirements, this existing access road could serve as a multi-use pathway within the Wolf Canyon open space.

The access road/pathway would extend under or over Main Street/Rock Mountain Road and La Media Road, and through Village 7 of the Otay Ranch within a planned open space corridor. Through Village 7 the trail will be constructed of decomposed granite or concrete and will be ten feet in width. As the trail extends under the SR-125 Tollway, the trail will be constructed of concrete and traverse the Eastern Urban Center (EUC) within an open space corridor. Through subsequent planning of the EUC, it may be warranted to provide both concrete and decomposed granite trail segments to provide for joggers as well as rollerbladers, strollers or other non-motorized recreational activities with wheels. The Village Greenway as it passes through the Eastern Urban Center will provide a major trail connection that not only enhances mobility, but also provides an opportunity in the Eastern Urban Center for both residents and employees of the EUC to recreate. The Village Greenway would be designed to connect significant park and open space uses in the EUC and provide both active and passive users opportunities to stop and enjoy the experience through an enhanced open space paseo.

The Village Greenway will cross Eastlake Parkway on a pedestrian bridge at the southwest corner of Village 11 and continue as a decomposed granite trail within an open space buffer on the north side of Hunte Parkway, until it crosses Hunte

Parkway by pedestrian bridge to connect with the Greenbelt trail extending along the westerly edge of Salt Creek.

#### Trail Issues

Due to the natural terrain and native habitat along Wolf Canyon, there are concerns that users would encroach into native habitat areas.

Use of the access road as a trail would need to be negotiated with property owners until the Wolf Canyon open space is conveyed to the Otay Ranch Preserve.

Implementation of the trail through the EUC may be required to be unique and different, due to the urban nature of this planning area.

The design of grade-separated crossings (underpass or overpass) of La Media Road and Main Street/Rock Mountain Roads for the Village Greenway will require further roadway alignment and SPA grading analyses to determine the best type of crossings.

A university site has been identified south of the Eastern Urban Center although the specific design has not been determined. Trail routes and connections should be considered in future planning of the university site.

Connecting trail links to adjacent villages in Otay Ranch are encouraged; however, environmental constraints in Wolf Canyon may limit the number and location.

#### Greenbelt Recommendations

The Village Greenway trail proposed to extend through Wolf Canyon is one of several potential alignments that will be fully analyzed prior to the selection of a final trail alignment. This final trail alignment should ensure connectivity to the Greenbelt Trail system in Otay Valley.

If a trail is located within Wolf Canyon, provide signs along the canyon for a native trail and to advise users to stay on the path.

Enlist an organization to function as trail user patrol that would voluntarily police the trail.

If a trail is located within Wolf Canyon, place a post and rail fence along both sides of the utility road to restrict access off of the trail and discourage off trail cycling.

Provide a grade-separated trail crossing (underpass or overpass) at Main Street/Rock Mountain Road to connect to the east/west Otay Valley Greenbelt Trail.

A future multi-use trail should be located to and within the University site and connecting to the Eastern Urban Center to provide a trail for students and employees. The design will be coordinated through the development process of the university.

Connecting trails from adjacent residential areas should be sensitively designed to minimize environmental impacts.

### **5.2.8 Bayfront Segment**

The Bayfront Segment extends from the Sweetwater Marsh, a National Wildlife Preserve, and north to I-5, at the Sweetwater River (Figure 18). The Bayfront Segment is bordered by I-5 on the east and the San Diego Bay on the west. Also located along this segment are existing industrial uses, the Chula Vista Bayside Park and Marina, and the (former) Western Salt ponds.

#### Greenbelt Issues

Proposed development and redevelopment of the Bayfront may include mixed uses such as residential (mid-bayfront only), retail, commercial, hotel uses and other marine related uses. As this area redevelops, the City and other agencies should coordinate any open space and trail corridors to ensure connectivity and preservation of natural wildlife areas where appropriate.

#### Existing and Proposed Trail

The Bayfront includes a segment of the Bayshore Bikeway, a regional bikeway that is planned to provide a paved multi-use pathway for cyclists and pedestrians from the pathway along the Embarcadero and Seaport Village in San Diego to Coronado with a connection across the Bay via the ferry. The connection to the Bayfront, from National City to the north and Imperial Beach to the southwest has not been constructed; however, construction has begun on a twelve foot wide paved pathway with a bridge across the Sweetwater River Flood Channel, extending to E Street at Bay Boulevard. The bridge will connect to an east / west regional bicycle trail on the north side of the Sweetwater River.



**Bayshore Bikeway to Imperial Beach**

A second multi-use trail may follow along the bayside of the Bayfront area. Conceptually, a twelve foot wide paved multi-use path may extend through the Mid-Bayfront property and through the Port District lands to the south connecting

existing and proposed open space/parks, then connecting back with the Bayshore Bikeway along Bay Boulevard at J Street. Bayside Park could serve as a staging area with amenities ranging from playgrounds, sand volleyball, picnicking, and restrooms.

#### Trail Issues

There is currently limited space for a multi-use trail behind the commercial services bordering the Marina Parkway.

Determine use of abandoned railroad tracks for trail or secure alternate route along bayfront.

Determine specific routing of trail with property owners for segments within San Diego Gas and Electric Facility and the Western Salt Works processing plant.

#### Greenbelt Recommendations

Coordinate with property owners to plan and develop a trail system along the entire Bayfront by integrating trails within all future development plans.

Coordinate with CALTRANS, SANDAG and the Port District to integrate the construction of the Bayshore Bikeway into future plans for trails along the Bayfront.

Coordinate efforts with San Diego Gas and Electric and Western Salt Works to locate the trail along the edge of their facilities.

### **5.3 Greenbelt Summary**

Most of the Greenbelt is already preserved as natural open space or as an active public or commercial park facility. The ongoing effort to develop parks within the Otay River Valley Regional Park planning effort will offer the community and region additional open space and park facilities. Trails through these open space areas and parks are already installed and operational. Others may have missing links or have substandard widths or surface. A listing of each segment follows on Table 5. Each of the segments has been further divided into sub-segments. Estimated costs for each sub-segment based on length and the type of trail surface is also noted on the table to provide a basis of the cost to construct or refurbish. Also included in Table 5 are sub-segment lengths, anticipated user types, trail surface, and maintenance responsibility. The Otay Valley Regional Park East and West Segments will be further modified through adoption of the OVRP Trails Master Plan under separate cover. Additionally, parks, open space and trails will be modified through adoption of development plans for the Mid-Bayfront and the Port District/Chula Vista Bayfront Master Plan properties.

**TABLE 5  
TRAIL SEGMENT CHARACTERISTICS**

| Trail Segments and Sub-segments                                    | Trail Type      | Surface    | Use                      | Maint. Resp.   | Length (miles) | Construct. Cost/<br>Yrly. Maint. Cost. |
|--|-----------------|------------|--------------------------|--|----------------|--|
| <b>Lower Sweetwater Segment</b>                                    |                 |            |                          |  |                |  |
| 1. Bayshore Bikeway to Plaza Bonita Road                           | Multi-use trail | D. granite | Eques,<br>Bikes,<br>Peds | Caltrans<br>County                                     | 2.0            | \$316,800/\$16,000                     |
| 2. Plaza Bonita Road to Staging Area                               |                 |            |                          |  | 1.1            | \$174,240/\$8,800                      |
| <b>Sweetwater Regional Park Segment</b>                            |                 |            |                          |  |                |  |
| 1. Plaza Bonita Staging Area to Mission Cyclery                    | Multi-use trail | D. granite | Eques,<br>Bikes,<br>Peds | County<br>County<br>City of CV<br>City of CV<br>County | 1.2            | \$190,080/\$9,504                      |
| 2. Plaza Bonita Staging Area to Willow Street Bridge               |                 |            |                          |  | 1.3            | \$205,920/\$10,296                     |
| 3. Willow Street Bridge to Central Avenue along Sweetwater Rd.     |                 |            |                          |  | 1.4            | \$221,760/\$11,088                     |
| 4. Willow Street Bridge to Central Avenue along Bonita Road        |                 |            |                          |  | 1.9            | \$300,960/\$15,048                     |
| 5. Central Avenue to Mt. Miguel Road                               |                 |            |                          |  | 2.5            | \$396,000/\$19,800                     |
| <b>San Miguel Segment</b>  |                 |            |                          |  |                |  |
| 8. Mt. Miguel Road along Proctor Valley Road                       | Multi-use trail | D.granite  | Eques,<br>Bikes,<br>Peds | County<br>HOA<br>HOA<br>HOA                            | 1.9            | \$300,960/\$15,048                     |
| 9. Proctor Valley Road to San Miguel Open Space                    |                 |            |                          |  | 1.2            | \$190,080/\$9,504                      |
| 10. Proctor Valley Road to Rolling Hills Ranch                     |                 |            |                          |  | .4             | \$63,360/\$3,168                       |
| 11. Rolling Hills Ranch (west) to Hunte Parkway                    |                 |            |                          |  | .7             | \$110,880/\$5,544                      |
| <b>Salt Creek Segment</b>  |                 |            |                          |  |                |  |
| 12. Proctor Valley Rd to Duncan Ranch Rd                           | Multi-use trail | D. Granite | Bikes,<br>Peds           | HOA<br>HOA<br>HOA<br>HOA<br>HOA<br>HOA<br>CFD<br>CFD   | .4             | \$63,360/\$3,168                       |
| 13. Proctor Valley Road to Woods Dr. at Hawthorne Creek Dr.        |                 |            |                          |  | 1.2            | \$190,080/9,504                        |
| 14. Hawthorne Creek Dr. to Otay Lakes Rd                           |                 |            |                          |  | .1             | \$15,840/\$792                         |
| 15. Otay Lakes Rd to Olympic Pkwy at Salt Creek                    |                 |            |                          |  | .8             | \$126,720/\$6,336                      |
| 16. Salt Creek to Hunte Pkwy at Olympic Pkwy                       |                 |            |                          |  | .3             | \$47,520/\$2,376                       |
| 17. Salt Creek to Wueste Rd at Olympic Pkwy                        |                 |            |                          |  | .5             | \$79,200/\$3,960                       |
| 18. Olympic Pkwy to Otay Ranch University Site (west)              |                 |            |                          |  | .9             | \$142,560/\$7,128                      |
| 19. Otay Ranch University site (west) at Hunte Pkwy to Otay Valley |                 |            |                          |  | 2.0            | \$316,800/\$15,840                     |

| Trail Segments and Sub-segments   | Trail Type                      | Surface                         | Use                      | Maint. Resp.  | Length (miles) | Construct. Cost/<br>Yrly. Maint. Cost. |
|---|---------------------------------|---------------------------------|--------------------------|---------------|----------------|--|
| <b>Otay Lakes Segment</b>   |                                 |                                 |                          |               |                |  |
| 20. Hunte Parkway to Mary Birch Patrick Ranch House site                            | Multi-use trail                 | D. Granite                      | Eques,<br>Bikes,<br>Peds | HOA           | 2.1            | \$332,640/\$16,632                     |
| 21. Mary Birch Patrick Ranch House site to Otay Lakes Rd                            |                                 |                                 |                          | HOA           | .3             | \$47,520/\$2,376                       |
| 22. Mary Birch Patrick Ranch House site to Otay Lakes Rd (Upper Otay)               |                                 |                                 |                          | HOA           | 1.2            | \$190,080/\$9,504                      |
| 23. Otay Lakes Road to Olympic Parkway (Lower Otay)                                 |                                 |                                 |                          | HOA           | 1.0            | \$158,400/\$7,920                      |
| 24. Olympic Pkwy at Wueste Rd to Otay Ranch University Site (east)                  |                                 |                                 |                          | CFD           | 1.2            | \$190,080/\$9,504                      |
| 25. Otay Ranch University site (east) to Lower Otay County Park site at Wueste Road |                                 |                                 |                          | CFD           | 1.0            | \$158,400/\$9,504                      |
| <b>Otay Valley Regional Park Segment (East)</b>                                     |                                 |                                 |                          |               |                |  |
| 26. Lower Otay Park at Wueste Road to Heritage Road                                 | Multi-use trail and Rural Trail | Varies (TBD)                    | Varies (TBD)             | CFD           | 5.0            | \$158,400/mile for multi-use trail     |
| 27. Otay Valley Regional Park Segment (West)  |                                 |                                 |                          | CFD           | 5.6            | \$100,000/mile for rural trail         |
| <b>Otay Ranch Village Greenway Segment</b>  |                                 |                                 |                          |               |                |  |
| 28. University site to Eastlake Parkway   | Multi-use trail                 | D. Granite                      | Bikes,<br>Peds           | CFD           | .9             | \$142,560/\$7,128                      |
| 29. Eastlake Parkway to SR-125  | Multi-use trail                 | D. Granite                      |                          | CFD           | .7             | \$110,880/\$5,544                      |
| 30. SR-125 to La Media Road   | Multi-use trail                 | D. Granite                      |                          | CFD           | .8             | \$126,720/\$6,336                      |
| 31. La Media Road to Otay Valley  | Rural Trail                     | Varies (TBD)                    |                          | CFD           | 1.9            | \$190,000/\$9,500                      |
| <b>Bayfront Segment</b>   |                                 |                                 |                          |               |                |  |
| 32. Main Street to Palomar Street   | Multi-use Trail                 | Concrete or decorative pavement | Bikes,<br>Peds           | City of CV    | .8             | \$155,200/\$7,760                      |
| 33. Palomar Street to SDB&E (west)  |                                 |                                 |                          | Port District | 1.5            | \$291,000/\$14,550                     |
| 34. Palomar Street to SDG&E (east)  |                                 |                                 |                          | City of CV    | 1.2            | \$232,800/\$11,640                     |
| 35. SDG&E to J Street   |                                 |                                 |                          | City of CV    | .1             | \$19,400/\$970                         |
| 36. J Street to E Street (west)   |                                 |                                 |                          | Port & CV     | 2.1            | \$407,440/\$20,370                     |
| 37. J Street to E Street (east)   |                                 |                                 |                          | City of CV    | 1.3            | \$252,200/\$12,610                     |
| 38. E Street to Sweetwater River  |                                 |                                 |                          | City of CV    | .8             | \$155,200/\$7,760                      |



#### **5.4 Greenbelt Maps**

Figure 11 represents the entire Greenbelt open space and trails. The following seven maps (Figure 12-18) individually illustrate each of the segments of the Greenbelt. Each map is intended to show the recommended open space corridor through each segment and the existing or proposed trail alignment through the open space. Each segment map overlaps in order to orient the reader to the open space corridor and to show where the open space corridor connects to provide a continuous greenbelt and to identify trail connections. Existing staging areas are shown on the map. There are no additional staging areas shown; however, as development (including parks) within and adjacent to the Greenbelt occurs and opportunities for future staging areas present themselves, the city should consider their construction consistent with standards contained herein. It is anticipated with the completion of the Otay Valley Regional Park there will be staging areas developed to accommodate the park and trail usage.

## **Chapter 6 Implementation**

The purpose of this chapter is to identify possible strategies for implementation of the Plan. Principally, additional open space within the Greenbelt could be obtained through: acquisition of privately owned land for open space, dedication of land for open space through the MSCP, or dedication of land as part of the approval process of a development proposal, such as a Specific Plan, Subdivision Map or other discretionary permit.

Much of the Greenbelt open space is currently preserved through public ownership, open space dedication, or due to environmental constraints that limit future development, such as flood plain, steep slopes, or sensitive biological habitat. Some parcels along the Otay Valley Regional Park focused planning area are currently in private ownership and open space connectivity through these areas will be evaluated in confirmation with future development.

Other than trail construction by a developer through the specific plan or subdivision process, construction of additional trails outside of these areas would generally occur as part of a Capital Improvement Program (CIP) through publicly owned-land or through dedication of trails from privately-held land. All trail construction proposals will be subject to environmental review consistent with CEQA.

The City may utilize any one of these tools or a mixture of tools for acquisition and/or implementation of the Greenbelt system. The ultimate mix of implementation tools will involve City staff, property owners, developers, elected officials and others. There are a number of mechanisms that may be used for acquisition, construction, and on-going maintenance based on whether the open space is publicly or privately owned. These mechanisms are further discussed in this chapter.

### **6.1 Public and Privately Owned Open Space**

#### **6.1.1 Publicly-owned Open Space**

Publicly owned land includes lands owned by water and sewer districts, school districts, and other semi-public agencies, as well as those lands owned by individual cities and counties, the Port District, resource agencies such as the California Department of Fish and Game, United States Fish and Wildlife Service, National Wildlife Refuge and other federally-owned land, such as Bureau of Land Management and the Cleveland National Forest.

### **6.1.2 Private-owned Open Space**

Privately owned land within the Greenbelt includes such uses as the Bonita Golf Course, Auld Golf Course, private recreation centers such as the water park in the Otay River Valley (Knott's Soak City), and individual residences, homeowners associations, industrial and commercial uses. Some privately owned land might be owned by an individual land conservancy for the protection of natural resources. The City may require, as a condition of approval, of a private developer to preserve open space and/or reserve areas for future trails or construct trails within the development. Depending on the agreement with the City, the open space and/or trails may be maintained by a homeowners association or by the City.

## **6.2 Acquisition, Development and Maintenance Funding**

Greenways and trails offer a variety of benefits to the community, including economic development, health opportunities, open space preservation, transportation links, recreation, cultural preservation, education, natural resource conservation, as well as others. Funding programs are offered for a variety of benefits and the trail manager or park manager should be creative in his approach to pursuing funding programs. Implementation of the Greenbelt requires funding for acquisition, development (construction, signage, staging areas, etc), and ongoing management and maintenance. Funding programs frequently only fund for a specific benefit or a specific category. Various funding programs are described below.

### **6.2.1 Acquisition of Greenbelt Open Space and Trails**

#### State and Federal Grant Funding for Open Space

The City may pursue acquisition of these open space areas containing sensitive habitat and/or species using a variety of methods including for habitat conservation through state and federal funding programs, such as Coastal Conservancy grants, Habitat Conservation Fund, etc. In most instances, open space acquired through grant programs or bonds can only be used for habitat conservation; however, trails can be considered to be compatible uses within these areas. Significant acreage within the Otay Valley Regional Park has been acquired through state funding sources. The majority of the City's MSCP opens space will be conserved through existing public lands through dedication of open space as part of the land development process. However, a small component of the MSCP opens space will be comprised of private landholdings which would be set aside of portion of the most sensitive lands in exchange for development along the less sensitive areas remaining.

### Impact Fees

The City requires impact fees for the acquisition and development of public parks through the Park Dedication Ordinance (PDO), where “turn-key” parks are not developed as part of large master planned residential developments; however, land acquired through this funding source is typically targeted to serve local public park needs and seldom natural and passive open space. Trails would be considered consistent with the range of active park uses targeted for local parkland acquired through this funding source. While PDO funds are commonly used to fund local parkland acquisition, funding for trail construction could be set-aside in an account established for that purpose.

### Donations and Dedications

Natural Heritage Preservation Tax Credit - Land and conservation easements may be dedicated for open space, parkland, wildlife corridors and cultural resources in exchange for tax credit equal to 55% of fair market value. The State Wildlife Conservation Board administers the program.

### Williamson Act Contracts

Land for open space or trail use may be set aside for a period of time (30 years) in exchange for a reduction in property tax. Generally Williamson Act contracts have been primarily used for agricultural use but they may be used to retain open space in its natural state for the period of the contract.

### Voluntary Dedication

An individual property owner may desire to dedicate open space for preservation or a portion of their property for a trail. The City may elect to construct and maintain the trail upon acceptance of an irrevocable offer of dedication.

### Mandatory Exaction

When there is a crucial link to connect trail segments or a trail is identified on an adopted trails map or master plan, a mandatory exaction may be required in conjunction with a request for a discretionary development permit from the public agency. An example might be a requirement to dedicate land for the construction of a trail as a condition of approval for a Conditional Use Permit for a proposed major recreation land use. In lieu of land dedication, in some circumstances an easement can be recorded to the City to ensure public access for trail purposes

### Income tax deductions

A federal income tax deduction may be allowed when a property owner conveys land as a gift to a public agency or a non-profit organization for public purposes such as a trail or open space.

## 6.2.2 Design and Construction Funding

### Grant Funds and Reimbursement Fund Programs

Identifying where opportunities exist for trails is as much a challenge as is determining how to implement a trails plan once it is adopted. In the past, grant funds have been limited to trail design and construction. Responding to recreational and open space needs of a growing population and expanding communities, the Intermodal Surface Transportation Efficiency Act of 1991 (TEA) was reauthorized in 1998 as TEA-21. TEA-21 or the Transportation Equity Act for the 21<sup>st</sup> Century authorizes funds for transportation programs over a 6-year period from 1998-2003. Programs include funds directed at improvements for Transportation Enhancements (TE), Bicycle Transportation and Pedestrian Walkways, Recreational Trails, and Conservation Lands.

In San Diego, the regional allotted funds of ISTEA and TEA-21 funds have been primarily allocated to regional trail projects that benefit a wide geographic area. One of these regional projects is the Bayshore Bikeway, a paved Class I bicycle path (a designated path separated from the roadway) that, when completed, will extend from downtown San Diego south along the Bayfront in Chula Vista then west to Imperial Beach winding around the South Bay to Coronado. San Diego Association of Government (SANDAG) is the lead agency for developing a trail with Tea funds along a levee within the salt flats connecting along the Bay connecting to Imperial Beach and Bayshore Bikeway in Coronado. This project will link to the trail along the Bayfront and connection to the Bayshore Bikeway.

Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000 (Proposition 12) provides \$10 million for non-motorized trail projects of which all but \$1.7 million are programmed. Possible expenditures include hikers, biking, and other means of non-motorized means of transportation and recreation. The program favors projects that fund the construction of high-priority trail segments using matching or in-kind contributions, innovative partnerships or solutions.

Other programs that may be utilized for developing the Greenbelt and its trails system include:

- California Recreation Trails Program
- Habitat Conservation Fund
- Land and Water Conservation Fund
- Environmental Enhancement and Mitigation Program (part of the TEA program)
- Rivers, Trails and Conservation Assistance Program (technical assistance)

California Greenways Creative Grants Program.  
AB 2766 Air Pollution Control District Funds  
National Recreation Trails Act,  
California 2000 Bond Act,  
Roberti-Z'berg-Harris Urban Open Space and Recreation Program  
Riparian and Riverine Habitat Grant Program  
Robert Wood Johnson Foundation (program geared toward promoting healthy communities)

Applications for specific grants require an analysis of whether the type of grant request meets the grant program guidelines. Many of the grant programs are tailored specifically for acquisition, design, construction, or maintenance or a combination of these. Air Pollution Control funds are principally targeted for programs that reduce vehicle trips and therefore fund for alternative transportation projects and bicycle facilities which meet the state or federal standards for multi-use paths. Whereas, the Recreation Trails grant focuses on trail usage for pleasure and allow more flexibility in the design. The Environmental Enhancement and Mitigation Program, administered by the California Resources Agency, is a mitigation tool for transportation projects. The program may be applicable for mitigation of the road widening of Proctor Valley Road or the construction of SR 125.

### **6.2.3 Maintenance Funding**

Parks, trails and open space within the Greenbelt that are owned by a homeowners association (HOA) will be maintained by the HOA. Trails through Eastlake Trails, Rolling Hills Ranch and San Miguel Ranch will be maintained by individual HOAs. Maintenance of the trails through public open space areas will be the responsibility of the City or the agency that owns the land, unless a maintenance agreement assures this differently (See Figure 19). The City shall coordinate with individual HOAs to ensure that Greenbelt trails remain connected and that basic maintenance responsibilities continue to occur.

Greenbelt maintenance is essential to ensure that the system remains an asset to the community. There are few grant programs that offer grant funds for maintenance. Generally, maintenance costs are allocated through the General Fund and when there is a reduced General Fund budget, maintenance of parks and trails may suffer. Maintenance, specifically for the trail system, can be accomplished through a variety of sources in addition to maintenance provided by the public agency. Volunteer programs can provide maintenance of the trails. In order to manage a volunteer program or revenues generated for maintenance, a trail manager is necessary. The following possible sources may be used for generating maintenance revenues or used for trail maintenance:

Advertising - outdoor shelters, benches

Corporate Sponsorship

Special Events - Fund rides, time trails, etc.

Franchise Fees - Food stands, bike lockers, bike rental/repair at staging areas and/or parks

Urban Corps of San Diego – This organization provides young adults job training, education, and community service opportunities. The Urban Corps' "Public Service Conservation Works Program" offers services for trail construction and maintenance, erosion control, brush management, revegetation and public landscaping.

California Conservation Corps (CCC) is a state agency that engages young persons in meaningful work, public service, and educational activities providing services to communities and they have conducted trail maintenance and construction.

User Fees – Typically the City charges user fees paid for the use of campgrounds, active playing fields, and other day use fees. A user fee for trail usage would be difficult to collect and enforce unless each trail was gated and fenced for its entirety. However, a volunteer collection mechanism may be implemented whereby a user box is installed at various trailheads. Fees are collected via the honor system.

Corporate Funding

Fundraising events

## Chapter 7 Consultation

In preparing the Greenbelt Master Plan a variety of sources of information contributed to its content. The following is a listing of documents and individuals that were consulted in the preparation of the Plan.

1. Architectural and Transportation Barriers Compliance Board, "Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas, Final Report", September 30, 1999.
2. California, State of, The Resources Agency, Department of Parks and Recreation, California Outdoor Recreation Plan 1993, April 1994.
3. Brookfield Shea Otay, LLC, "Otay Ranch SPA, Village Eleven SPA Land Use Districts", March 30, 2001.
4. Chula Vista, City of, Chula Vista General Plan, Land Use Element, July 11, 1989, Reprinted September 5, 1995.
5. Chula Vista, City of, Landscape Manual, November 1994.
6. Chula Vista, City of, Draft Parks & Recreation Master Plan, August 2000.
7. Cinti Land Planning, "Eastlake III Specific Planning Area," February 20, 2001.
8. Dudek & Associates, Draft Program Environmental Impact Report, Salt Creek Interceptor Sewer and Wolf Canyon Trunk Sewer, Volume I - EIR, prepared for the City of Chula Vista, February 2001.
9. Hofmockel, Mary, City of Chula Vista, May 21, 2000.
10. Federal Highway Administration and the National Recreational Trails Advisory Committee, "Conflicts on Multi-Use Trails: Synthesis of the Literature and State of the Practice".
11. MNA Consulting, Draft City of Chula Vista Multiple Species Conservation Program (MSP) Subarea Plan, prepared for the City of Chula Vista, September 11, 2000.
12. Multiple Species Conservation Program (MSCP) Subarea Plan,



September 11, 2000.

13. Otay Valley Regional Park Concept Plan, revised draft July 18, 1997.
14. Payne, Gail, California Bicycle Coalition, Planning and Conservation League Foundation, "Guide to Bicycle Projects and Program Funding in California", February 2002
15. Recon, Number 3434E, Environmental Opportunities and Constraints Analysis for the Sweetwater Bike Path, February 14, 2001
16. San Diego, City of and Merkel and Associates, Draft Western Otay Valley Regional Park Natural Resource Management Plan, April 2001
17. Trimark Pacific San Miguel LLC, "San Miguel Ranch SPA Plan", October 19, 1999.
18. "The Impact of the Brush Creek Trail on Property Values and Crime", Sonoma State University, 1992.
19. "Who's at Fault: Trail Liability 101", National Trails Symposium, Laura A. Reimche, Staff Counsel, California Department of Parks and Recreation, September 23, 2000.
20. U.S. Dept. of Transportation, Federal Highway Administration, National Bicycling and Walking Study, Case Study No. 7, "Transportation Potential and Other Benefits of Off-Road Bicycle and Pedestrian Facilities", January 1992.
21. U.S. Dept. of Transportation, Federal Highway Administration, "Final Report National Bicycling and Walking Study, Transportation Choices for a Changing America".
22. U.S. Dept. of Transportation, Federal Highway Administration, Conflicts on Multiple-Use Trails, Synthesis of the Literature and State of the Practice, August 1994.
23. Dean Ziegler, Bonita Horseman, July 9, 2001
24. San Diego Association of Governments, Regional Transportation Plan, 2000.
25. San Diego, City of, "San Diego Bicycle Attitude Survey", 1995.