



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: APRIL 30, 2026 REPORT NO. PC-26-009

HEARING DATE: MAY 7, 2026

SUBJECT: SOUTHWEST VILLAGE SPECIFIC PLAN, Process Five Decision

REFERENCES: [August 30, 2018 – Southwest Village Specific Plan Workshop, Report No. PC-18-051](#)

OWNER/APPLICANT: Tri Pointe Homes and Leppert Engineering Corporation

SUMMARY

Issue: Should the Planning Commission recommend the City Council adopt the Southwest Village Specific Plan (Specific Plan), amendments to the General Plan and the Otay Mesa Community Plan, and a rezone with the potential for up to 5,130 homes within a 490 acre area, and recommend the approval of a vesting tentative map, site development permit and related actions for the construction of the first phase of the Specific Plan for 920 multi-family homes, including 92 affordable homes, rough grading, water, sewer and transportation infrastructure improvements located north of the United States/Mexico international border; east of Interstate 805; south of State Route 905; and west of the Central Village Specific Plan area within the Otay Mesa Community Plan area?

Proposed Actions:

1. Recommend the City Council CERTIFY Subsequent Environmental Impact Report (SEIR) No. 0614791/SCH No. 2004051076 and ADOPT California Environmental Quality Act (CEQA) Findings of Fact and Statement of Overriding Considerations, and ADOPT Mitigation Monitoring and Reporting Program; and
2. Recommend the City Council ADOPT Amendments to the General Plan and Otay Mesa Community Plan (PMT-3339936); and
3. Recommend the City Council ADOPT the Southwest Village Specific Plan (Specific Plan); and
4. Recommend the City Council ADOPT Rezone No. PMT-2188968; and
5. Recommend the City Council APPROVE Vesting Tentative Map (VTM) No. PMT-2188969; and
6. Recommend the City Council APPROVE Site Development Permit (SDP) No. PMT-2188971 and Multi-Habitat Planning Area (MHPA) Boundary Line Adjustment (BLA); and;

7. Recommend the City Council APPROVE Road Improvement Ordinance (City of San Diego Charter Section 55); and
8. Recommend the City Council APPROVE Road Improvement Resolution (Council Policy 700-17).

Fiscal Impact Statement: All costs associated with this action are recovered through a deposit account funded 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.

Code Enforcement Impact: None. There are no pending code enforcement actions for this site.

Housing Impact Statement: The Southwest Village Specific Plan aims to provide opportunities for a broad range of housing types and costs. It provides a comprehensive policy and regulatory framework that guides future development in the Southwest Village. The Specific Plan encompasses approximately 490 acres and would allow up to 5,130 homes. The Otay Mesa Community Plan estimated a total of 5,880 homes provided by the neighborhood village land use designation within the Southwest Village District, comprising 1,400 single-family and 4,480 multi-family homes. Approximately 201 acres of land within the southern and western portions of the Specific Plan area are constrained by geotechnical issues and open space with sensitive habitat beyond what was identified at the community plan level. This would result in 750 fewer homes than the community plan identifies for the neighborhood village designation. The actual production of homes would depend on a variety of factors that influence individual development decisions, such as availability and cost of labor and materials, market demand, interest rates, financing availability, and other business factors.

The General Plan Housing Element 2021-2029 Adequate Sites Inventory Report identifies the Specific Plan area as having the potential to develop 4,170 new homes during the 2021-2029 Housing Element period. The Specific Plan area, 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 a low-resource opportunity area.

Community Planning Group Recommendation: On June 18, 2025, the Otay Mesa Community Planning Group voted 8-0-1 to recommend approval of the project with no conditions or recommendations. (Attachment #19).

Environmental Review: A Subsequent Environmental Impact Report (SEIR) ([Project No. 0614791 / SCH No. 2004051076](#)) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA) and the CEQA Statutes and Guidelines. A Mitigation, Monitoring, and Reporting Program has been prepared and, upon adoption, will be implemented, which will reduce some of the potential significant project impacts to below a level of significance. CEQA Findings of Fact and a Statement of Overriding Considerations accompany the resolution certifying the SEIR and address the project's significant and unavoidable impacts to Land Use, Air Quality/Odor, Historical Resources, Human Health/Public Safety/Hazardous Materials, Noise, Traffic/Circulation (vehicle miles traveled), Utilities (solid waste), and Tribal Cultural Resources (Attachment #7 and #8).

BACKGROUND

Location

The Southwest Specific Plan area encompasses approximately 490 acres in the Otay Mesa Community Plan Area. It is located north of the United States/Mexico international border; east of Interstate 805 (I-805); south of State Route 905 (SR-905); and west of the Central Village Specific Plan area. The area is characterized as an undeveloped mesa top bounded by open space and extensive canyon systems that are home to sensitive biological resources and habitat areas.

Existing Uses

The Southwest Village Specific Plan area is located on an undeveloped mesa and generally slopes down on all sides into finger canyons and other small drainages. While most of the land within and in the immediate vicinity of the Specific Plan area is undeveloped, the surrounding areas to the north, west, and east are developed with a mix of residential, commercial, and industrial uses and are largely urbanized (Attachment #1).

Historical Resource Designation

On September 26, 2024, the City's Historical Resources Board (HRB) designated CA-SDI-22,936 as a historical resource (HRB #1537) under San Diego Historical Resources Board (HRB) Criteria A. The site was designated as a special element of the City's and Otay Mesa's archeological and cultural development. Specifically, CA-SDI-22,936 likely served as a tool manufacturing location. It could provide sufficient data to answer regional research questions regarding site function, chronology, and subsistence, given its high-density subsurface cultural deposit and minimal disturbance in the central portion of the site. The segment of Caliente Avenue south of Central Avenue, within the Specific Plan area, would encroach on 100 percent of the historical resource CA-SDI-22,936. The width and design of Caliente Avenue would impact CA-SDI-22,936. The Specific Plan proposes Caliente Avenue as a 4-Lane Urban Collector Street, reduced from the planned 6-Lane Major Arterial identified in the Otay Mesa Community Plan.

On [March 26, 2026](#), the HRB recommended to the City Council approval of the historical resources section, recommendations, findings, and mitigation measures of the environmental document and findings associated with the SDP related to the important archaeological site (HRB #1537, CA-SDI-22,936).

General Plan

The General Plan provides a vision for the future of the entire City. It also establishes a comprehensive policy framework for how the City should grow and develop based on the City of Villages strategy. The City of Villages strategy envisions a series of mixed-use villages throughout the City, which are connected by high-quality transit. It encourages future development to increase housing supply and diversity through compact, mixed-use activity centers integrated into the larger community. Community plans, which are components of the General Plan Land Use Element, further refine the goals and policies of the General Plan and determine the appropriate mix and density/intensities of village land uses.

Community Plan

In 2014, the City Council adopted the Otay Mesa Community Plan to provide broad land use designations and policies that seek to establish a bi-national center; provide for economic diversification; enhance and sustain Otay Mesa's industrial capacity; encourage and support international trade; promote the establishment of balanced neighborhoods integrating a mix of land uses; and identify infrastructure needs. The Community Plan establishes five districts to help organize the land uses, facilities, and infrastructure of Otay Mesa. The Community Plan designates the Southwest District, which encompasses the subject site, and the Central District as the two areas to implement the City of Villages strategy through the specific plan process. The core of the Southwest and Central Districts is identified for village development.

The 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. Each Specific Plan is directed to contain 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 City Council adopted the Central Village Specific Plan in 2017 to implement the Community Plan's vision for the Central District.

Zoning

Base Zone: The Southwest Village Specific Plan area is currently in the AR-1-1 (Agriculture-Residential) base zone. This zone allows agricultural and residential uses at one single dwelling unit per lot. An exception to the permitted residential density of one single-family unit per lot may be requested as a rural cluster development through a Planned Development Permit.

Overlay Zone: The Southwest Village Specific Plan area is within the Airport Land Use Compatibility Overlay Zone – Naval Outlying Landing Field Imperial Beach and Brown Field. Naval Outlying Landing Field Imperial Beach is approximately 5.5 miles to the west of the Specific Plan area. Brown Field Municipal Airport is approximately 1.5 miles to the northeast of the Specific Plan area and is within the overflight area. The Specific Plan area is within the Airport Influence Area – Review Area 2 for both Naval Outlying Landing Field Imperial Beach and Brown Field.

Mobility

The Southwest Village Specific Plan area does not have any existing improved streets. The Specific Plan area is located within Mobility Zone 4.

Existing Public Facilities and Services

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 medical 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 medical 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).

Library Branches: The Specific Plan area is served by two library branches: the Otay Mesa-Nestor Branch Library at 3003 Coronado Avenue, and the San Ysidro Branch Library at 4235 Beyer Boulevard.

Housing & Demographics

Population

As of 2024, the San Diego Association of Governments (SANDAG) estimated that 20,529 people were living in a household within the Otay Mesa Community Plan Area. Table 1 shows there was a 13 percent increase from the 18,195 people living in the community in 2020, based on SANDAG housing and population estimates.

Housing

In 2024, the community had approximately 6,255 homes. Table 1 also shows that between 2020 and 2024, the community added 785 homes, a 14 percent increase from the 5,470 homes in 2020. The community had a rate of 3.43 persons per household in 2024. In 2020, this was 3.54 persons per household, based on SANDAG housing and population estimates.

Affordable Housing

As of March 2026, the Otay Mesa Community Plan Area had 108 affordable homes that had entered a deed restriction with the [San Diego Housing Commission](#), which is less than 2 percent of the community's total number of homes compared to 5 percent citywide.

Table 1: Otay Mesa Community Plan Area Housing and Population between 2010 and 2024

Year	Households	Population	Homes	Persons per Household
2020		18,195	5,470	3.54
2024		20,529	6,255	3.43
<i>Change</i>		<i>13%</i>	<i>14%</i>	<i>-3%</i>

Source: SANDAG - 2020 & 2024 Housing and Population Estimates

Property Owners

The Specific Plan area has different property owners. Tri Pointe Homes owns almost 49 percent of the land in the Specific Plan area, as shown in Table 2. Approximately 19 percent of the land in the Specific Plan area is owned by property owners who own less than 10 acres, which are mostly 40,000 square foot lots.

Table 2: Southwest Village Specific Plan Property Owners by Acres

Property Owners	Acres	Percent
Tri Pointe Homes	239.3	48.8%
San Ysidro Industrial Park LLC	68.3	13.9%
Otay Mesa LLC	55.4	11.3%
Handler Trust	20.0	4.1%
City of San Diego	11.8	2.4%

Others	95.2	19.4%
<i>Total</i>	<i>490.0</i>	<i>100.0%</i>

DISCUSSION

The Specific Plan contains goals, policies, regulations, and maps consistent with the Otay Mesa Community Plan and General Plan (Attachment #9, #10, and #11). The contents were developed with input from multiple meetings with the Southwest Village Specific Plan Subcommittee of the Otay Mesa Community Plan Group, property owners, community members, and technical analyses.

A. Why is the Southwest Village Specific Plan being prepared?

The Otay Mesa Community Plan calls for the preparation of a specific plan within the Southwest District of the community to implement the General Plan City of Villages strategy. The Community Plan states that the village should be compact, active areas with sustainable and efficient land use patterns. It calls for it to be pedestrian-friendly, transit-oriented, and include a variety of residential, commercial, and civic spaces. The Community Plan also calls for the Specific Plan to contain design details for the village core, public spaces, and a complete multi-modal circulation system with linkages to the broader Otay Mesa circulation system.

To comprehensively plan the Southwest Village using the City of Villages Strategy, the Community Plan requires that a Specific Plan covering all property within the Southwest Village be prepared. The Community Plan states that all properties to be considered within the specific plan must be contiguous, and the specific plan should be privately sponsored and developed in collaboration with the City. Tri Pointe Homes, the applicant, has prepared the Southwest Village Specific Plan to be consistent with the policy direction and vision in the Otay Mesa Community Plan.

B. What are the Vision and Objectives of the Specific Plan?

The Specific Plan envisions an active, compact, pedestrian-scale community with balanced residential neighborhoods connected by an interwoven mobility network and anchored by an urban mixed-use Village Core based on the following guiding principles:

- Provide a diversity of housing types, responding to the region’s critical need for a range of naturally affordable, workforce housing units.
- Preserve natural open spaces.
- Establish a pedestrian-scaled walkable block pattern with small block sizes along multi-modal local and collector streets.
- Focus neighborhood services, social amenities, and civic spaces at the center of Southwest Village in a vibrant, mixed-use, commercial-civic Village Core.
- Develop an active, mixed-use, urban core surrounded by neighborhoods of various densities, generally decreasing in intensity toward open spaces.
- Provide an interconnected bicycle and pedestrian network that connects neighborhoods, the Village Core, parks, public spaces, and surrounding natural open space, and the surrounding communities.

- Permeate Southwest Village with interconnected opportunities for recreation and interaction through a diversity of active public spaces and amenity enhancements, including a central school, parks, a central civic plaza, trails, view corridors, and lookout vistas.
- Emphasize views afforded from the mesas and canyon edges—an uninterrupted view from the Village Core to the canyon rim and Pacific Ocean.

C. How does the Draft Specific Plan align with the City of Villages Land Use Strategy and the Climate Action Plan?

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 Southwest Village as a neighborhood village. The Community Plan identified that the neighborhood village would be implemented through the Specific Plan process. The Southwest Village Specific Plan is consistent with Blueprint SD because it plans for additional homes within walking distance of frequent transit and low-stress bikeways—advancing the City's housing and climate goals and supporting the City of Villages strategy and the Climate Action Plan.

D. What is being proposed by the Specific Plan ([Attachment #16](#))?

1. Land Use

a. Land Use Framework

The Specific Plan would allow for a variety of housing types that meet the needs of a diverse range of people. The Specific Plan would provide an opportunity for 5,130 homes. The estimated household population is approximately 13,266 based on a persons per household rate of 2.82 and a vacancy rate of 8.3 percent from the [Series 15 SANDAG Forecast for the year 2050](#).

The General Plan designates the Specific Plan Area for Multiple Use, which is consistent with the proposed Neighborhood Village land use designation in the Community Plan. The proposed Specific Plan would provide a mix of commercial and residential uses, which is consistent with the General Plan land use designation (General Plan (GP) LU-A.1).

The Community Plan directs the preparation of a specific plan to comprehensively plan the undeveloped site into a mixed-use village consistent with the Community Plan's stated vision and City of Villages strategy (Community Plan Policy (CP) 2.1-1). The preparation of a specific plan is also required by the Community Plan Implementation Overlay Zone (CPIOZ) – Type B. The proposed Specific Plan would provide a comprehensive framework for future development that satisfies the CPIOZ – Type B requirement. The Specific Plan would provide for a comprehensive policy and regulatory framework for an integrated,

compatible mixed-use village with multiple land uses (GP LU-B.3). The proposed Specific Plan would establish a coordinated approach to the development of the village with multiple uses, including residential, retail, park, and open space uses consistent with the Otay Mesa Community Plan and the General Plan.

The Specific Plan would provide a sustainable and efficient land use plan for the development of a community village. The Specific Plan would include a grid-like network of streets, a transit mobility hub, and interconnected pedestrian and bicycle networks to achieve a more sustainable community village. The Specific Plan would balance development with the preservation of natural resources. It would avoid development within landslide hazard areas, steep slopes, canyons, and sensitive habitats identified in the Multiple Habitat Conservation Plan and Vernal Pool Habitat Conservation Plan, consistent with CP 2.1-2 (a-b).

b. Land Use Designations

The Community Plan land use would retain the Neighborhood Village designation. However, the total allowable acreage for the Neighborhood Village designation would apply to a smaller area than originally anticipated because approximately 201 acres in the southern and western portions of the Specific Plan area are constrained by geotechnical issues and sensitive-habitat open space that were not identified at the Community Plan level. It would amend the park and open space locations to be consistent with the Specific Plan. The Specific Plan would provide land use designations with greater detail within the community village area. This would create additional opportunities for homes, public spaces, streetscape enhancements, and ground-floor commercial uses to promote pedestrian activity and enhance the area's vibrancy. The Specific Plan designates higher-density mixed-use within the village core, which would support opportunities for transit-oriented development. The Specific Plan would provide opportunities for walking/rolling, biking, and riding transit to conduct daily activities, including work, school, shopping, and play.

The Specific Plan would provide opportunities for a diversity of housing types, which include market-rate and affordable housing. It would provide opportunities for detached and attached homes, as well as multi-family homes (CP 2.1-2(h)). The Specific Plan would include a balance of single-family and multi-family housing types as well as the opportunity for mixed-use development (CP 2.1-2(i)).

The Specific Plan would provide a mixed-use residential/commercial component within the Village Core. The Specific Plan envisions the Village Core as the heart of the Southwest Village at the future intersection of Beyer Boulevard and Caliente Avenue, where people can live, shop, dine, work, and play. The Village Core would include local-serving retail, offices, and public/semi-public uses within walking distance to higher-density homes. The Village Core would provide opportunities for development at densities that support transit as an integral component within the Village Core. It has a proposed density range of 20 to 44 dwelling units per acre. It would have a mobility hub to encourage the incorporation of public transit service as the buildout of the Specific Plan occurs with community-serving commercial and retail uses and attached residential uses.

The Specific Plan proposes a land use pattern that aims to encourage active transportation, reduce reliance on personal cars, and decrease the amount of travel by personal vehicle for commuting and daily needs. The Specific Plan would provide opportunities for higher-density residential uses within walking distance to the Village Core, with a density range between 20 and 44 dwelling units per acre (CP 2.1-2(k-p)). Providing more opportunities for new homes near high-frequency transit is a key strategy to furthering the City's climate goals. The Specific Plan has the following land use designations (Section 2.2):

- *Residential Mixed-Use Designation* - provide for a mix of community-serving commercial and retail uses of moderate intensity and scale and attached residential uses between 30 and 62 dwelling units per acre (du/ac). Approximately 27 acres within the Specific Plan Area would be designated Residential Mixed-Use.
- *Residential Designations* – provides for a range of homes from detached to attached. Approximately 186 acres within the Specific Plan Area would be designated Residential.
 - Medium-High Residential (20 to 44 du/ac)
 - Medium Residential (15 to 29 du/ac)
 - Medium Low Residential (8 to 22 du/ac)
- *School* – provides for a primary site and an optional secondary site for the development of school facilities. Approximately 6 acres would be designated for School use, with an additional 9 acres that may be used for a school, depending on future needs within the Specific Plan Area.
- *Park* – provides for two park sites. Approximately 17 acres would be designated for Park use within the Specific Plan Area.
- *Open Space* – provides for natural and revegetated slopes that can include trails. Approximately 200 acres would be designated for open space within the Specific Plan Area.

2. Urban Design

The Specific Plan proposes urban design and streetscape policies that focus on site and building design to create a village identity and a sense of place to contribute to the pedestrian experience. The design policies would address the arrangement and design of buildings, features within the public and private space, and landscape within sites and neighborhoods. The policies address the design of the village core, residential neighborhoods, streetscape, and public space areas. The policies discuss and illustrate block sizes and form, massing, and articulation of buildings to ensure that buildings are compatible with one another (CP 2.1-2(q-r)). The Specific Plan would provide a street tree list and palette for each street type to create an attractive and cohesive community identity (CP 2.1-2(s)).

a. Village Core

The Specific Plan envisions the Village Core with a mix of local-serving retail, services, offices, and civic and public space uses. The Village Core would be located within walking distance of higher-density homes. The Specific Plan also envisions the Village Core as the

focal point for pedestrian, bicycle, and transit travel, connecting residential neighborhoods, open space, and recreation amenities via the sidewalks, trails, and bike facilities. The design policies would focus on creating a pedestrian-friendly streetscape and sidewalk design, pedestrian crossing treatments, wayfinding, and other enhancements to create a strong sense of place. The policies would also address placemaking and wayfinding elements, including architectural design, street frontage, arrival features, thematic lighting and landscaping, street furniture, and enhanced paving.

b. Residential Neighborhoods

The Specific Plan proposes residential neighborhood policies that would help to inform the design of residential development in the Southwest Village neighborhoods. These policies encourage a pedestrian scale focused on public space while providing flexibility to allow variety and enable adaptation. The Specific Plan would provide the opportunity for a variety of home types. It would include small lot single-family homes, townhomes, and multifamily homes.

c. Streetscape and Public Space

The Specific Plan proposes streetscape and public space policies that support a pedestrian environment with landscaping and pedestrian features.

3. Mobility

The Specific Plan focuses on planning for a safe, reliable, and integrated transportation system that provides sustainable mobility options for users of all ages and abilities to travel within the Specific Plan area and connections to the Otay Mesa and San Ysidro. The Specific Plan area would have a mobility network accessible to people who walk, bike, take transit, and use a car. The Specific Plan envisions a network of complete streets with bike routes and paths, sidewalks, trails, and paseos, which would provide connections between proposed residential neighborhoods, the Village Core, schools, parks, and transit. The mobility network is designed to serve future development in the Southwest Village while responding to natural changes in elevation and respecting the neighborhood's open space areas.

This Specific Plan identifies a mobility network of smaller public streets and private drives that would provide access to and within neighborhoods. The Specific Plan's mobility network would integrate the planned regional transportation network in the General Plan and Otay Mesa Community Plan, and SANDAG's Regional Plan. The Community Plan currently identifies a Future Rapid Transit Route along Caliente Avenue and Beyer Boulevard, including a potential Bus Rapid Transit/Rapid Transit stop near their intersection. However, the 2025 SANDAG Regional Plan does not identify either a future rapid transit route or a bus rapid transit stop along Caliente Avenue or Beyer Boulevard. The City will continue coordinating with SANDAG to pursue transit connections consistent with both the community plan and the Specific Plan in future Regional Plan updates.

Building on this framework, the Specific Plan includes a potential future transit stop at Caliente Avenue and Beyer Boulevard as a key component of the Village Core's planned mobility hub. This hub is designed to support the community plan's multimodal vision by enhancing access to the regional transit network and improving mobility within Southwest Village. The broader mobility network reinforces the Village Core's urban form, pedestrian-oriented street grid, and

planned land use pattern, encouraging walking, biking, and transit use. By expanding multimodal travel options and reducing reliance on single-occupant vehicle trips, the mobility strategy would help lower vehicle miles traveled and per capita greenhouse gas emissions, advancing the sustainability goals of the General Plan and the Climate Action Plan.

The Specific Plan would provide a complete circulation system with a grid-like pattern for pedestrians, bicyclists, transit users, and motorists. The Specific Plan would provide a pedestrian-scaled walkable block pattern. The proposed perimeter of block sizes along local and collector streets is 1,800 feet. The Specific Plan would contain an interconnected bicycle and pedestrian network that links the Village Core, residential areas, parks, schools, and the perimeter trail (CP 2.1-2(c-e)).

a. Street Classifications

The mobility network provides key connections to support walking, biking, transit, and vehicular transportation throughout the Specific Plan area. The mobility network includes a system of street types that provide access throughout the Specific Plan area and connect the mixed-use Village Core, neighborhood school, neighborhood park, and are designed to ensure that high volumes of pedestrians and bicyclists can move efficiently, encouraging residents to walk and bike to village destinations. Street design standards for each classification are based on the City's Street Design Manual, with specific modifications from these standards noted where applicable.

The mobility network in the Specific Plan area is organized in a grid connected to two key streets, with Caliente Avenue offering north-south access to the center of the Otay Mesa community and Beyer Boulevard providing east-west access to the adjacent San Ysidro community (Specific Plan, Section 4.2). These streets would provide facilities for pedestrians, bicyclists, public transit, and drivers. They were designed with respect to the topography and the location of conserved open space within the Specific Plan and provide linkages to the larger Otay Mesa Community. Central Avenue would act as the main street and include wide sidewalks, on-street parking, and street furniture to encourage strolling between shops. The Community Plan roadway classifications would be amended for both Caliente Avenue and Beyer Boulevard to be consistent with the proposed Specific Plan.

i. *Caliente Avenue*

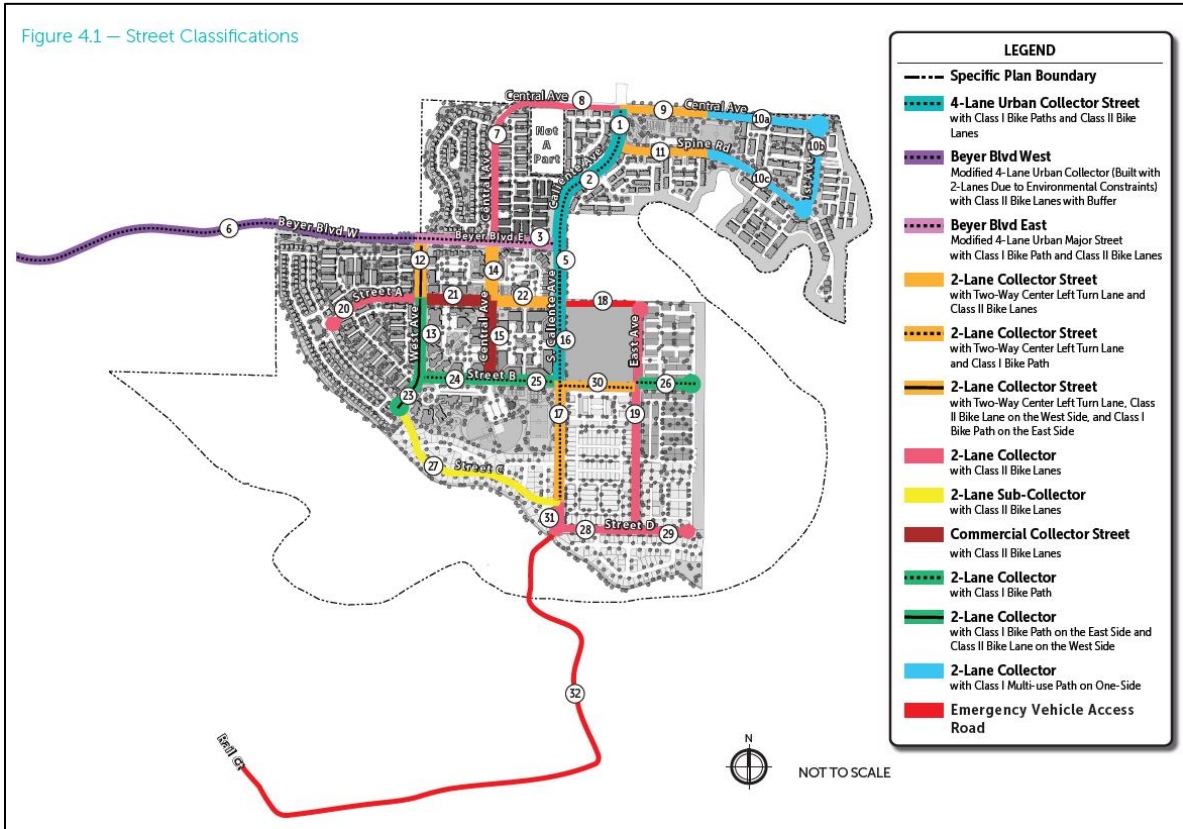
South of the proposed Central Avenue, Caliente Avenue would be redesignated from a 6-lane Major Arterial to a 4-lane Urban Collector. South of the proposed Beyer Boulevard, Caliente Avenue would be redesignated from a 4-lane Major to a 4-lane Urban Collector through its intersection with the proposed Street B. From Street B to Street C, the Specific Plan identifies Caliente Avenue as a 2-lane Collector with a two-way left-turn lane. South of Street C, the Community Plan already classifies Caliente Avenue as a 2-lane Collector, including its southwest extension to its terminus; the Specific Plan retains this designation.

ii. *Beyer Boulevard*

Between Caliente Avenue and the proposed West Avenue, Beyer Boulevard East would be designated a 4-lane Urban Major. West of West Avenue, Beyer Boulevard would be designated a modified 4-lane Urban Collector with two lanes due to environmental

constraints of the proposed alignment, which would connect with San Ysidro. This segment would also include a non-contiguous sidewalk on the south side only due to environmental constraints.

Specific Plan Figure 4.1: Street Classifications



b. Bicycle Network (Chapter 4.3)

The proposed bicycle network would connect residential neighborhoods to the Village Core, schools, parks, and transit. All public streets would contain a bicycle facility consistent with the General Plan, Otay Mesa Community Plan, and the Bicycle Master Plan. The proposed Specific Plan would provide a network of bikeways that help to improve safety. The bikeways would serve important destinations by using both cycle tracks and multi-use paths with separate bicycle facilities (GP ME-F.2). The Community Plan currently identifies a Class I bike path and a Class II bike lane along Caliente Avenue and Beyer Boulevard. The Specific Plan would amend the community plan Bicycle Network by replacing these existing designations with a Class I bike path and buffered Class II bike lanes on both sides of Caliente Avenue and along Beyer Boulevard between South Caliente Avenue and West Avenue. In addition, the Specific Plan proposes a buffered Class II bike lane along Beyer Boulevard east of West Avenue. The amendment would also introduce similar bicycle facilities within and around the Village Core to provide continuous and enhanced north-south and east-west bicycle connections throughout Southwest Village.

c. Network

Southwest Village would include a network of sidewalks, paseos, and trails organized around the grid network of public streets (Section 4.4). A non-contiguous sidewalk would be included on both sides of all public streets, except along Beyer Blvd West, due to environmental constraints. A perimeter trail would provide access along the edge of the village and the adjacent open space. Sidewalks would be a minimum of five feet in width. Paseos would also be located where opportunities exist to enhance connectivity in Southwest Village.

4. Parks

The Specific Plan identifies a variety of parks that would provide passive and active recreation opportunities throughout the village, including two neighborhood parks, mini-parks, pocket parks, paseos (linear parks), and plazas consistent with the Parks Master Plan to provide up to 35 acres of park space. The Specific Plan contains a framework for parks and public spaces. The Specific Plan proposes the two neighborhood parks as City public parks. The smaller pocket parks, mini-parks, plazas, and trails would be privately owned and maintained with a recreation easement to allow for public use. The Specific Plan recommends locating parks within each planning area. It defers to subsequent development approvals for each planning area to ensure that qualifying parks are provided concurrently with each phase of development, consistent with the General Plan and Parks Master Plan. It also provides the opportunity for joint use of school recreation facilities. The Community Plan Community Facilities, Figure 6-1, would be amended to identify the location of the two neighborhood parks proposed by the Specific Plan. Community Plan Figure 7-1, Otay Mesa Park Acreage Summary Table, would also be updated to reflect the total units, total population, and park acreage planned for by the Specific Plan.

The Specific Plan would provide an interconnected system of pedestrian paths, sidewalks, paseos, and trails connected to parks, residential neighborhoods, open space areas, schools, and the Village Core (Chapter 5). The parks would be linked to the Village Core and surrounding neighborhoods to increase connectivity and enhance a sense of community. The Specific Plan identifies a location for a future school located adjacent to a neighborhood park in the Village Core. This would create an activity center for the adjacent residential neighborhoods. The perimeter of the Specific Plan would have a trail, which would provide public views and vistas of canyons and other natural/topographic features throughout the Specific Plan area. The Specific Plan identifies conceptual trail alignments within open space areas. The final trail alignments would be analyzed and determined with project-specific proposals (CP 2.1-2(f-g)).

a. Recreation Amenities

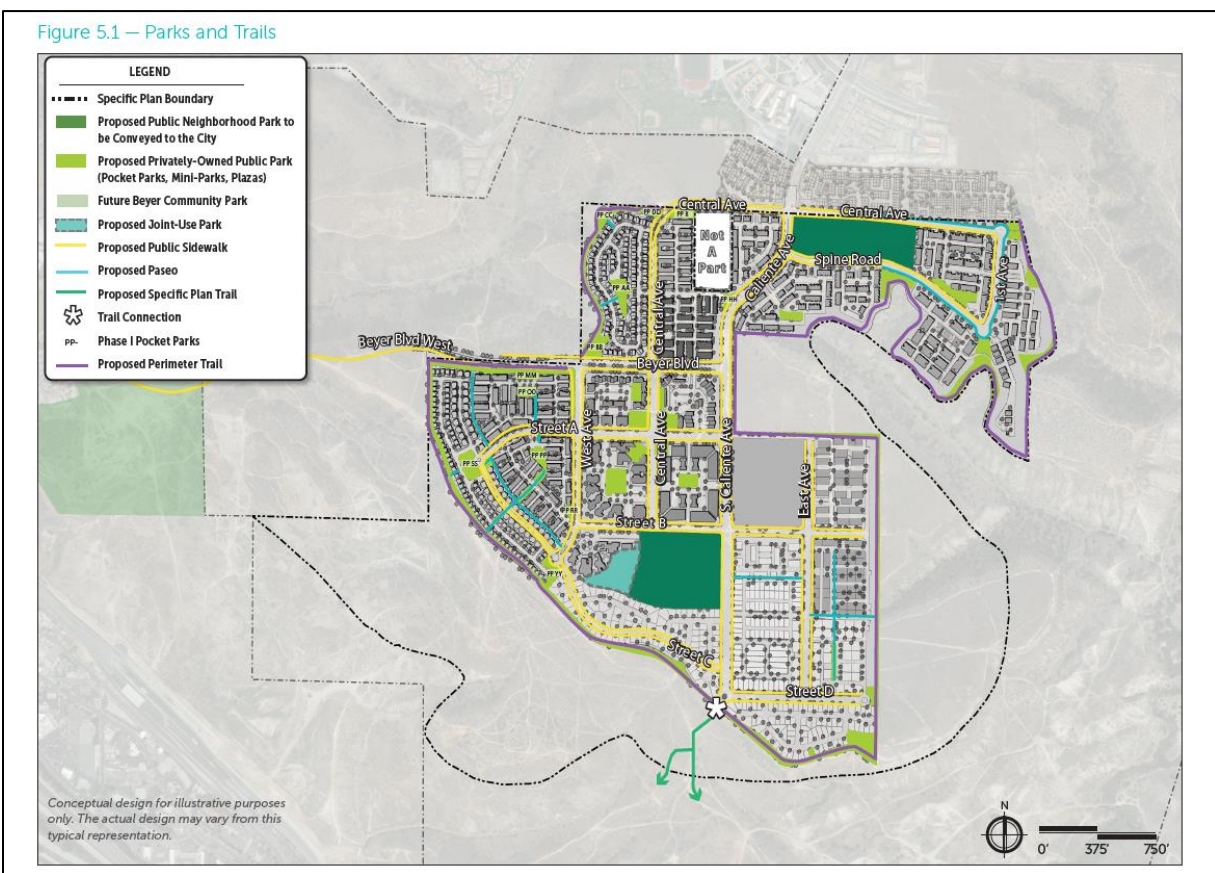
Future development would be required to provide recreation amenities consistent with the recreational value-based standard in the General Plan. The value-based recreation requirement is based on a scoring of recreation amenities, space for programmed activities, connectivity to the mobility network, and other factors. Each park amenity enhancement has an identified point value according to the scale, recreational and social value, and connectivity to the mobility network. Each planning area would be held to a minimum number of points established with a rate of 100 points per 1,000 people.

b. Neighborhood Parks

The Specific Plan identifies the following two neighborhood parks:

- A proposed 9-acre neighborhood park in Planning Area 17 would be adjacent to the school site on Planning Area 16 to the west and the Village Core to the north. The Specific Plan identifies potential recreation amenities such as ballfields and internal pathway connections, and could be a joint-use facility for the adjacent school.
- A proposed 7-acre neighborhood park would be located within the northern portion of the development in Planning Area 2 and Planning Area 3. The Specific Plan identifies potential recreational amenities such as hardcourt areas and sports fields.

Specific Plan Figure 5.1: Parks and Trails



c. Open Space Trails

The Specific Plan identifies open space trails that would provide connections from Southwest Village to the surrounding Otay Mesa Community Plan trail system. The trails proposed in the Specific Plan would also amend the trail alignment included in the Otay Mesa Community Plan. All trails satisfying City park requirements would be available for use by the public with the recording of recreation easements. Community Plan Trails Map, Figure 7-1, would be amended to illustrate potential future trails consistent with the Specific Plan.

d. Recreation Centers and Aquatic Complexes

Recreation centers and aquatic complexes are not proposed within the Specific Plan area. Development applicants would be required to pay the recreation center and aquatic complex portion of the park development impact fees at building permit issuance. Development applications would be assessed a pro rata share of the development impact fees for the cost of a recreation center and aquatic complex.

5. Conservation

a. Resource Conservation

Approximately 200 acres, or 41 percent of the land included in the Specific Plan area, would be preserved as open space (Figure 5.22). The open space areas include existing and proposed lands identified for resource conservation within the Multi-Habitat Planning Area or the Vernal Pool Habitat Conservation Plan, as well as areas that are undevelopable due to steep slopes or landslide hazards. The Specific Plan would require a Multi-Habitat Planning Area boundary line adjustment to offset impacts to existing land within the Multi-Habitat Planning Area associated with the extension of Beyer Boulevard, from West Boulevard to Enright Drive, and impacts resulting from the development footprint of the Vesting Tentative Map. The proposed Multi-Habitat Planning Area boundary line adjustment is depicted in SEIR Figure 3-43.

The Specific Plan will also require a Major Amendment to the Vernal Pool Habitat Conservation Plan. The extension of Beyer Boulevard, from West Avenue to Enright Drive, will impact a portion of 100 percent conserved lands identified in the Vernal Pool Habitat Conservation Plan. Through extensive coordination between the United States Fish and Wildlife Service, California Department of Fish and Wildlife, and the City, a conservation strategy was developed to address the removal of 100 percent conserved lands within the Beyer Boulevard alignment.

The conservation strategy includes an equivalency analysis to evaluate the change in conservation levels and addresses the project impacts to vernal pools and the Multiple Species Conservation Program and Vernal Pool Habitat Conservation Plan covered plant and animal species. The proposed exchange of conserved lands includes the deletion of 100 percent conserved lands and replacement lands that would be added to the Multi-Habitat Planning Area in Planning Areas 23 and 29, as depicted in SEIR Figure 3-44. In all, deletions from the Multi-Habitat Planning Area and 100 percent conserved lands would total approximately 30 acres, while overall additions to the Multi-Habitat Planning Area would total approximately 44 acres, resulting in a net increase to the Multi-Habitat Planning Area of approximately 14 acres.

As discussed above, existing and proposed Multi-Habitat Planning Area lands are included in the open space areas identified as part of the Southwest Village Specific Plan. These open space areas are adjacent to existing conserved open space areas outside of the Specific Plan boundary. Lands that would be conserved as mitigation for the Project's impacts to sensitive biological resources and additional preservation lands associated with the proposed Vernal Pool Habitat Conservation Plan Major Amendment conservation strategy are also located adjacent to Specific Plan open space areas, resulting in an enlarged, contiguous expansion of conserved natural open space. All lands proposed for

conservation within and directly adjacent to the Specific Plan are depicted in SEIR Figure 5.4-9.

b. Village Transit Connectivity

The Specific Plan would help to support the General Plan and Climate Action Plan climate change goals by including pedestrian, bicycle, and transit infrastructure improvements to increase opportunities to walk/roll, bike, or take transit, and provide higher-density housing in a village area, consistent with the General Plan and Climate Action Plan.

c. Urban Forest

The Specific Plan would increase the overall tree canopy by providing continuous, regularly spaced tree canopies along existing and new streets, parks, and public spaces.

d. Stormwater

The Specific Plan includes policies calling for streets and public spaces to incorporate low-impact development features that capture, minimize, or prevent pollutants in urban runoff. These policies align with the General Plan as well as the Community Plan's Mobility and Conservation Element policies, which emphasize reducing stormwater and urban runoff.

6. Infrastructure

The Specific Plan identifies the water, wastewater, drainage, and stormwater quality, and other infrastructure required to support future development (Chapter 6). Utility infrastructure, such as water, stormwater, sewer, and electrical lines, would need to be extended from locations outside of the Specific Plan area and installed adjacent to the curb to ensure there is an adequate setback from the street trees that would be centrally located in the median. This would include improvements to existing water pump stations and two proposed wastewater lift stations. The Specific Plan would provide phasing requirements to ensure the timely provision of necessary public facilities to serve the proposed development. This would include phasing for parks and the construction of Beyer Boulevard to San Ysidro using a dwelling unit threshold (CP 2.1-2(t)).

7. Public Facilities

a. Public Schools

The Specific Plan identifies schools as critical public facilities, emphasizing coordination with the San Ysidro School District to determine the need for future school campuses. The Specific Plan includes two sites for schools, Planning Area 16 and Planning Area 7, with the primary school site in Planning Area 16 and an optional second school site in Planning Area 7, should the San Ysidro School District determine the need for a second school. Should the San Ysidro School District determine that a school is not needed in Planning Area 16, then a medium residential density land use shall apply in accordance with Southwest Village Specific Plan Supplemental Development Regulation – 21: Alternative Land Uses Allowed. The Specific Plan contains phasing thresholds for providing the San Ysidro School District the option to acquire the sites. Future developments would be required to pay school development impact fees to contribute to the development of school facilities. The Specific Plan also supports the use of joint-use opportunities that

make school fields and courts available for community recreation during non-school hours.

b. Fire/Emergency Services

The Specific Plan recognizes the importance of maintaining reliable fire and emergency services.

i. *Very High Fire Hazard Severity Zone*

The Specific Plan area is within the Very High Fire Hazard Severity Zone. The City has 11 brush fire apparatuses throughout the City, with the closest located at Fire Stations 29 ([198 W San Ysidro Blvd](#)) and 43 ([1590 La Media Road](#), San Diego, CA 92154). Three firefighting helicopters are also available at Montgomery Field for any brush fire responses. Emergency responses would also be supplemented by ambulance services.

ii. *Fire Station 49*

Fire Station 49 is planned approximately 0.75 miles north of the Specific Plan area, just west of Caliente Avenue on Otay Mesa Road. This fire station is within the Citywide Capital Improvement Program (S00784) and is partially funded. It would house an engine, aerial truck, ambulance, battalion chief, and personnel, improving service for the community and the Specific Plan area over the long term.

iii. *Emergency Access*

Future development within the Specific Plan area that includes more than 200 homes would be required to submit a Fire Plan demonstrating that there are two separate access points, and the access points would be placed at a distance not less than half of the maximum overall diagonal dimension of the planning area to be served. Beyer Boulevard would provide the primary east-west fire access to and from I-805 and the San Ysidro community. Caliente Avenue would provide the primary north-south fire access to and from SR-905. A secondary emergency vehicle access road would provide access from South Caliente Avenue and Street D to the south, southwest to Rail Court in San Ysidro along existing utility roads. It would be constructed with the first phase of the Specific Plan.

E. What is proposed to be amended in the General Plan and Otay Mesa Community Plan?

The General Plan and Otay Mesa Community Plan would be amended to ensure consistency with the Specific Plan. The General Plan and Community Plan amendments would specifically include the following changes:

1. *Land Use*

The land use figures in the General Plan and Community Plan, and text in the Community Plan, would be revised to reflect the adoption of the Specific Plan and the related land use designations. Community Plan Tables 2-2, 2-3, 2-5, 2-6, and 7-1 will be amended to be consistent with the Southwest Village Specific Plan.

2. *Mobility*

The Community Plan Mobility Element figures would be revised to reflect roadway network and bicycle classification changes:

- Caliente Avenue, between Beyer Boulevard East and Central Avenue, would be modified from a 6-Lane Major Arterial to a Modified 4-Lane Urban Collector (see Specific Plan Figure 3-6 Modified Cross-Section for 4-Lane Urban Collector with Class I Bike Path and Class II Bike).
- Beyer Boulevard West, between Enright Drive and West Avenue, would be modified from a 4-Lane Major to a Modified 4-Lane Urban Collector built with 2 lanes and Class II Bike Lanes.
- Beyer Boulevard East, between West Avenue and Caliente Avenue, would be modified from a 4-Lane Major to a Modified 4-Lane Urban Major Street with Class I Bike Path and Class II Bike Lanes
- The Community Plan Transit Route Map – Figure 3-1 would be amended to illustrate a Potential Future Planned Rapid Service Route.

3. *Urban Design*

- The Otay Mesa Gateway/View Corridor Opportunities – Figure 4-1 would be amended to update the location of view corridors and gateways with the Southwest Specific Plan Area.
- The Otay Mesa Community Facilities – Figure 6 – 1 would be amended to update the location of neighborhood parks and schools consistent with the Southwest Village Specific Plan

4. *Recreation*

The Community Plan Trails - Figure 7-1 would be amended to identify both potential future trails and trail connections. The Community Plan - Table 7-1 would be amended to reflect updated total dwelling units, total population, and total park acreage consistent with the Specific Plan

5. *Conservation*

The Community Plan Environmentally Sensitive Lands – Figure 8-2 and MHPA/Open Space – Figure 8-3 would be amended to reflect revisions to the Multi-Habitat Planning Area and planned Open Space within the Southwest Village Specific Plan Area.

F. How would the Specific Plan be implemented?

The Specific Plan provides a framework for the future development of the Southwest Village for decision-makers, staff, property owners, and community members. Implementation of the Specific Plan would occur through subsequent development permits and approvals by the City to ensure that development is consistent with the Specific Plan, the Land Development Code, and other applicable requirements. Key implementation actions include private investment through development consistent with the base zones, overlay zones, and development regulations in the Land Development Code; public facilities included in the citywide Capital Improvement Program that are funded in part through impact fees; and other sources of investment such as regional transportation improvements, districts, and programs for enhanced facilities and maintenance.

1. Base Zones

The Specific Plan area would be rezoned to implement the Specific Plan. Properties that are partially within the Specific Plan area would also be rezoned. In total, approximately 890.9

acres would be rezoned as shown in Table 3. The draft rezone map shows the base zones proposed for the Southwest Village, which would implement the land uses in the Specific Plan Land Use Plan and Development Summary Table. The following are the base zones used to implement the Specific Plan land uses:

a. Residential Mixed Use

The residential mixed-use RMX-1 zone would be used to implement the residential mixed-use land use designation of 30 to 62 dwelling units per acre. The RMX-1 zone is intended to accommodate residential development as the primary use and allow for a secondary use that is either residential or non-residential. Approximately 40 acres would be rezoned RMX-1 within the Specific Plan area.

b. Medium-High Density Residential

The RM-3-7 residential zone would be used to implement the medium-high density residential land use designations of 20 to 44 dwelling units per acre. The RM-3-7 zone permits medium-density multiple dwelling units, with a maximum density of 1 dwelling unit for every 1,000 square feet of lot area. Approximately 9.8 acres would be rezoned RM-3-7 within the Specific Plan area.

c. Medium Density Residential

The RM-2-5 residential zone would be used to implement the medium-density residential land use designations at 15 to 29 dwelling units per acre. The RM-2-5 zone permits medium-density multiple dwelling units, with a maximum density of 1 dwelling unit for every 1,500 square feet of lot area. Approximately 119.1 acres would be rezoned RM-2-5 within the Specific Plan area.

d. Medium-Low Density Residential

The RM-1-3 residential zone would be used to implement the medium-density residential land use designations at 8 to 22 dwelling units per acre. The RM-1-3 zone permits medium-density multiple dwelling units, with a maximum density of 1 dwelling unit for every 2,000 square feet of lot area. Approximately 93.7 acres would be rezoned RM-1-3 within the Specific Plan area.

e. Schools

The RM-2-5 residential zone would be used to implement the school land use designations in Planning Area 16 and the secondary school location in Planning Area 7. Schools are an allowed use by the RM 2-5 zone.

f. Parks

- The OP-1-1 park zone would be used to implement the park land use designation within Planning Areas 3 and 17. Approximately 16.4 acres would be rezoned OP-1-1 within the Specific Plan area.
- The existing AR-1-1 zone would be used to implement the park land use designation within Planning Area 2, which contains multiple properties. Approximately 7.1 acres would remain AR-1-1 within the Specific Plan area.

g. Open Space

- Currently, all properties within the Specific Plan area are zoned Agricultural-Residential (AR-1-1), which allows primarily for agricultural uses, but also permits one dwelling unit per legal lot as specified in SDMC Sections 131.0303(a) and 131.0331.
- The OR-1-2 open space zone would be used to implement the open space designation for privately owned property that is fully designated as open space, which would be rezoned from AR-1-1 to OR-1-2. The OR-1-2 zone allows for 1 home per lot. This is the same allowed density as the existing AR-1-1 zone. It would also be applied to Planning Area 30 with the proposed pump station location. The OR-1-2 is designed to preserve open space and environmentally sensitive lands while still permitting limited development, such as single-family residences. Approximately 160.8 acres would be rezoned OP-1-1 within the Specific Plan area.
- The OC-1-1 zone would be used to implement the open space land use designations on properties that currently have a conservation easement or properties owned by the applicant that are proposed to be conserved as part of the Specific Plan, which would be rezoned from AR-1-1 to OC-1-1. Approximately 444 acres would be rezoned to OC-1-1.
- Properties that are partially designated as open space in the Otay Mesa Community Plan that are partly within the Specific Plan area would be rezoned from AR-1-1 to either OR-1-2 for privately owned properties or OC-1-1 for properties that currently have a conservation easement or properties owned by the applicant that are proposed to be conserved as part of the Specific Plan.

Table 3: Rezone

Current Zone	Proposed Zone	Acres	Percent
AR-1-1	RMX-1	40.0	4.5%
AR-1-1	RM-3-7	9.8	1.1%
AR-1-1	RM-2-5	119.1	13.4%
AR-1-1	RM-1-3	93.7	10.5%
AR-1-1	OR-1-2	160.8	18.0%
AR-1-1	OP-1-1	16.4	1.8%
AR-1-1	OC-1-1	444.0	49.8%
AR-1-1	No Change	7.1	0.8%
<i>Total</i>		<i>890.9</i>	<i>100.0%</i>

2. Supplemental Development Regulations

The Specific Plan contains Supplemental Development Regulations in the Implementation Chapter that are in addition to or modify the regulations in the San Diego Municipal Code. The Supplemental Development Regulations apply to development within the Specific Plan area and include, but are not limited to, building setbacks, structure height, mixed-use development, grading, walls and fences, brush management, trails, transportation facilities, allowable alternative land uses, wildlife crossings, and recreation requirements.

3. Phasing Program

The implementation of the Specific Plan would require the construction of new infrastructure and facilities, as well as improvements to existing infrastructure and facilities. Improvements would be necessary to the circulation network, drainage facilities, utilities, and other infrastructure. These improvements would be phased according to the associated planning area(s) being developed. The Specific Plan contains a phasing summary that provides the targeted land use assumptions in chronological order; it does not dictate the exact sequence in which development projects may occur. As part of the first phase, the applicant has submitted a vesting tentative map for the construction of 920 homes, which includes 92 affordable homes.

4. Development Impact Fees and Public Improvements

The development is subject to Development Impact Fees in accordance with Chapter 14, Article 2, Division 6. The applicant may construct on-site improvements instead of paying a portion of the Citywide Development Impact Fees for parks. For eligible public improvements constructed by the applicant, the applicant may enter into a reimbursement agreement for improvements eligible for Community-specific or Citywide Development Impact Fees, subject to review and approval by the City Council.

Additionally, certain public improvements constructed as part of the project may be eligible for funding or reimbursement through the City's Enhanced Infrastructure Financing District (EIFD), subject to the availability of funds and EIFD governing board approval.

G. Would property within the Open Space areas be able to be developed?

Open space properties located in Planning Areas 23, 28, and 29 include privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the OR-1-2 zoning designation. Planning Areas 23, 28, and 29 would also be designated open space in the Specific Plan and would be zoned OR-1-2. All properties zoned OR-1-2 within the Specific Plan area would be permitted to develop one dwelling unit per parcel, and any such dwelling unit would be subject to the maximum dwelling unit cap of 5,130 dwelling units allowed under the Specific Plan. Development is limited to 25 percent of the lot. Within the OR-1-2 zone, an exception to the permitted residential density of one single dwelling unit per lot may be requested as a rural cluster development through a Planned Development Permit in accordance with SDMC section 131.0240(b).

H. How would Beyer Boulevard be implemented?

Beyer Boulevard is a planned roadway in the Otay Mesa Community Plan, San Ysidro Community Plan, and the General Plan Mobility Element that would be implemented by the Specific Plan. The Specific Plan would require the construction of Beyer Boulevard from the Southwest Village Specific Plan area to San Ysidro prior to the 700th dwelling unit in Phase 1. The Beyer Boulevard West extension would accommodate traffic generated by development in the Specific Plan area and improve fire and emergency access. The Specific Plan mobility network integrates the planned regional transportation system described in the General Plan, the Otay Mesa Community Plan, the San Ysidro Community Plan, and SANDAG's Regional Plan. The construction of this segment of Beyer Boulevard would require future discretionary approvals, including:

- Acquisition of property interests by the City for the construction of Beyer Boulevard

through two parcels with California Department of Fish and Wildlife conservation easements, a conserved parcel owned by the County, and a privately owned parcel.

- Replacement easements granted to the County and California Department of Fish and Wildlife, and approval by the Wildlife Conservation Board.
- A Vernal Pool Habitat Conservation Plan Major Amendment and Endangered Species Act permit amendment, which would include a National Environmental Policy Act document and require approval of the City and U.S. Fish and Wildlife Service.
- An endowment from Tri Pointe Homes to the City for any land proposed for dedication in fee title or long-term management and monitoring responsibilities.

The Specific Plan's proposed provision of the Beyer Boulevard West extension before the 700th dwelling unit is based on SANDAG's regional travel model trip distribution for Phase 1 and addresses the Specific Plan's objective to plan for infrastructure improvements concurrent with development. Additionally, Section 7.12 of the Specific Plan provides for flexibility in phasing, indicating that flexibility in sequencing is allowed without constituting an amendment to the Plan if adequate infrastructure is provided. The phasing is a current estimate that can change due to the unknown timing of when other property owners within the Specific Plan area would initiate their own development process.

Therefore, future development would be subject to discretionary review at the project level for consistency with the Specific Plan phasing and would be required to complete the Specific Plan on-site and off-site improvements needed to support their development per future project-specific studies. Changes in phasing by other applicants and future discretionary developments within the Specific Plan would be required to comply with the City's Transportation Study Manual requirements, and, if applicable, prepare a project-level local mobility analysis to address access in accordance with City requirements. In addition, future developments within the Specific Plan area would be required to demonstrate adequate infrastructure, including mobility and emergency access, in accordance with the Municipal Code, California Building Code, and the California Fire Code requirements.

I. How does the Specific Plan Affirmatively Further Fair Housing?

State law (Government Code Section 8899.50) requires all cities to affirmatively further fair housing, meaning that the City needs to take proactive steps to expand access to opportunity and overcome Citywide historic patterns of segregation. The goal is to ensure that people of all incomes and backgrounds have access to quality housing near jobs, schools, and services across the city. The California Tax Credit Allocation Committee prepares and updates opportunity area maps, which measure access to schools, employment, and environmental health. The opportunity area designations are one of many factors the City considers when planning for additional housing, alongside transit access, community services, environmental conditions, and economic feasibility.

The Specific Plan area, although undeveloped, is located within a low-resource opportunity area, as identified on the California Tax Credit Allocation Committee's 2026 Opportunity Area Map. A portion of the census tract is within the San Ysidro Community Plan area, which represents a

majority of the housing and demographic data used to determine the resource area. The Specific Plan would provide additional opportunities for homes and jobs in areas with better access to transit and services, which aligns with the General Plan's goals for sustainable and equitable growth. The Specific Plan would provide a variety of residential densities to increase the number of possible home types, sizes, and affordability levels within all resource opportunity areas.

The Specific Plan would allow for a similar number of homes identified in the Otay Mesa Community Plan. The Specific Plan would provide opportunities for a broad range of home types to accommodate various family types, household sizes and composition, homeownership, and income levels. The Specific Plan would further the policies in the General Plan's Housing Element goals and affirmatively furthers fair housing by encouraging new homes for people of all incomes with access to services, resources, and jobs located near transit.

Additionally, the City's commitment to affirmatively furthering fair housing is not limited to the adoption of land use plans. For example, additional Citywide initiatives planning efforts underway look beyond community plans to further fair housing by identifying opportunities to further increase housing capacity in the City's single-family zones, expanding opportunities and affordability across all neighborhoods in appropriate locations.

It is important to note that there is no legal requirement for the adoption of a land use plan to ensure that any specific percentage of future affordable housing would be in any particular opportunity area. Affirmatively furthering fair housing is of the utmost importance and generally involves identifying opportunities for affordable housing in all communities across the City (affordable homes for people to live in a community of their choice), as well as identifying opportunities for infrastructure investments in lower opportunity areas (improving quality of life and opportunity in lower opportunity areas).

As part of a recent settlement agreement, the City will continue to monitor home production in the Annual Report on Homes, which specifically identifies affordable home production by opportunity area. If the City has not demonstrated substantial progress in permitting at least 70 percent of affordable homes in moderate, high, and highest opportunity areas by 2028, then the City will re-evaluate its policies and develop a plan to continue to identify more opportunities for affordable housing in moderate, high, and highest opportunity areas. As of the 2025 Annual Report on Homes, 58 percent of affordable housing was permitted in moderate, high, and highest opportunity areas in calendar year 2024. It is important to understand that this is a Citywide issue, and not one that translates to any specific allocation of density across opportunity areas within every community plan.

J. Would the Specific Plan be in conformance with the Housing Crisis Act of 2019?

With limited exceptions, Government Code section 66300, enacted in Senate Bill 330, the Housing Crisis Act of 2019, prohibits a city from enacting a development policy, standard, or condition with respect to land where housing is an allowable use, that would have the effect of changing the land use designation or zoning of a parcel or parcels to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the land use designation and zoning ordinances of the city in effect on January 1, 2018.

The 2014 Otay Mesa Community Plan's neighborhood village land use designation estimated the

Southwest Specific Plan Area with potential for up to 5,880 homes. The Southwest Village Specific Plan land use designation would remain neighborhood village, consistent with the Community Plan. However, the Specific Plan's developable area would be smaller than identified in the Community Plan and would limit residential development to 5,130 homes due to open space, vernal pool, habitat, and landslide constraints, and open space biological mitigation necessary to comply with the California Environmental Quality Act.

Government Code Section 66300 includes limited exceptions, including subsection (e)(4), applicable here, which provides that Government Code Section 66300 shall not apply to a housing development project located within a very high fire hazard severity zone that is not a state responsibility area. The entire Specific Plan area is within the Very High Fire Hazard Severity Zone and a local responsibility area. Therefore, the provision excepting a housing development project located in a Very High Fire Hazard Severity Zone from Section 66300's land use intensity reduction prohibition applies. The Specific Plan is in conformance with Government Code Section 66300.

K. How is the Specific Plan area affected by the Brown Field Municipal Airport and Naval Auxiliary Landing Field Imperial Beach?

Properties within the Specific Plan area may be subject to some of the annoyances or inconveniences associated with proximity to airport operations, which can include noise, vibration, or odors. A formal overflight disclosure statement would be recorded in each property's chain of title to inform current and prospective property owners about the potential airport-related effects. The Specific Plan, community plan amendment, and the rezone would be consistent with the Airport Land Use Compatibility Plans for Brown Field and Naval Outlying Land Field Imperial Beach as implemented by the Airport Land Use Compatibility Overlay Zone.

L. What Community Engagement has been conducted during the Specific Plan Process?

Engagement began with the formation of the Southwest Village Subcommittee in 2018 by the Otay Mesa Community Planning Group. The Subcommittee consisted of five community members. Between 2018 and 2020, the subcommittee held 18 meetings and provided opportunities for key stakeholders, interested members of the public, and community organizations to learn more about the proposed Southwest Village Specific Plan, share insights, and provide feedback. Between May 2018 and December 2019, 15 Subcommittee meetings were held to address the following topics: land use, housing and density, design and placemaking, commercial and the Village Core, parks and public spaces, schools, connectivity and mobility, utilities and resources, and implementation. On January 15, 2020, the Southwest Village Subcommittee provided a unanimous recommendation of approval of the draft Southwest Village Specific Plan. On June 18, 2025, the Otay Mesa Community Planning Group provided a recommendation of approval for the Southwest Village Specific Plan.

M. How has the feedback from the Planning Commission Workshop been incorporated into the Specific Plan?

On August 30, 2018, the Planning Commission held a workshop for the Southwest Village Specific Plan. During the workshop, the Planning Commission provided comprehensive feedback focused on optimizing land use and enhancing the public realm. The comments reflected a strong consensus that the plan should push for higher residential density and more creative housing solutions to maximize development potential and inclusionary housing opportunities.

Commissioners emphasized the need for a more user-friendly document that utilizes clear design guidelines to ensure high-quality placemaking. Key feedback received during the workshop included:

- *Housing*: Broad support for increasing total residential units and maximizing development potential; strong recommendations to shift away from low-density models in favor of more flexible, high-density, and affordable housing options.
- *Parks and Open Space*: Concerns regarding the size, maintenance, and programming of parks; suggestions for joint-use facilities with schools, better trail integration, and more creative park equivalencies.
- *Urban Design*: Support for form-based codes and unique development standards over the standard land development code; requests for better placemaking, art elements, and a focus on "street-grid" connectivity over cul-de-sacs.
- *Infrastructure and Sustainability*: Emphasis on integrating green infrastructure such as bio-retention basins, reclaimed water systems, and expanded tree canopies; concerns regarding utility placement and wireless facility locations.
- *Mobility and Safety*: Requests for improved bike path connectivity and pedestrian paseos; significant concerns regarding wildfire risk and the necessity of connecting Beyer Boulevard for emergency access and phasing.
- *Document Clarity*: Consistent feedback that the draft plan should be user-friendly or easily readable, with a need for more prescriptive language.

The Southwest Village Specific Plan has been refined to respond to this feedback by incorporating a more intensive land-use framework. The updated draft reflects a shift toward higher densities within the Village Core residential targets and details public realm requirements, ensuring the plan aligns with the City's goals for transit-priority development and sustainable growth. It builds upon the initial concepts presented to the Planning Commission by strengthening policy language and including Supplemental Development Regulations, refining the mobility network for better connectivity, and ensuring that infrastructure and park amenities are integrated more creatively.

N. What changes have been made since the release of the Draft of the Specific Plan (April 2025)?

After the circulation of the Draft Subsequent Environmental Impact Report (SEIR) for public review, the draft Specific Plan was updated to include clarifications and minor modifications to the policies to implement the Specific Plan, which included the following ([Attachment #15](#)):

- Minor modifications to planning area acreages for Planning Areas 1-5, 7, 8, 11-14, 18-23, and 25-30, and to park acreages based on updated mapping associated with the proposed rezoning.
- Minor update to the dwelling units per planning area for Planning Areas 1 and 21 to ensure the stated dwelling units are consistent with the designated density range. This change resulted in an even swap of 40 dwelling units from Planning Area 1 to Planning Area 21. The overall maximum dwelling unit total of 5,130 dwelling units remains the same.
- For clarity, organizing regulatory language that was previously in the individual chapters of the draft Specific Plan was placed into Chapter 7, Implementation & Administration, including the Supplemental Development Regulations.

- Minor edits were included to clarify phasing for consistency with the planning area acreage refinements and dwelling units for the Planning Areas.

O. What additional approvals are being processed with the Specific Plan?

Due to process consolidation, all actions are processed concurrently as process 5 approvals. Development of the proposed project requires:

- Process 5 Land Use Plan Amendment per Municipal Code Section 122.0105 for the amendment to the Otay Mesa Community Plan, including the removal of the Community Plan Implementation Overlay Zone – Type B (CPIOZ-B) from the Specific Plan area and the adoption of the Southwest Village Specific Plan that provides the policies and supplemental development regulations for the Specific Plan area. A General Plan amendment is included since the Community Plan is a part of the General Plan Land Use Element (Attachment #9); and
- Process 5 Rezone per Municipal Code Section 123.0105 to rezone the site from AR-1-1 to RMX-1, RM-3-7, RM-2-5, OR-1-2, OC-1-1, and OP-1-1 to provide distinct development regulations that encourage a mix of uses, with a focus on residential uses and open space conservation (Attachment #12); and
- Process 5 Ordinance authorizing the opening and maintenance of a street over, through, and across a portion of dedicated City parkland under San Diego Charter Section 55; and Process 5 Resolution authorizing the opening and maintenance of a street over, through, and across a portion of designated City parkland and approving the nonconflicting, nonrecreational use under Council Policy 700-17; and
- Process 5 Resolution accepting an endowment from the Applicant, Tri Pointe Homes, for the long-term management and monitoring of all habitat mitigation areas; and
- Process 4 Site Development Permit per Municipal Code Sections 126.0502 for Deviations from the Environmentally Sensitive Lands Wetland Regulations and Historical Resources Regulations for Important Archaeological Sites and Traditional Cultural Properties (Attachment #3 and #4); and
- Process 3 Vesting Tentative Map per Municipal Code Section 125.0430 to subdivide the property into 7 numbered lots, 1 remainder parcel, and 5 lettered lots for the development of 920 multiple dwelling (condominiums) units, including 92 affordable units as shown on Table 4 (Attachment #5, #6, and #21).

Table 4: *Vested Tentative Map No. PMT- 2188969 Development Summary:*

PLANNING AREAS	DWELLING UNITS	NO. OF RESIDENTIAL BUILDINGS
*8	185	21
9	95	13
10	130	96
11	168	29
12	76	56
13	170	29
14	96	70
TOTALS	920	-

**NOTE: Planning Area 8 would include a minimum of 92 affordable dwelling units.*

P. How does the Specific Plan align with the City Strategic Plan Goal and Objectives?

The Southwest Village Specific Plan aligns with all the Strategic Plan Priority Areas:

- Create Homes for All of Us by focusing opportunities for housing within mixed-use and residential areas;
- Protect & Enrich Every Neighborhood through identifying opportunities for public spaces and pocket parks, trails, and joint use facilities, and providing guidance for the future identification and preservation of historical resources and districts that embody architectural and cultural history;
- Advance Mobility & Infrastructure by promoting opportunities for mobility infrastructure that improve walking, rolling, biking, and transit connections;
- Champion Sustainability by promoting opportunities for urban greening and street trees to address stormwater runoff and climate change, and protect canyons, open space, and sensitive habitat; and
- Foster Regional Prosperity by promoting employment uses as economic drivers connected to regional transit.

CONCLUSION

The Southwest Village Specific Plan would provide a forward-looking framework that balances growth and conservation. It would provide opportunities for up to 5,130 homes, 175,000 square feet of commercial and retail use, two schools, and park space. The Specific Plan envisions a walkable village community with an integrated mix of uses, a range of home types that could be served by future transit. It plans for residential neighborhoods, retail, school, and recreational uses around an interconnected grid-block development pattern through a comprehensive network of multi-modal streets and pedestrian linkages. It identifies where new housing and jobs can best support transit, how parks and open space can be expanded, and how mobility can evolve to reduce reliance on personal vehicles. It reflects years of engagement and aligns with citywide and regional goals. Therefore, City staff recommends that the Planning Commission recommend City Council approval of the Southwest Village Specific Plan, General Plan and Otay Mesa Community Plan amendments, a rezone map, a vesting tentative map for the first phase, and other associated actions.

ALTERNATIVES

1. Recommend the City Council CERTIFY Subsequent Environmental Impact Report (SEIR) No. PRJ-0614791/SCH No. 2004051076; ADOPT the CEQA Findings of Fact and Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, Amendments to the General Plan and Otay Mesa Community Plan (PMT-3339936), the Specific Plan, Rezone No. PMT-2188968; APPROVE Vesting Tentative Map No. PMT- 2188969, Site Development Permit No. PMT- 2188971 and MHPA BLA, Charter section 55 Road Improvement Ordinance, and Council Policy 700-17 Road Improvement Resolution, with modifications.

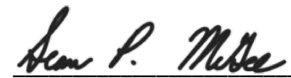
2. Recommend the City Council NOT CERTIFY Subsequent Environmental Impact Report (SEIR) No. PRJ-0614791/SCH No. 2004051076; NOT ADOPT the CEQA Findings of Fact and Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, Amendments to the General Plan and Otay Mesa Community Plan (PMT-3339936), the Specific Plan, and Rezone No. PMT-2188968; NOT APPROVE Vesting Tentative Map No. PMT- 2188969, Site Development Permit No. PMT- 2188971 and MHPA BLA, Charter section 55 Road Improvement Ordinance; and Council Policy 700-17 Road Improvement if the findings required to approve the project cannot be affirmed.

Respectfully submitted,


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Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Draft Site Development Permit with Conditions
4. Draft Site Development Permit Resolution with Findings
5. Draft Vesting Tentative Map Conditions
6. Draft Vesting Tentative Map Resolution with Findings
7. Draft Environmental Resolution with Findings, SOCs, and MMRP
8. Subsequent Environmental Impact Report ([Project No. 0614791 / SCH No. 2004051076](#))
9. General Plan and Community Plan Amendments Resolution
10. Draft General Plan Amendment Exhibit
11. Draft Community Plan Amendment Exhibit
12. Draft Rezone Ordinance
13. Exhibit "B": Rezone Map
14. Specific Plan Ordinance
15. [Southwest Village Specific Plan](#) – track changes version
16. [Southwest Village Specific Plan](#)– clean version
17. Draft Charter Section 55 Ordinance
18. Draft Council Policy 700-17 Resolution

19. Community Planning Group Recommendation
20. Ownership Disclosure Statement
21. Exhibit "A": Vesting Tentative Map