



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: April 9, 2026 REPORT NO. PC-26-015  
HEARING DATE: April 16, 2026  
SUBJECT: COLLECTION AT CACTUS, Process Four Decision  
PROJECT NUMBER: [PRJ-1111415](#)  
OWNER/APPLICANT: JOE PAEZ, JR / JPI ESTATE ACQUISITION II, LLC

### SUMMARY

Issue(s): Should the Planning Commission approve the subdivision of a 38.8-acre site into five lots, four lots for residential development and one lot for a future public park, and the construction of a 3.62-acre public park and 985 multi-dwelling units located at [7020 Airway Road](#) within the [Central Village Specific Plan Area](#) and the [Otay Mesa Community Planning Area](#)?

### Proposed Actions:

1. ADOPT Addendum No. 1111415 to the Otay Mesa Community Plan Update Program Environmental Impact Report (PEIR) No. 30330/304032 State Clearinghouse (SCH) No. 2004051076 and a Mitigation, Monitoring and Reporting Program (MMRP);
2. APPROVE Neighborhood Development Permit No. PMT 3273795;
3. APPROVE Site Development Permit No. PMT-3398899; and
4. APPROVE Vesting Tentative Map No. 3273796.

Fiscal Considerations: None with this action. All costs associated with the processing of this project are paid from a deposit account maintained by the applicant. All land-use actions have fiscal implications for the City's maintenance and operation of facilities and delivery of services. Higher-density or mixed-use development can enable more efficient delivery of services.

Housing Impact Statement: The Central Village Specific Plan identifies the potential to develop the 38.80-acre project site with up to 981 dwelling units. The Collection at Cactus project (Project) proposes a total of 985 multi-dwelling units and is utilizing an affordable housing density bonus. Of the total proposed dwelling units, 88 dwelling units would be deed-restricted affordable dwelling units; 62 dwelling units would be deed-restricted at or below 60 percent of the area median income,

and 26 dwelling units would be deed-restricted at or below 50 percent of the area median income for a period of 55 years. According to the San Diego Housing Commission, there are 108 existing deed-restricted affordable dwelling units within the Otay Mesa Community Plan Area as of February 2026, which is less than 2 percent of the community's total number of homes compared to 5 percent citywide. The proposed dwelling units would add to the City's housing stock and help address the City-wide housing crisis.

The General Plan Housing Element 2021-2029 Adequate Sites Inventory Report identifies the Project area as having the potential to develop 883 new homes during the 2021-2029 Housing Element period. The Project site, although undeveloped, is located within a larger census tract that the California Tax Credit Allocation Committee's 2026 Opportunity and Neighborhood Change Map identifies as being in a low-resource opportunity area.

Community Planning Group Recommendation: On January 21, 2026, the Otay Mesa Planning Group voted 8-0-1 to recommend approval of the project without conditions.

Environmental Impact: Addendum No. 1111415 to the Otay Mesa Community Plan Update Environmental Impact Report No. 30330/304032/SCH No. 2004651076 was prepared pursuant to the California Environmental Quality Act Statute and Guidelines consistent with Guidelines Section 15164 since only minor technical changes and additions were necessary. No substantial changes have occurred with respect to the circumstances under which the project is undertaken, and there is no new information of substantial importance to the project. A Mitigation, Monitoring, and Reporting Program for Air Quality, Biological Resources, Historical Resources, and Traffic/Circulation would be implemented.

## BACKGROUND

### *Location:*

The 38.80-acre Project site is located at 7020 Airway Road (APN: 646-103-01-00) within the Central Village Specific Plan and the Otay Mesa Community Plan. The Project site is one rectangular parcel. The site is bordered by State Route 905 to the north, Cactus Road to the west, Airway Road to the south, and Continental Street to the east.

### *Otay Mesa Community Plan and Central Village Specific Plan:*

The Community Plan designates the Central District, which encompasses the Project site, to implement the City of Villages strategy through the specific plan process. The Otay Mesa Community Plan states that villages will be compact, active areas with sustainable and efficient land use patterns, which would be pedestrian-friendly, transit-oriented, and include a variety of residential, commercial, and civic spaces. The City Council adopted the Central Village Specific Plan in 2017 to implement the Community Plan's vision for the Central District. The Central Village Specific Plan contains design details for the village core, public spaces, and a complete multi-modal circulation system with linkages to the broader Otay Mesa circulation system. The Specific Plan requires a development permit for subsequent development within the specific plan area.

*Plan Land Use:*

The Central Village Specific Plan designates the Project site for Medium-High Density Mixed Use 34-44 dwelling units per acre (du/acre), Medium Density Multi-Family 20-29 du/acre, Medium-High Density Multi-Family 25-40 du/acre, and Park.

*Base Zoning:*

The Project site is in the Residential Multiple (RM)-2-5, Residential Multiple (RM)-3-7, Commercial Community (CC)-3-6, and Agricultural Residential (AR)-1-1 zones.

*Overlay Zones/other Applicable Regulations:*

The Project site is located in the Airport Land Use Compatibility Overlay Zone for Brown Field, Sustainable Development Area, Transit Priority Area, Complete Communities Mobility Choices - Mobility Zone 2, Affordable Housing Parking Demand High, and the Very High Fire Hazard Severity Zone.

*Existing Land Use:*

The Project site is vacant and has relatively flat terrain with managed brush, with two notable topography locations: a constructed drainage channel at the northwest corner and an uphill rise at the northeast corner. On-site elevations range from 494 feet above mean sea level at the northwest depression to a height of 515 feet above mean sea level at the northeast property line. The Project site generally slopes downward to the north and west. The Project site does not have any existing structures that would adversely affect any proposed development.

*Adjacent Land Use:*

The neighborhood around the proposed development currently contains recently developed multi-dwelling unit residential to the east, three single-dwelling units and outdoor auto storage and dismantling to the west, undeveloped land to the south, and State Route 905 to the north.

*Adjacent Zoning and Plan Land Use Designations:*

The adjacent and nearby properties are zoned with the Industrial Employment (IP)-1-1 zone to the west, the Agricultural Residential (AR)-1-1 zone to the west, the Industrial Employment (IP)-3-1 zone to the east, the Commercial Community (CC)-3-6 zone to the west, the International Business and Trade (IBT)-1-1 zone to the south. The Otay Mesa Community Plan designates these adjacent properties as Business Park – Residential Permitted (15-44 du/ac) to the east, Community Village (10-44 du/ac) to the west, and Business Park – Office Permitted and Parks to the south.

*Multi-Habitat Planning Area:*

The Project is not located within or adjacent to the City of San Diego's Multi-Habitat Planning Area. The nearest Environmentally Sensitive Lands within the Multi-Habitat Planning Area are located approximately 500 feet to the west of the project site, across Cactus Road and behind several existing homes. The Project site is not located within a floodplain or a flood hazard area. The Project site contains a small area (1,102 square feet) of Environmentally Sensitive Lands in the form of disturbed wetland vegetation that occurs within a constructed drainage channel in the northwest corner of the site that conveys to the California Department of Transportation drainage, which would be dedicated under a covenant of easement. The project proposes a perimeter fence around the Environmentally

Sensitive Lands and a covenant of easement over the Environmentally Sensitive Lands; therefore, no impacts would occur.

*Public Facilities:*

Fire Stations: The Specific Plan area is serviced by Fire Rescue Station 29 at 198 West San Ysidro Boulevard, Fire Station 6 at 693 Twining Avenue, Fire Station 30 at 2265 Coronado Avenue, and Fire Station 43. Fire Station 29 has an engine, a truck, a brush, and a medic apparatus. The engine responds to both fire and medical incidents. Fire Station 6 serves Otay Mesa and its surrounding areas. It has an engine apparatus. Fire Station 30 serves Nestor/South San Diego and its surrounding areas. It has an engine and a medic apparatus. Fire Station 43 serves Otay Mesa and its surrounding areas and has an engine, crash, and brush apparatus.

Police Station: The Specific Plan area is serviced by the Southern Division police station. It is located at 1120 27th Street.

Public Schools: The San Ysidro School District provides elementary and middle schools, and the Sweetwater Union High School District provides a high school that serves the Specific Plan area— Ocean View Hills Elementary School and La Mirada Elementary School (grades K–6), San Ysidro Middle School and Vista Del Mar Middle School (grades 7–8) and San Ysidro High School (grades 9–12).

DISCUSSION

*Project Description:*

The Project proposes the subdivision of one lot into five new lots and the construction of 985 multi-dwelling units throughout four Planning Areas, including 88 Affordable dwelling units in two of the four Planning Areas within the Central Village Specific Plan, as shown in Table 1. Additionally, the Project would allow for the development of 17,452 square feet in leasing/amenity space, a future public park on approximately 3.62 acres in Planning Area 17, two detention basins, and associated utilities and improvements, including 6.05 acres of public right-of-way. Public improvements proposed with the project include the construction of Street D (public) running east to west through the central portion of the project site and connecting with Cactus Road and Continental Street, as well as the construction of Park Way (public) running north to south and connecting with Airway Road and proposed Street D.

*Zoning Conformance:*

Due to the realignment of Street D and the adjustment of the location of the onsite park, the proposed multi-dwelling units of Planning Areas 10 and 13 would encroach into portions of the site zone AR-1-1 where the Central Village Specific Plan identifies the park site. Multi-dwelling unit development is permitted to be distributed throughout the site without regard to zone boundaries in accordance with the Site Development Permit supplemental regulations outlined in San Diego Municipal Code (SDMC) Chapter 14, Article 3, Division 3. The project includes a Site Development Permit, and pursuant to SDMC section 143.0310, if the premises is located in two or more zones, the dwelling units may be distributed without regard to the zone boundaries. As previously mentioned, the Project site is within the RM-2-5, RM-3-7, AR-1-1, and CC-3-6 zones. The proposed roadway alignment provides a linear connection between Cactus Boulevard and Continental Street, and the park acreage remains

consistent with the amount allocated in the Central Village Specific Plan.

*Residential Housing Types:*

The Project proposes the following residential housing types:

- Planning Areas 10 and 13 would have three-story townhomes with two to four bedrooms that would range from 1,260 to 1,982 square feet.
- Planning Areas 11 and 12 would have four-story apartment buildings with one to three bedroom dwelling units that would range from 758 to 1,490 square feet with assigned parking.

*Housing Affordability:*

The 88 affordable dwelling units would be deed-restricted affordable housing dwelling units provided at low and very low median area income or less for no fewer than 55 years in accordance with Chapter 14, Article 23, Division 13 of the San Diego Municipal Code. The Project proposes dwelling units at the following affordability levels:

- 44 dwelling units at 60 percent area median income (low income) in Planning Area 11; and
- 26 dwelling units at 50 percent area median income (very low income) in Planning Area 12; and
- 18 dwelling units at 60 percent area median income (low income) in Planning Area 12.

*Residential Density:*

The following addresses the proposed number of base units and affordable units within each planning area as shown in Table 1.

Planning Area 10: The Specific Plan designates the 5.49-acre Planning Area 10 as Medium-High Density Mixed Use, which allows for a residential base density range of up to 44 dwelling units per acre, resulting in a base unit total of up to 228 dwelling units. The Project proposes 145 base dwelling units; therefore, the Project is in conformance with the base density range for the Medium-High Density Mixed Use land use designation within Planning Area 10.

Planning Area 11: The Specific Plan designates the 8.41-acre Planning Area 11 as Medium Density Multi-Family, which allows for a residential base density range up to 29 dwelling units per acre, resulting in a base unit total of up to 281 dwelling units. The Project proposes 281 base dwelling units; therefore, the Project is in conformance with the base density range for the Medium Density Multi-Family land use designation within Planning Area 11. With the use of the affordable housing density bonus regulations, the Project proposes a total of 324 dwelling units in Planning Area 11, of which 44 of the dwelling units would be affordable to low income households (at or below 60 percent area median income).

Planning Area 12: The Specific Plan designates the 8.89-acre Planning Area 12 as Medium Density Multi-Family, which allows for a residential base density range of up to 29 dwelling units per acre, resulting in a base unit total of up to 272 dwelling units. The Project proposes 272 base dwelling units; therefore, the Project is in conformance with the base density range for the Medium Density Multi-Family land use designation within Planning Area 12. With the use of the affordable housing density bonus regulations, the Project proposes a total of 343 dwelling units in Planning Area 12, of which 18

of these dwelling units would be affordable to low income households (at or below 60 percent area median income), and 26 of the dwelling units be affordable to very low income households (at or below 60 percent area median income).

**Planning Area 13:** The Specific Plan designates the 6.46-acre Planning Area 13 as Medium-High Density Multi-Family, which allows for a residential base density range up to 44 dwelling units per acre, resulting in a base density of up to 200 dwelling units. The Project proposes 174 base dwelling units; therefore, the Project is in conformance with the base density range for the Medium-High Density Multi-Family land use designation within Planning Area 13.

*Table 1: Proposed Dwelling Units by Planning Area*

	<b>Planning Area 10</b>	<b>Planning Area 11</b>	<b>Planning Area 12</b>	<b>Planning Area 13</b>	<b>Project Total</b>
Net Acres	5.49	8.41	8.89	6.46	29.25
Base Density	228	281	272	200	981
Proposed Project Base Units	145	281	272	174	872
Proposed Bonus Units	0	43	70	0	113
<b>Total Proposed Units</b>	<b>145</b>	<b>324</b>	<b>342</b>	<b>174</b>	<b>985</b>
Market Rate Units	145	280	298	174	897
Affordable Units	0	44	44	0	88

*Parking:*

Parking for vehicles would be provided with a combination of private garages and surface parking. Each of the townhomes would have a two-car garage, and the apartments would be assigned either a garage space or a surface parking space. In addition to the garage parking, there would be 15 unassigned parking spaces in Planning Area 10 and 33 unassigned parking spaces in Planning Area 13.

*Architecture:*

The buildings would be designed in a contemporary style of architecture, incorporating a color palette of neutral tones with accent colors, brick veneer, varied building materials, and architectural accents, and a mixture of flat roofs with parapets and hip roofs. The exterior façade of the building would include a variety of building materials such as exterior plaster finish, board and batten siding, faux wood lap siding, horizontal lap siding, concrete masonry units, and energy-efficient exterior glazing.

*Amenities:*

The Project would include three clubhouse buildings located in Planning Areas 11, 12, and 13 for property management and leasing offices, resident information centers, fitness centers, and club rooms. These buildings are all adjacent to outdoor pool areas with a common space.

*Public Park:*

The Project would include the improvement of a 3.5-net-acre (3.62-gross-acre) public park in Planning

Area 17. The park would be designed through a General Development Plan in concert with the Park and Recreation Department and would implement the Specific Plan.

*Proposed Grading:*

The Project proposes grading on approximately 38.80 acres, which includes grading associated with both on and off-site public right-of-way improvements. Grading would require 17,550 cubic yards of cut to a maximum depth of four feet and 60,475 cubic yards of fill to a maximum depth of five feet, requiring 42,925 cubic yards of import. Grading activities and development would avoid the drainage area in the northwest corner of the Project site.

*Public Right-of-Way Improvements:*

The Project would include improvements to Cactus Road (existing 2-lane collector), Continental Street (existing 2-lane collector), and Airway Road (existing 2-lane collector), as well as the construction of two new public streets within the Project site.

Cactus Road: The proposed improvements to Cactus Road would include 30 to 35 feet of dedication to achieve a total right-of-way of 70 to 75 feet, and widen Cactus Road to a 3-lane collector (2 lanes northbound/1 lane southbound), construction of a 12-foot wide parkway with 6-foot wide non-contiguous sidewalk, buffered Class II bike lane on the west side only and striped median along the Project's frontage on Cactus Road. Improvements to Cactus Road also include the undergrounding of existing powerlines and power poles from the southwestern corner of the Project site to just outside of the disturbed wetland area located in the northwestern corner of the Project site to avoid impacting this wetland area. The project would also include the construction of a water line, sewer gravity line, and sewer force main within the Cactus Road right-of-way.

Airway Road: The proposed improvements to Airway Road would include 43 to 70 feet of dedication to achieve a total right-of-way of 84 to 100 feet and widen Airway Road to a 3-lane collector (2 westbound lanes/1 eastbound lane), construction of a 14-foot wide parkway with a 6-foot wide non-contiguous sidewalk, and a buffered Class II bike lane on the north side only along the Project's frontage. The project would also include the construction of 2,400 linear feet of 24-inch sewer gravity line and sewer force main within the Otay Mesa Road right-of-way.

Continental Street: The proposed improvements to Continental Street would include 43 feet of dedication to achieve a total right-of-way of 85 feet and widen Continental Street to a two-lane collector with a two-way center left turn lane, construction of a 12-foot wide parkway with a 6-foot wide non-contiguous sidewalk on the west side only along the Project's frontage, and buffered Class II bike lanes on both sides.

Street D: The project would construct Street D as a new public street with a 12-foot wide parkway with 6-foot wide non-contiguous sidewalk on both sides and buffered Class II bike lanes on both sides west of Park Way.

Park Way: The project would construct Parkway as a new public street with a 22-foot wide parkway with a 6-foot wide non-contiguous sidewalk on the east side of the street and a Class I bicycle – pedestrian multipurpose path on the west side of Park Way.

*Landscaping:*

The proposed landscape plan includes the use of native/naturalized and/or drought-tolerant plant material, whenever possible. The landscape plan for the outdoor/recreation courtyards and common areas emphasizes a garden setting, where plant material would be used to help define spaces, encourage circulation paths, and highlight entry points. Street trees are proposed to define and activate the pedestrian parkway along future Street D and future Park Way, providing shade and scale to the street scene. The street trees would also help soften the building façade, reduce the heat island effect, and provide carbon sequestration.

*Vehicular Access:*

Vehicular access to the Project would be from connections to Airway Road, Continental Street, proposed Street D, and proposed Park Way. The Project includes the construction of Street D (public) running east to west through the central portion of the Project site and connecting with Cactus Road and Continental Street, as well as the construction of Park Way (public) running north to south and connecting with Airway Road and proposed Street D.

Permits Required:

- A Tentative Map per SDMC Section 125.0410 is required for any subdivision of land.
- A Neighborhood Development Permit per Central Village Specific Plan Section 3.5 is required for the construction of any buildings or for the grading of any site within the Central Village.
- A Site Development Permit per SDMC Section 126.0502(d)(3) for a subdivision of a premises that contains environmentally sensitive lands, as described in SDMC Sections 143.0110 and 126.0502(a)(2), is required for multiple-unit residential development on a premises containing environmentally sensitive lands.

*Waivers:*

The proposed Affordable Housing development includes ten percent of the dwelling units as deed-restricted affordable units. With the provision of the deed-restricted dwelling units, the project qualifies as an Affordable Housing Development Project pursuant to SDMC Section 143.0720. The following waivers are requested to allow for the development of the proposed project:

1. A waiver from SDMC Section [131.0540\(c\)\(1\)](#) to remove the restriction of residential uses and residential parking on the ground floor of the front 30 feet within commercial zones.

The Project proposes an entirely residential project where no commercial space is proposed. Ground floor residential uses occur within the front 30 feet of the lot, ranging from 4 feet to 9 feet from the property line.

2. A waiver from SDMC Section 131.0552 to reduce the transparency requirements of the CC-3-6 zone (Planning Area 10 only) when a minimum of 50 percent of the street wall area between

3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use.

The Project's proposed unit design transparency varies per building, per frontage type, but is less than the required minimum 50 percent transparency.

3. A waiver from Central Village Specific Plan Section 3.4.3 requiring a minimum private exterior open space of 50 square feet per dwelling unit with a minimum dimension of 4 feet. The open space may be in the required front, side, and rear yards.

Of the 313 townhomes, 53 would not have balconies, patios, or private exterior open spaces of any kind (16 percent).

4. A waiver from SDMC Section 142.0525 requiring 0.1 motorcycle parking space per multiple dwelling unit. Planning Area 10 requires 14 motorcycle parking spaces, Planning Area 11 requires 33 motorcycle parking spaces, Planning Area 12 requires 35 motorcycle parking spaces, and Planning Area 13 requires 18 motorcycle parking spaces.

The Project proposes six (6) motorcycle parking spaces located on the eastern property line of Planning Area 12. All other units would have assigned parking spaces; therefore, an individual would be able to park their motorcycle in their assigned standard parking space.

5. A waiver from SDMC 142-05C requiring 85 bicycle parking spaces for Planning Area 11 and 98 bicycle parking spaces for Planning Area 12 at a rate of 0.4 space per dwelling unit for one-bedroom units, 0.5 space per dwelling unit for two-bedroom units, and 0.6 space per dwelling unit for 3-4-bedroom units.

The Project proposes 5 bicycle parking spaces in each residential planning area for a total of 20 bicycle parking spaces. Planning Areas 10 and 13 do not require bicycle racks for the dwelling units since each unit contains a garage accessible only by the residents of the dwelling unit per SDMC Sections 142-05C, Footnote 5.

6. A waiver from SDMC Section 142.1010(a) requiring each planning area to provide two loading space areas.

The Project is not proposing any loading areas within the Project site.

7. A waiver from Central Village Specific Plan Section 3.4.3 requiring 240 cubic feet per dwelling unit for Private Storage Requirements in Planning Areas 11 and 12.

Of the 324 proposed dwelling units on Planning Area 11, 308 of the proposed dwelling units would include enclosed personal storage closets located on decks/patios at an average size of 82 cubic feet, and 118 of the proposed dwelling units would have access to a personal garage, which a tenant could utilize for additional storage. Of the 348 proposed dwelling units in Planning Area 12, 340 of the proposed dwelling units would include enclosed personal storage

closets located on decks/patios at an average size of 82 cubic feet. The Project would have 132 of the proposed dwelling units with access to a personal garage, which the tenant could utilize for additional storage.

8. A waiver from Central Village Specific Plan Section 3.4.3 limiting the maximum structure height to 45 feet.

The requested height deviation would allow for the provision of more affordable dwelling units than would otherwise be accommodated on the site if designed to the established 45-foot height limit. The additional building height would accommodate the additional floor, thus allowing the construction of a four-story building. Without the requested height deviation, the project would provide less affordable dwelling units. The dwelling units provided with the proposed deviation would further help the City meet its Housing Element goals for the provision of dwelling units, including meeting the need to provide affordable housing at various income levels. The Project proposes a maximum building height of 60.5 feet in Planning Area 11 and 57 feet and one inch in Planning Area 12. The FAA has determined that the proposed building heights would not be a hazard to air navigation in proximity to Brown Field. The townhomes on Planning Areas 10 and 13 would comply with the 45-foot height limit.

9. A waiver from Central Village Specific Plan Section 3.4.3 limiting the minimum street-side setback to 10 feet.

The Project proposes one building (Building 20) on Planning Area 13 along Street D, extending several feet into the setback. At its closest point, the building is within one foot of the property line. Without this waiver, the Project could not be constructed as designed. Implementation of this restriction would physically preclude the construction of the Project at the proposed densities without the concessions or incentives permitted by Government Code Sections 65915.

10. A waiver from SDMC Section 142.0560(b) requiring that off-street parking spaces parallel to the aisle have a minimum dimension of 8 feet wide by 21 feet long.

The Project proposes seven-foot-wide and 21-foot-long parallel parking spaces with a 24-foot-wide drive aisle at the eastern edge of Planning Area 12. Without this waiver, the buildable footprint of the residential lots would be reduced, therefore producing fewer residential dwelling units, and the Project could not be constructed as designed. Implementation of these requirements would physically preclude the construction of the Project at the proposed densities without the concessions or incentives permitted by Government Code Sections 65915.

Each of the waivers has been reviewed as they relate to the proposed project and the impact on the surrounding neighborhood. During the review process, it has been determined that the requested waivers do not have a significant, unavoidable impact upon health, safety, or the physical environment. The property is not listed in the California Register of Historical Resources, and there is no evidence of the requested waivers being contrary to state or federal law. The waivers were

analyzed in compliance with CEQA, and Addendum No. 1111415 to the Otay Mesa Community Plan Update Environmental Impact Report No. 30330/304032/SCH No. 2004651076 was prepared pursuant to the California Environmental Quality Act Statute and Guidelines consistent with Section 15164 since only minor technical changes and additions were necessary. The changes to the density and intensity of Planning Areas 10, 11, 12, and 13 do not alter the conclusions of the Otay Mesa Community Plan Update PEIR.

The Otay Mesa Community Plan Update and Central Village Specific Plan analyzed a maximum of 981 dwelling units across the four planning areas. The project proposes a total of 985 dwelling units using an affordable housing density bonus. The four additional dwelling units within the project site do not impact roadway facilities or other public facilities planned for and analyzed by the Otay Mesa Community Plan Update and Central Village Specific Plan. A Mitigation, Monitoring, and Reporting Program for Air Quality, Biological Resources, Historical Resources, and Traffic/Circulation would be implemented. The requested waivers are appropriate and would result in a project that efficiently utilizes the subject property and provides housing for a diverse and mixed population, affordable housing near major transit stops and stations, and develop resource-efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, in conformance with the goals and policies of the Otay Mesa Community, Central Village Specific Plan, and the General Plan's Housing Element. Precluding each requested waiver would not allow the construction of the proposed housing development.

#### *Airport Land Use Compatibility Plan*

The City implements the Airport Land Use Compatibility Plan for Brown Field with the Airport Land Use Compatibility Overlay Zone. The Project site is approximately 0.5 miles from the closest runway at Brown Field and is within the airport influence area. The proposed Project would be compatible with respect to airport-related noise, safety, airspace protection, and aircraft overflight. The Project site could have aircraft flying over it. The FAA has determined that the Project's proposed structures would not create a hazard to air navigation for aircraft operating in the vicinity of Brown Field.

#### General Plan / Community Plan / Specific Plan Consistency Analysis:

The community would benefit directly from an increased and diversified housing supply. The project would provide the needed affordable and workforce housing to this undeveloped site within proximity to planned transit service, which would provide transit access to regional job and educational centers. The proposed Project would be consistent with the General Plan, Otay Mesa Community Plan, and Central Village Specific Plan as addressed in the following discussion.

#### *City of Villages Strategy*

The General Plan City of Villages strategy encourages future development to increase housing supply and diversity with compact, mixed-use activity centers that are integrated into the larger community. The Project would provide needed housing and focus growth in a mixed-use pedestrian-oriented village area in proximity to transit, consistent with the City of Villages strategy. The Project would increase the housing supply within the Otay Mesa Community Plan area, within a Transit Priority Area (TPA), and in proximity to planned commercial areas consistent with the General Plan.

### *Blueprint SD*

In July 2024, the City Council adopted Blueprint SD, a General Plan amendment to better align the City of Villages' land use strategy with the Climate Action Plan and the SANDAG Regional Plan. The General Plan's Village Climate Goal Propensity Map identifies where additional homes and jobs could have the best opportunities to increase the number of trips taken by transit, bicycling, or walking. Blueprint SD recognizes higher opportunities for mixed-use residential development in village areas and along transit corridors. While the 2024 General Plan identifies Climate Smart Villages as primary growth areas, it also allows additional growth to be planned outside those villages through future community plan updates, focused amendments, and Specific Plans when appropriate for the surrounding context. When the Otay Mesa Community Plan was comprehensively updated in 2014, it designated the Central Village as a community village. The Community Plan identified that the community village would be implemented through the Specific Plan process. The Central Village Specific Plan is consistent with Blueprint SD because it plans for additional homes within walking distance of frequent transit and low-stress bikeways. The proposed Project advances the City's housing and climate goals and supports the General Plan and the Climate Action Plan.

### *Land Use*

The General Plan designates the 38.8-acre Project site as Multiple Use, as well as Park, Open Space, and Recreation. The proposed project implements the Multiple Use designation by providing residential, park, and office uses within the development. The proposed project implements General Plan Land Use Policy LU-H.3, which calls for the provision of a variety of housing types that are affordable in nature in residential and village developments. Given the project site's location within a village opportunity area and along Airway Road - a future rapid transit route, the project implements this policy through proposed family-oriented units that are diverse in size. The project includes 985 multifamily units, including 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom units to support families in the area and to provide workforce housing in support of local businesses.

The Otay Mesa Community Plan designates the site as Parks and Community Village and includes the site within the Central Village Specific Planning area. The Central Village is envisioned as a walkable, mixed-use village that integrates residential, commercial, civic, and recreational uses in ways that create a vibrant living experience. The Central Village Specific Plan (Specific Plan) divides the Specific Plan area into planning areas. The Project proposes to develop five planning areas. The Specific Plan designates the project site as Medium-High Density Mixed Use, Medium Density Multifamily, Medium-High Multifamily, and Park as shown in Table 1.

The Project's proposed multi-dwelling unit housing implements the Medium Density land use designation. The Project's proposed densities vary from those presented in the Specific Plan. However, the proposed density conforms with the affordable housing density bonus regulations.

The Otay Mesa Community Plan designates both Planning Areas 10 and 13 as Community Village, which calls for "housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas" (Table 2-3, Page LU-5, Otay Mesa Community Plan). The proposed Project would provide 1,300 square feet of amenity space within Planning Area 13 that would have an office space for residents working from home.

### *Housing*

The General Plan Housing Element addresses the City's comprehensive housing needs and promotes the development and maintenance of policies and programs that identify obstacles to building affordable housing, infill housing, and smart growth housing development, including regulatory strategies and tools that will streamline the development process. The City of Villages strategy, which includes a commitment to creating and maintaining economically and socially diverse communities, can be achieved by providing a mix of housing types that are suitable for households of various income levels and by providing more opportunities for people to live near their workplace. The proposed project will assist the City in meeting housing goals by providing new housing, provide new housing opportunities to the City by utilizing an underutilized site, providing an infill development near planned transit, and providing a cohesive design that is compatible in use, scale, and character with the recently built residential uses in the Central District.

To meet the balanced communities' goal of ensuring diverse and balanced neighborhoods and communities with housing available for households of all income levels, the project would include 83 affordable housing units on-site for varying levels of area median income. The proposed project is consistent with Housing Element policy HE-A.4 by allowing residential densities that exceed the ranges defined in the community plans by using density bonus provisions for affordable housing. The proposed project would provide housing for moderate- to middle-income workers near planned transit that would provide access to regional employment centers, which is consistent with Housing Element policy HE-C.3.

### *Recreation*

The Project proposes a 3.5-acre public park within Planning Area 17, located at the center of the project site. The park would be designed through a General Development Plan in concert with the Park and Recreation Department and would implement the Specific Plan.

### *Mobility*

The General Plan Mobility Element aims to create a safe and comfortable pedestrian environment. The Project would implement this goal and its implementing policies (ME-A.1 and ME-A.7), as well as the Specific Plan's Alternative Transportation Plan policies by emphasizing pedestrian safety and comfort. The Project proposes a design featuring a circulation pattern with landscaped parkways and non-contiguous sidewalks, canopy shade trees along public sidewalks, sidewalk illumination utilizing street lighting, and improvements to bicycle infrastructure along the streets. An activity node and gateway are proposed on the northeast corner of Cactus Road and Airway Road to implement the Specific Plan and provide a place for residents and visitors to sit, relax, and observe.

The Project would include the construction of multi-modal improvements to frontage and internal roads to comply with the Specific Plan's Central Village Roadway Improvement Standards and the General Plan's Mobility Element goals relating to the attainment of a balanced, multi-modal transportation network. The proposed project would increase density near planned transit, which helps make transit convenient for more people. The Project site is located within a Transit Priority Area and is 1/3 of a mile to the nearest Metropolitan Transit System bus stop for Bus Route 909 on Airway Road, east of Britannia Boulevard. Consistent with ME-A.6(d), the proposed buffered sidewalks and bike facilities would improve pedestrian and bicycle connectivity to and from the Project site.

### *Urban Design*

The General Plan Urban Design Element Goals support a built environment that respects San Diego's natural environment and climate, and a pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context. The project proposes residential buildings that would be three to four stories, which would help to integrate the new buildings with the existing fabric and scale of the Central District, consistent with Urban Design Element policy UD-B.1. The project proposes deviations to setback and building height regulations while providing benefits, providing onsite affordable homes in an area that is planned for future transit which is consistent with Housing Element policy HE-C.12.

The General Plan Urban Design Element Policy UD-A.8 supports street frontages with architectural and landscape interest to support the visual appeal of the streets and enhance the pedestrian experience, while minimizing the visual impact of parking on pedestrians and street facades. The Project implements this General Plan policy and the Specific Plan by incorporating balconies and varying materials and colors to articulate the buildings, add visual interest, and create an inviting pedestrian experience. The project uses landscaping to buffer parking areas and perimeter roads from walkways and residences.

The Project further implements the Specific Plan's Urban Design Element policies through its shaded parklets, gathering spaces with seating, and recreation centers, all connected by landscaped pedestrian paseos that traverse the compact, block-designed site. Residential buildings have multiple access points to the parks via landscaped paths. The Project implements General Plan Urban Design Element Policy UD-A.10 regarding landscaping by proposing trees consistent with the Community Plan Street Tree List, Appendix B, placed in a way to absorb storm water run-off.

### Environmental Analysis:

During the review of the project, staff relied upon the Final PEIR prepared for the Otay Mesa Community Plan Update, which was certified in 2014. The proposed use/site development and impacts were compared to the use and development pattern anticipated in the update. Based on the comparison, staff determined that an Addendum to the 2014 Final PEIR is the appropriate document to address environmental issues and comply with the CEQA guidelines.

It was determined that impacts to air quality, biological resources, transportation, and historical resources would occur with project implementation and are consistent with the impacts anticipated in the Otay Mesa Community Plan Update Final EIR. As such, appropriate mitigation measures have been incorporated in the project-specific Otay Mesa Community Plan Update Final PEIR Addendum.

### Conclusion:

Staff has reviewed the proposed Project, and all issues identified through the review process have been resolved in conformance with adopted City Council policies and regulations of the Land Development Code. With the approval of the deviations in the form of waivers, the Project meets all applicable regulations and policy documents, and staff supports the determination that the Project is

consistent with the goals and policies of the General Plan and Otay Mesa Community Plan, the guidelines and standards of the Central Village Specific Plan, and development standards in effect for this site per the SDMC. Staff recommends that the Planning Commission ADOPT Addendum No. 1111415 to PEIR No. 30330/304032 State Clearinghouse No. 2004051076 and the Mitigation, Monitoring and Reporting Program and APPROVE the Project as proposed.

ALTERNATIVES

1. **ADOPT** Addendum No. 1111415 to the Otay Mesa Community Plan Update Program Environmental Impact Report No. 30330/304032 State Clearinghouse No. 2004051076 and a Mitigation, Monitoring and Reporting Program and **APPROVE** Neighborhood Development Permit No. 3273795, Site Development Permit No. PMT-3398899, and Vesting Tentative Map No. 3273796 with **MODIFICATIONS**.
  
2. **DO NOT ADOPT** Addendum No. 1111415 to the Otay Mesa Community Plan Update Program Environmental Impact Report No. 30330/304032 State Clearinghouse No. 2004051076 and a Mitigation, Monitoring and Reporting Program and **DO NOT APPROVE** Neighborhood Development Permit No. 3273795, Site Development Permit No. PMT-3398899, and Vesting Tentative Map No. 3273796, if the findings required to approve the project **CANNOT BE AFFIRMED**.

Respectfully submitted,

  
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Michael Prinz  
Assistant Deputy Director  
Development Services Department

  
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Benjamin Hafertepe  
Development Project Manager  
Development Services Department

Attachments:

1. Aerial Photograph
2. Location Map
3. Community Plan Land Use Map
4. Draft Permit with Conditions
5. Draft Permit Resolution with Findings
6. Draft Map Conditions
7. Draft Map Resolution with Findings
8. Draft Environmental Resolution with MMRP (EIR).
9. Community Planning Group Recommendation
10. Ownership Disclosure Statement
11. Site Development Plans
12. Vesting Tentative Map