

RESOLUTION NUMBER R- **316245**

DATE OF FINAL PASSAGE **JUN 0 5 2025**

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING AN AMENDMENT TO THE GENERAL PLAN TO DESIGNATE A 5.58-ACRE SITE FROM RESIDENTIAL TO INDUSTRIAL EMPLOYMENT AND AN AMENDMENT TO THE OTAY MESA COMMUNITY PLAN TO DESIGNATE THE SITE FROM RESIDENTIAL MEDIUM TO LIGHT INDUSTRIAL AND FURTHER REGULATE THE DEVELOPMENT OF THE PROPERTY BY ADDING A COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE TO THE SITE.

RECITALS

The Council of the City of San Diego (Council) adopts this Resolution based on the following:

A. OnPoint Development, LLC, a California limited liability corporation, requested an amendment to the General Plan and the Otay Mesa Community Plan to redesignate a 5.58-acre site located southeast of the terminus of Vista Santo Domingo and Exposition Way and north and west of Innovative Drive, from Residential-Medium to Light Industrial and further regulate the development of the site by adding a Community Plan Implementation Overlay Zone to implement supplemental development regulations.

B. The action includes an amendment to the General Plan to redesignate the 5.58-acre site from Residential to Industrial Employment due to the Otay Mesa Community Plan being part of the Land Use Element of the General Plan.

C. The site is legally described as: Lot 1 of Ocean View Village, in the City of San Diego, County of San Diego, State of California, According to Map No. 16245, filed in the office of the County Recorder San Diego County on December 21, 2017 (Assessor Parcel Number (APN) 645-050-44-00).

D. On April 17, 2025, the Planning Commission of the City of San Diego found the proposed amendment consistent with the General Plan and Otay Mesa Community Plan and recommended Council approval of the project.

E. On June 3, 2025, the Council held a public hearing for the purpose of considering the proposed amendments to the General Plan and the Otay Mesa Community Plan. The Council considered the Planning Commission record and recommendation, as well as all maps, exhibits, and written documents contained in the file for the project on record in the City, and has considered the oral presentations given at the public hearing.

F. The Otay Mesa Community Plan serves as the long-range vision for land use, mobility, urban design, public facilities, safety and services, recreation, natural resources, historic and cultural resources, economic development within the Otay Mesa Community Planning Area. The amendments retain internal consistency with the Otay Mesa Community Plan and the General Plan and helps achieve long-term community and citywide goals.

G. The Office of the City Attorney prepared this Resolution based on the information provided by City staff (including information provided by affected third parties and verified by City staff), with the understanding that this information is complete and accurate.

ACTION ITEMS

Be it resolved by the Council of the City of San Diego:

1. The Council adopts the following findings pursuant to California Government Code Section 65863(b) for this Otay Mesa Community Plan and General Plan amendment.

CALIFORNIA GOVERNMENT CODE SECTION 65863(b) Findings

The project proposes a land use redesignation from Residential-Medium to Light Industrial and a rezone from the Residential Medium (RM-2-4) zone to the Industrial-Light (IL-1-1) zone and adds a Community Plan Implementation Overlay Zone to the site to further regulate future development of the site. The site was identified within the 2021 – 2029 Housing Element's Adequate Sites Inventory. Using the methodology employed by the Adequate Sites Inventory, the

site's net potential residential capacity is 234 moderate and above moderate-income homes. However, residential uses are incompatible with the Brown Field Airport Land Use Compatibility Plan at the site location due to noise levels that exceed 65 decibels. The proposed land use amendment and rezone would result in no "net loss" of residential capacity.

A. California Government Code Section 65863(b)(1) Written Findings:

1. The reduction is consistent with the adopted general plan, including the housing element.

The proposed amendment and rezone are consistent with the adopted General Plan by providing land capacity for base sector and related industries to sustain a strong economic base by adding more industrial designated land to the City. The proposed General Plan and Community Plan land use amendment and rezone are also consistent with the Land Use and Housing Element by proposing an industrial land use designation and zone that are compatible with the adopted Airport Land Use Compatibility Plan (ALUCP) for Brown Field since the existing residential land use designation and zone are an incompatible land use due to high noise levels. Residential is not permitted on the site due to the adopted ALUCP for Brown Field. To enhance the quality of life in the City, the Housing Element has an objective to protect public health and safety. The purpose of the ALUCP is to protect the health and safety of people and property near an airport. The General Plan Land Use Element has a goal to protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.

2. The remaining sites identified in the housing element are adequate to meet the requirements of California Government Code Section 65583.2 and to accommodate the City's share of the regional housing need pursuant to California Government Code Section 65584. This finding includes a quantification of the remaining unmet need for the City's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

The City's Regional Housing Need Allocation (RHNA) identifies the need for 108,036 homes which the City will need to permit between 2021-2029 to meet the RHNA allocation. Between 2020 and 2023, the first four years of the Sixth Housing Element Cycle, the City has permitted 25,692 homes (2024 Annual Report on Homes, pg. 31). To meet the RHNA allocation, the City will need to permit 82,344 homes by 2029 as shown in Table 1.

Table 1

Income Category	RHNA Allocation	Permitted Homes	RHNA Allocation Remaining
Very Low	27,549	2,128	25,421
Low	17,331	2,466	14,865
Moderate	19,319	285	19,034
Above	43,837	20,814	23,023

Income Category	RHNA Allocation	Permitted Homes	RHNA Allocation Remaining
Moderate			
Total	108,036	25,692	82,344

The Housing Element Adequate Sites Inventory identified sites with the potential for 174,678 homes. This includes sites with the potential for 102,487 homes for moderate and above moderate-income households, as shown in Table 2.

Table 2

Income Category	Net Potential Homes
Lower	72,191
Moderate and Above Moderate	102,487
Total	174,678

The proposed amendment and rezone are consistent with the adopted General Plan by providing land capacity for base sector and related industries to sustain a strong economic base by adding more industrial designated land to the City. The proposed General Plan and Community Plan land use amendment and rezone are also consistent with the Land Use and Housing Element by proposing an industrial land use designation and zone that are compatible with the adopted ALUCP for Brown Field since the existing residential land use designation and zone are an incompatible land use due to high noise levels. To enhance the quality of life in the City, the Housing Element has an objective to protect public health and safety. The purpose of the ALUCP is to protect the health and safety of people and property near an airport. The General Plan Land Use Element has a goal to protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.

B. California Government Code Section 65863(b)(2) Written Findings:

- 1. Remaining sites identified in the housing element are adequate to meet the requirements of California Government Code Section 65583.2 and to accommodate the City's share of the regional housing need pursuant to California Government Code Section 65584. This finding includes a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.**

The City's RHNA identifies the need for 108,036 homes which the City will need to permit between 2021-2029. Between 2020 and 2023, the City has permitted 25,692 homes. To meet the RHNA allocation, the City will need to permit 82,344 homes by 2029. The Housing Element Adequate Sites Inventory identified sites with the potential for 174,678 homes. This includes sites with the potential for 102,487 homes for moderate and above moderate-income households. The proposed land use plan amendment and rezone will reduce the Adequate Sites Inventory available from 102,487 to 102,253

homes for moderate and above moderate-income homes. The City will need to permit 42,057 moderate and above moderate homes to meet the RHNA allocation. The remaining sites identified in the Housing Element Adequate Sites Inventory are adequate to meet the City's share of the RHNA.

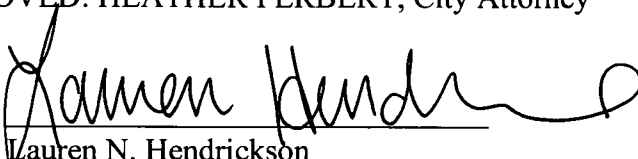
2. The above findings are supported by the minutes, maps, and exhibits, all of which are incorporated herein by this reference.

3. The Council adopts the amendment to the Otay Mesa Community Plan, a copy of which is on file in the office of the City Clerk, redesignating the site located southeast of the terminus of Vista Santo Domingo and Exposition Way and north and west of Innovative Drive from Residential-Medium to Light Industrial and adding a Community Plan Implementation Overlay Zone to the site to further regulating the development of the property.

4. The Council adopts the amendment to the General Plan, a copy of which is on file in the office of the City Clerk as Document No. RR - **316245**.

APPROVED: HEATHER FERBERT, City Attorney

By


Lauren N. Hendrickson
Deputy City Attorney

LNH:cm
May 6, 2025
Or.Dept: DSD
Doc. No. 4050152

ATTACHMENT: Otay Mesa Community Plan Amended Maps and Tables

I certify that the Council of the City of San Diego adopted this Resolution at a meeting held on
JUN 03 2025.

DIANA J.S. FUENTES
City Clerk

By Kyrshell Medina
(Deputy City Clerk)

Approved: 6/5/25
(date)

Todd Gloria
TODD GLORIA, Mayor

Vetoed: _____
(date)

TODD GLORIA, Mayor

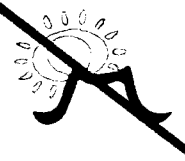
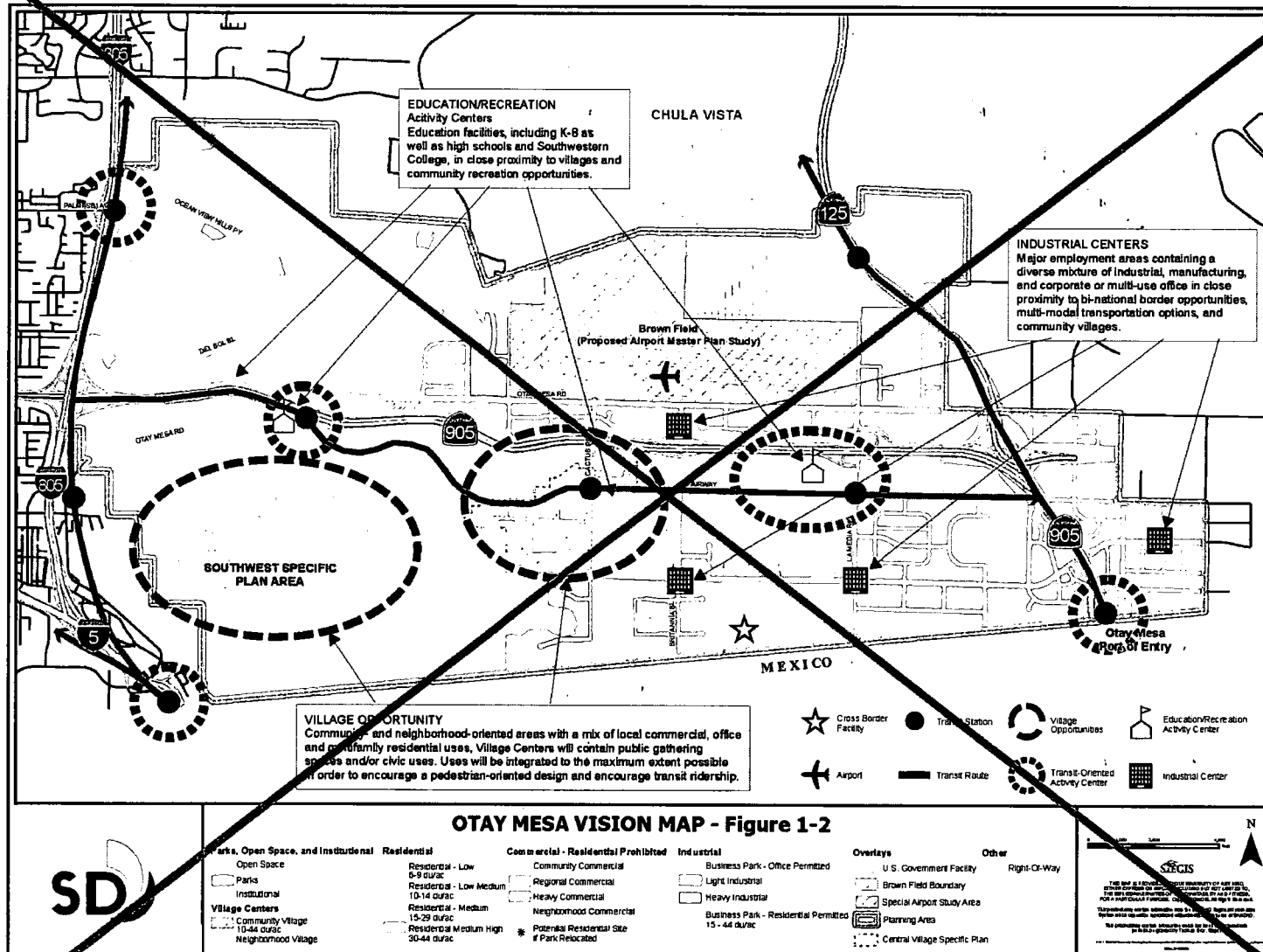
ATTACHMENT A

OTAY MESA COMMUNITY PLAN AMENDED MAPS AND TABLES

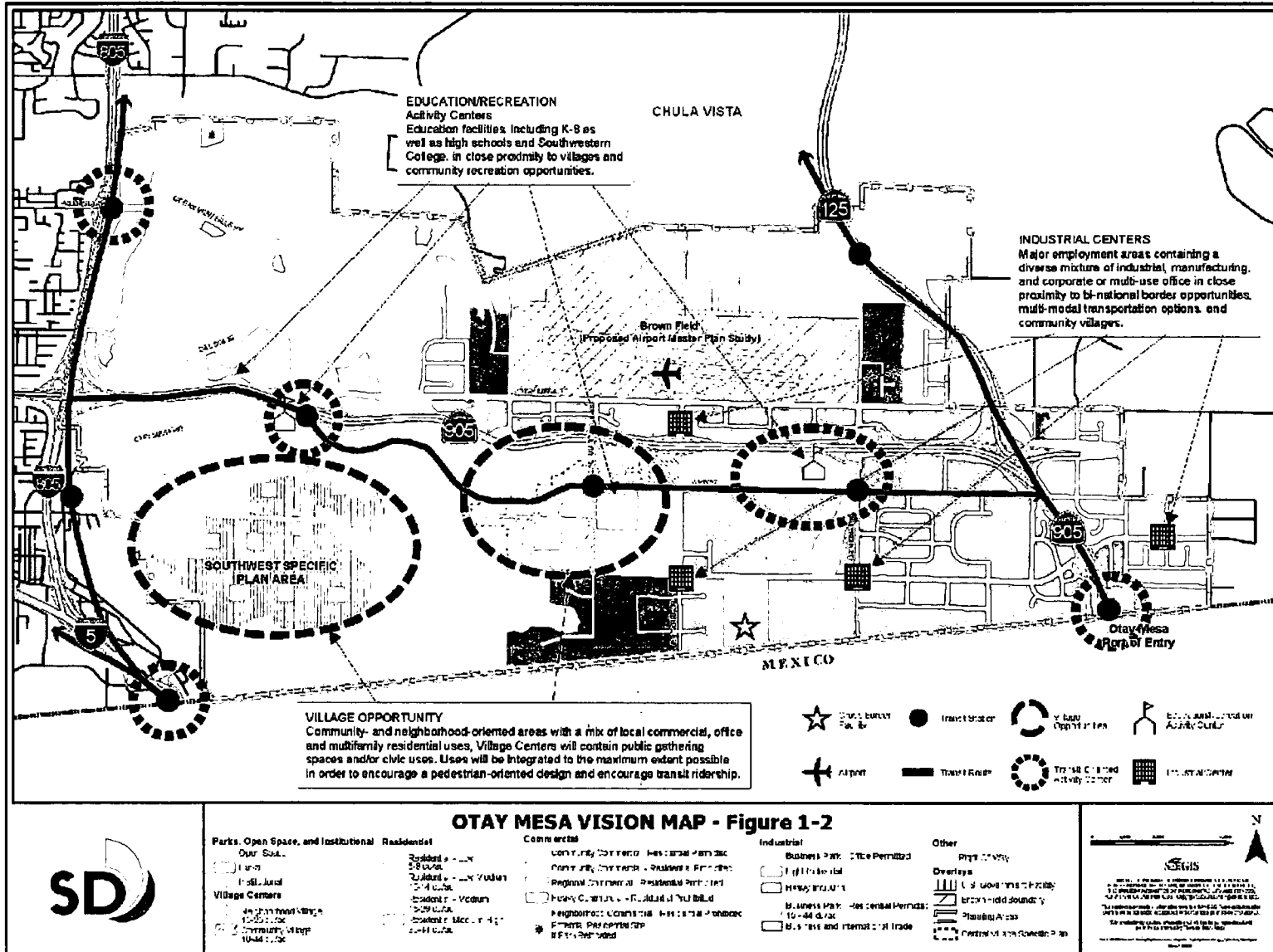
OTAY MESA COMMUNITY PLAN

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Redesignating 13.44 acres at the northwest corner of Otay Mesa Road and Emerald Crest Court from Community Commercial- Residential Prohibited to Community Commercial- Residential Permitted.	March 30, 2023	5241-PC	May 23, 2023	R-314932
Redesignating 2.01-acres located northeast of the terminus of Exposition Way and south and west of Innovative Drive from Community Commercial- Residential Prohibited to Light Industrial.	May 11, 2023	5245-PC	July 3, 2023	R-315026
<u>Designating 5.58-acres located between Vista Santo Domingo and Exposition Way from Residential-Medium to Light Industrial.</u>			<u>, 2025</u>	<u>R-XXXXXX</u>

Community Plan Introduction



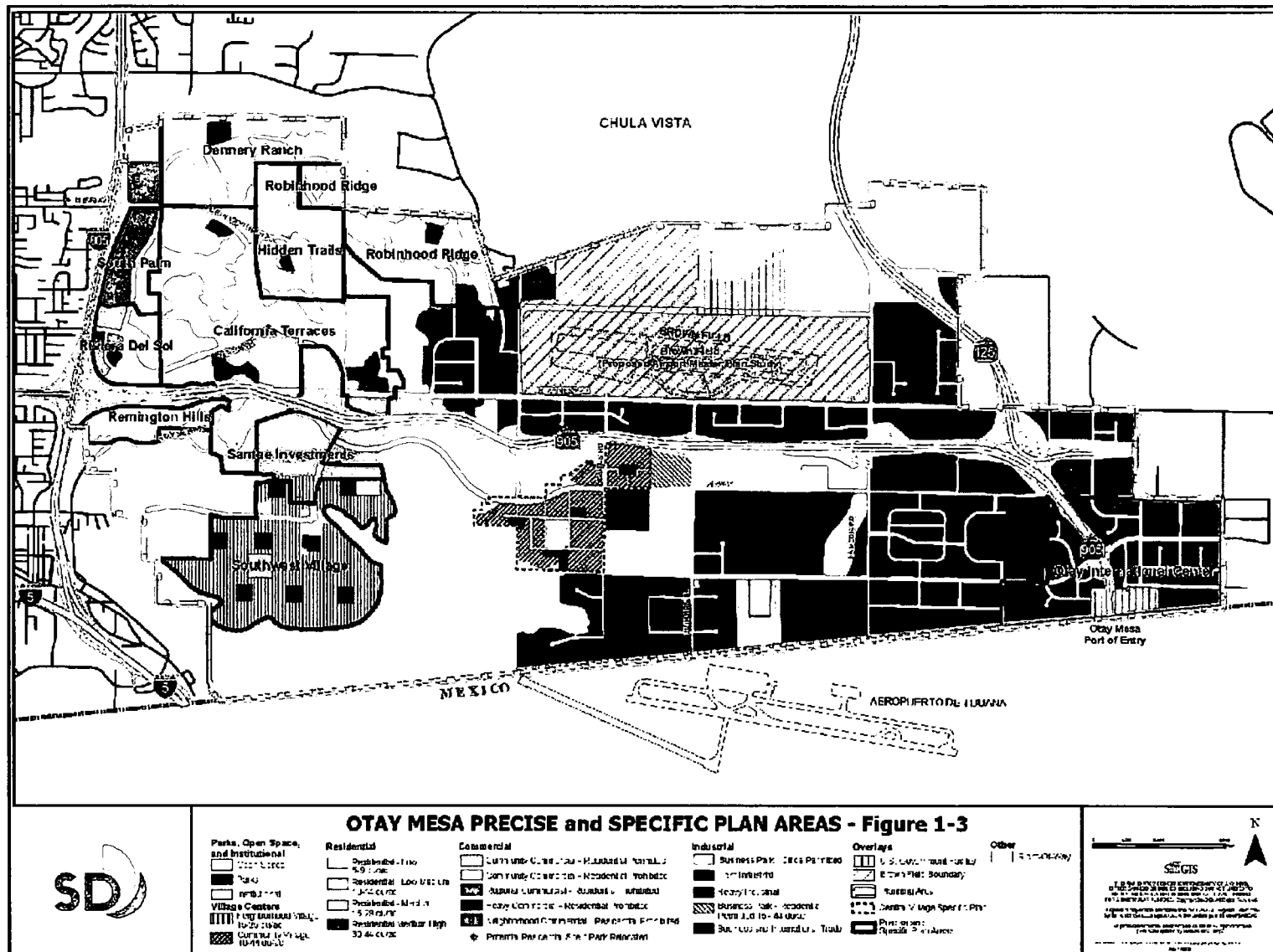
Community Plan Introduction



I - 10



Community Plan Introduction



Land Use Element

Year 2010 and planned land uses within Otay Mesa are outlined in Tables 2-1 and 2-2. Otay Mesa's extensive canyon systems in the western portion of the planning area accounts for 30 percent of the total community acreage and results in Open Space comprising the largest single land use. The Open Space areas are home to sensitive resources, and the opportunity to combine protection of the resources with educational opportunities will help facilitate community awareness and stewardship. In support of the General Plan's Identification of Otay Mesa as a Subregional Employment Area, industrial land uses in the eastern portion encompass the next largest land use accounting for approximately 27 percent of the total acreage. Residential land uses comprise approximately 9 percent, with the majority of the acreage in the western half of the planning area. The Village Area uses, which include residential and commercial opportunities, encompass approximately 6 percent. Park uses, in support of the residential and employment land uses, include approximately 2 percent of the total acreage of Otay Mesa. The Institutional uses comprise approximately 12 percent, with almost 900 of the acres belonging to Brown Field, the City's general aviation airport. Figure 2-1 illustrates the Community Plan Land Use Map and Table 2-3 outlines the land use categories within the community, as well as the types of uses allowed in each category.

Table 2-1
2010 Existing Land Use Distribution

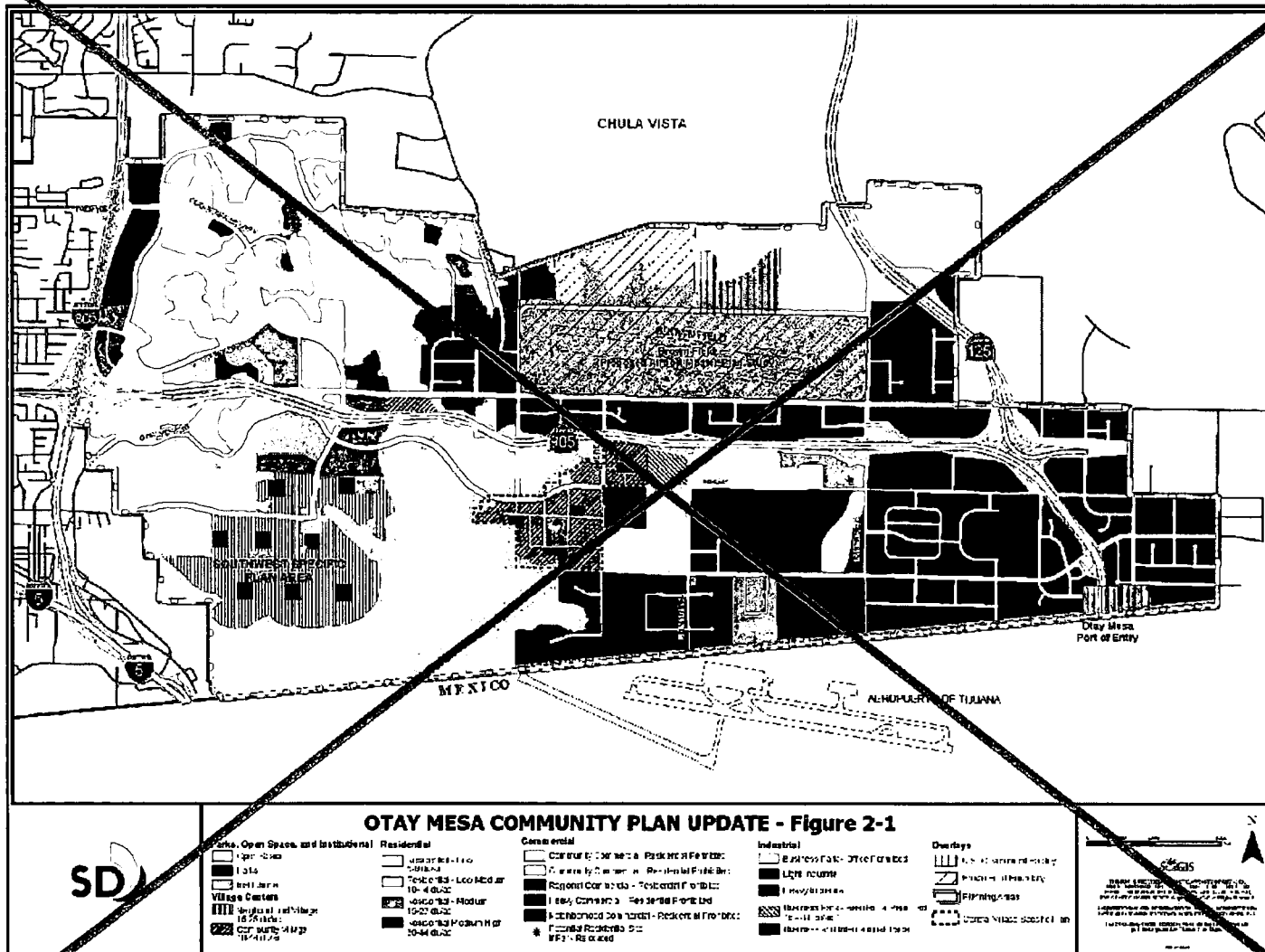
Land Use	Acres	% of Total Acres	Dwelling Units
Open Space	2,565	27%	
Residential	1,270	14%	12,400
Commercial	453	5%	
Village Area			
Industrial	2,839	30%	
Institutional	1,023	11%	
Parks	53	1%	
Right-of-Way	1,099	12%	
Total	9,302	100%	12,400

Table 2-2
Planned Land Use Distribution

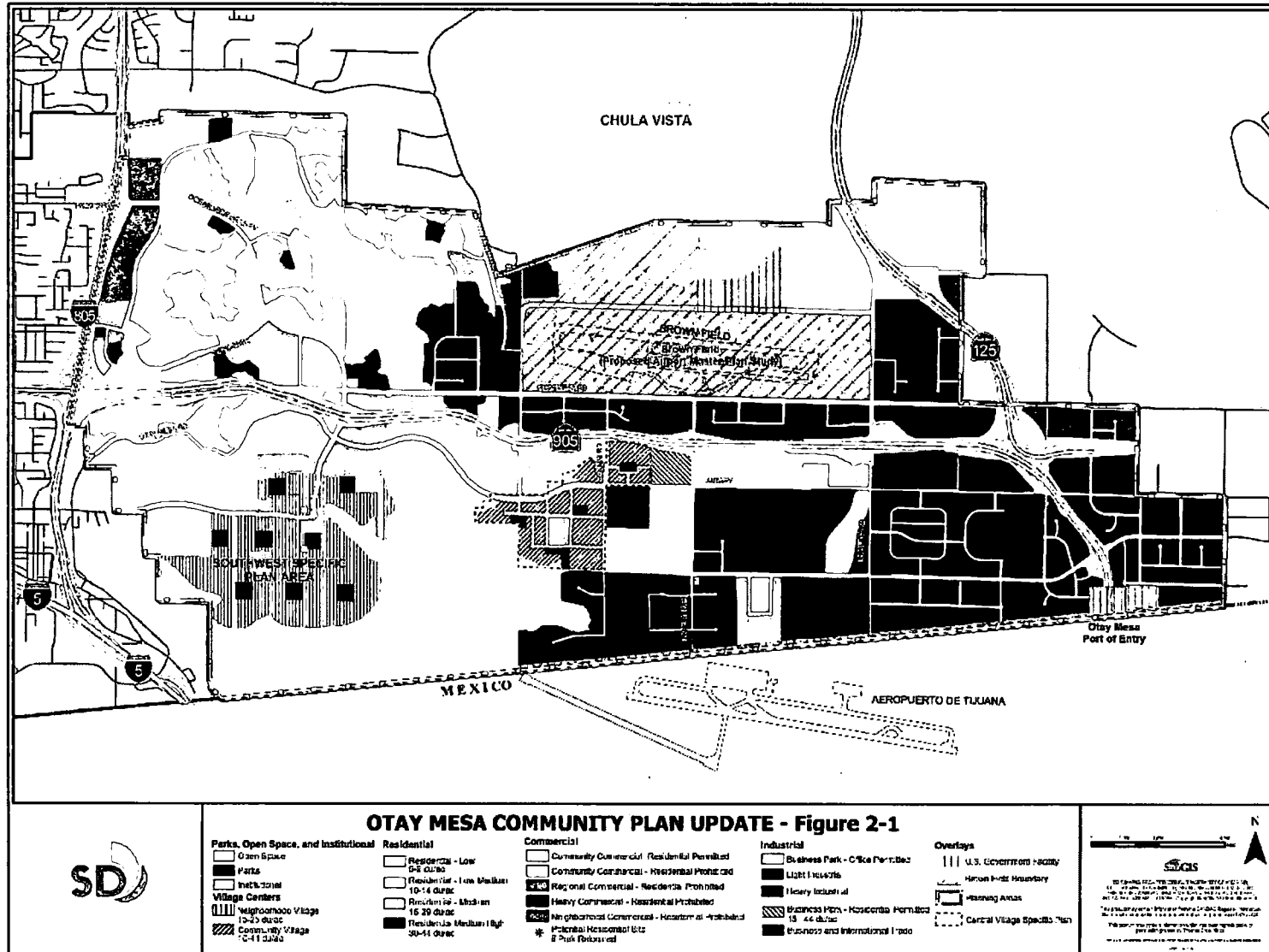
Land Use	Acres	% of Total Acres	Dwelling Units
Open Space	2,833	30%	
Residential	866-800	9%	7,768
Commercial	295	3%	430
Village Area	560	6%	11,126
Industrial	2,512-2,518	27%	
Institutional	1,120	12%	
Parks	151	2%	
Right-of-Way	1,023	11%	
Total	9,301	100%	19,324



Land Use Element



Land Use Element

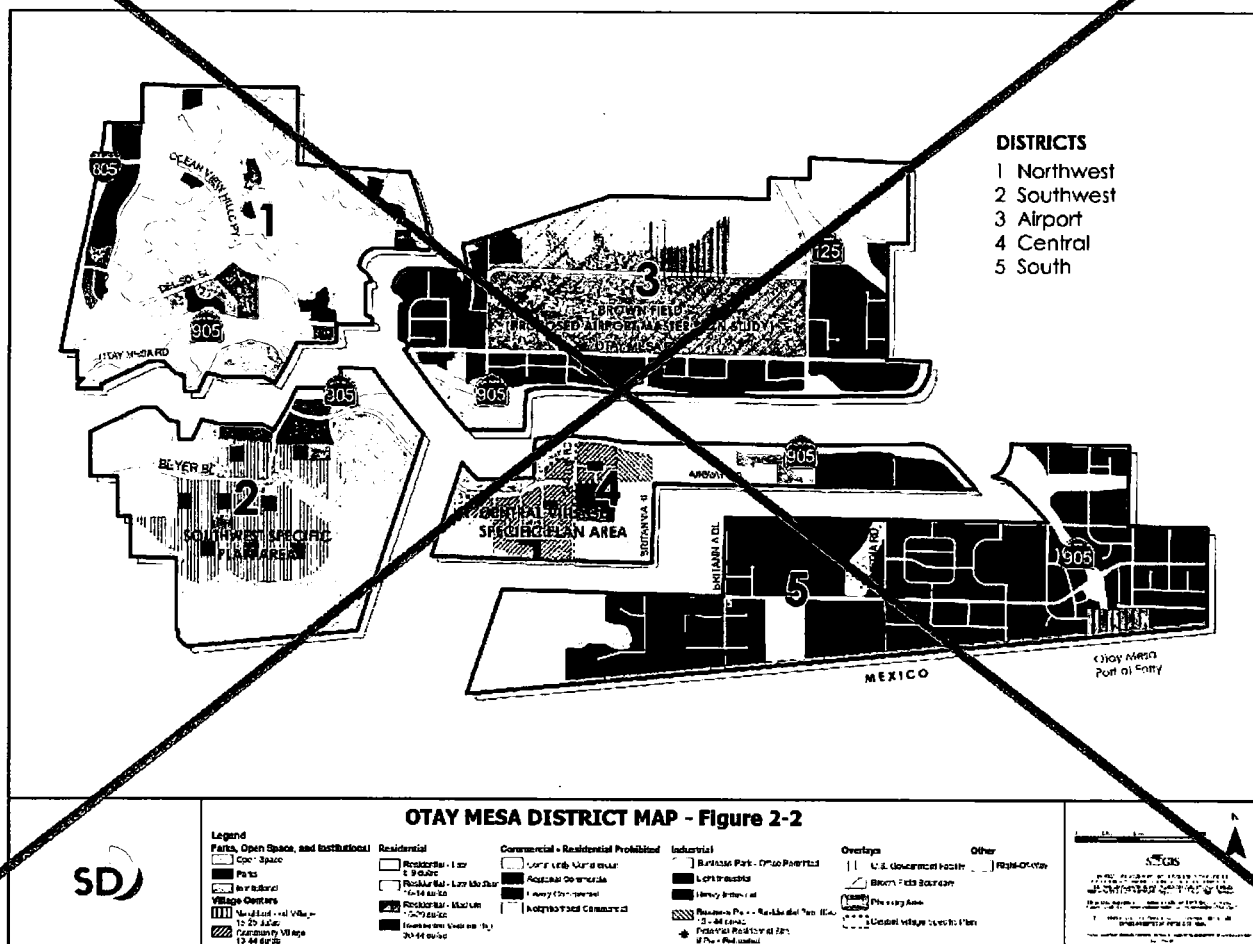


Land Use Element

Districts

Within the planning area and as shown in Figure 2-2 below, a series of districts help to organize and form the community of Otay Mesa. Predominant land uses,

facilities, natural features, and infrastructure help form the five districts.



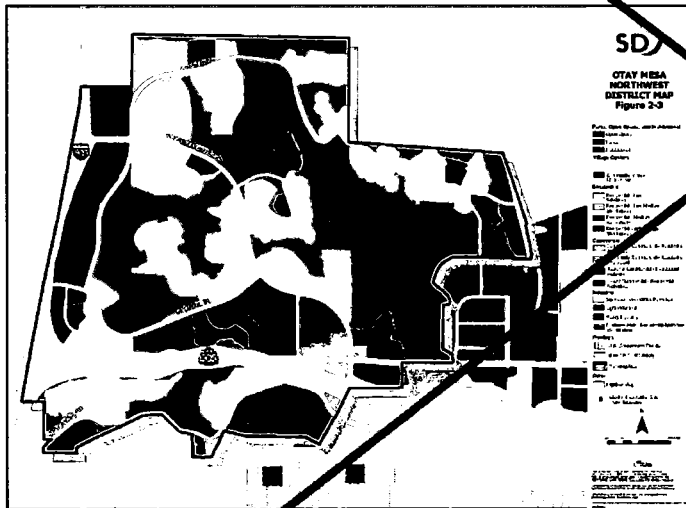


Land Use Element

1. Northwest District

The Northwest District of Otay Mesa is generally bounded by I-805 on the west, Moody Canyon to the south, Dennery Canyon to the west, and the boundary with Chula Vista to the north. The district is characterized by hilltop low density single-family residential development, a canyon system with protected sensitive biological resources and habitat areas, and associated community and regional commercial services. Several locations are designated for medium to high density multifamily

development, and are located near SR-905 and commercial services. The District includes the San Ysidro High School, and seven Precise Planning Area neighborhoods: California Terraces, Dennery Ranch, Hidden Trails, Remington Hills, Riviera del Sol, Robinhood Ridge, and Santee Investments (Figure 1-3). Because the precise planning areas are almost completely developed, these residential neighborhoods are not projected to change significantly for the life of the plan.

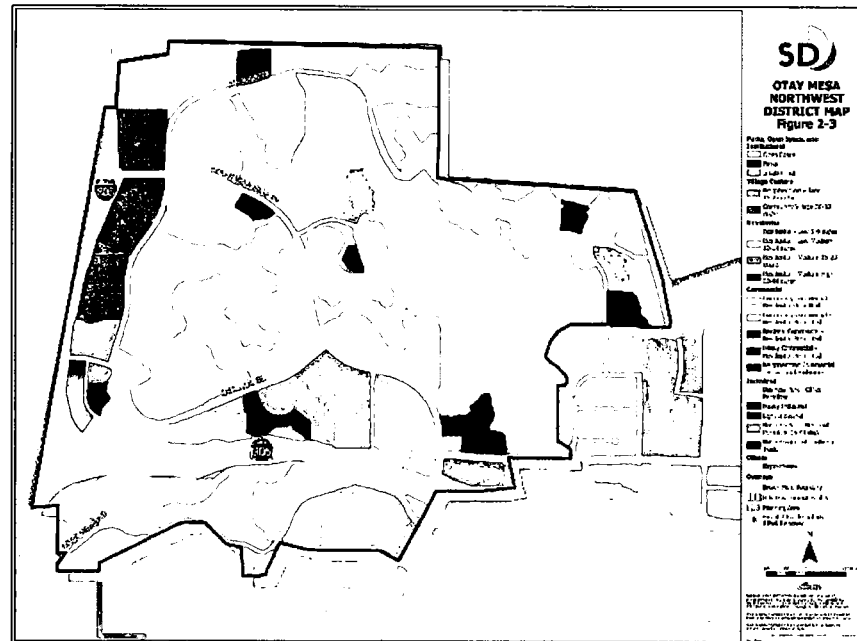


Land Use Element

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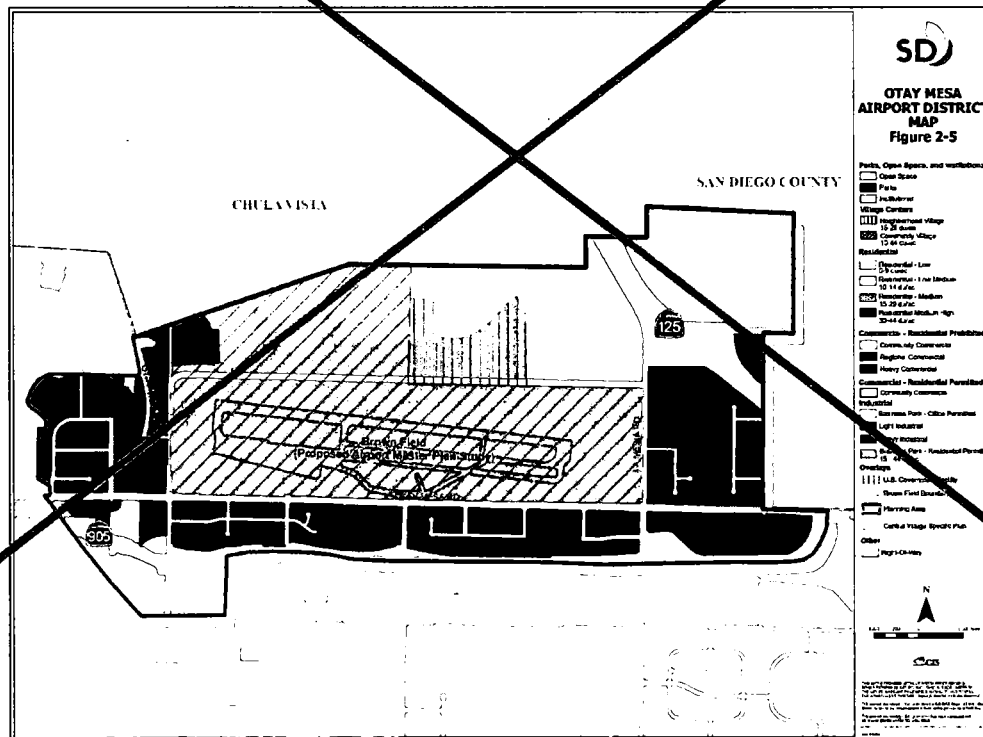


~~3. Airport District~~

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The Airport District is generally bounded by SR-905 to the south, Spring Canyon and Dennery Canyon to the west, the City/Chula Vista boundary to the north, and the City/County boundary to the east. The northern Open Space portion, with protected sensitive resources and habitat areas, includes steep canyons that drop to the Otay River Valley Regional. The district includes Brown Field Airport and industrial land uses surrounding the airfield.

Brown Field is a general aviation airport which serves as a catalyst for economic development in Otay Mesa, with emphasis on corporate aircraft, Customs and Border Patrol operations and international trade logistics support. Due to airport operations, the eastern and western areas adjacent to the airport are suited for low occupancy uses including but not limited to: warehousing, distribution, auto salvaging, and truck yards for cross-border goods movement.

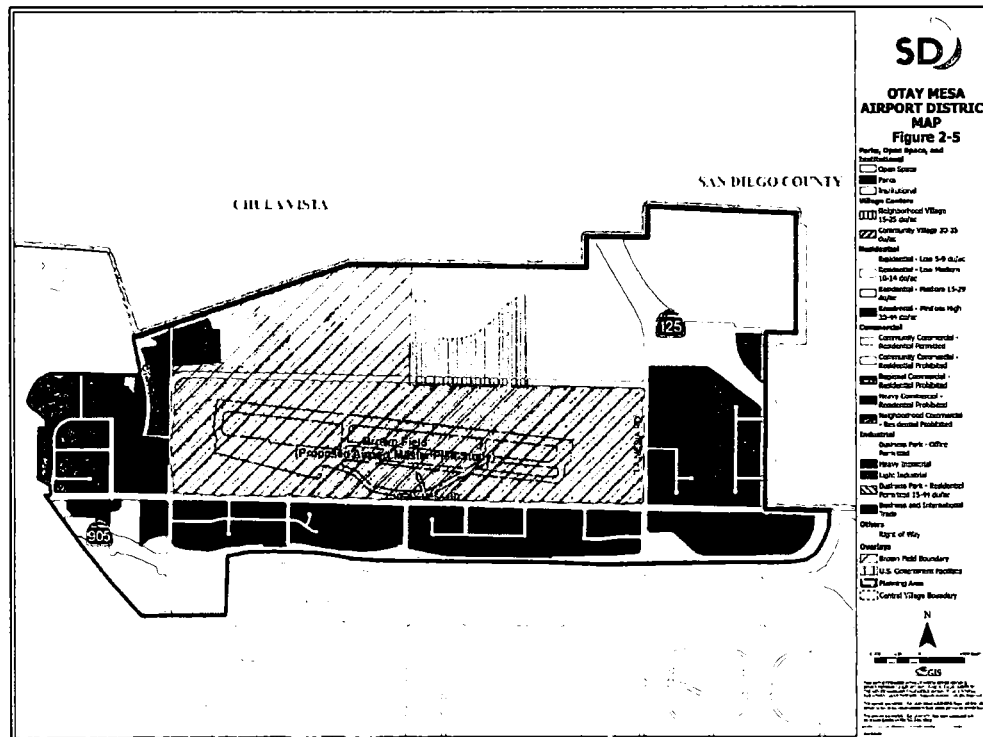


Land Use Element

3. Airport District

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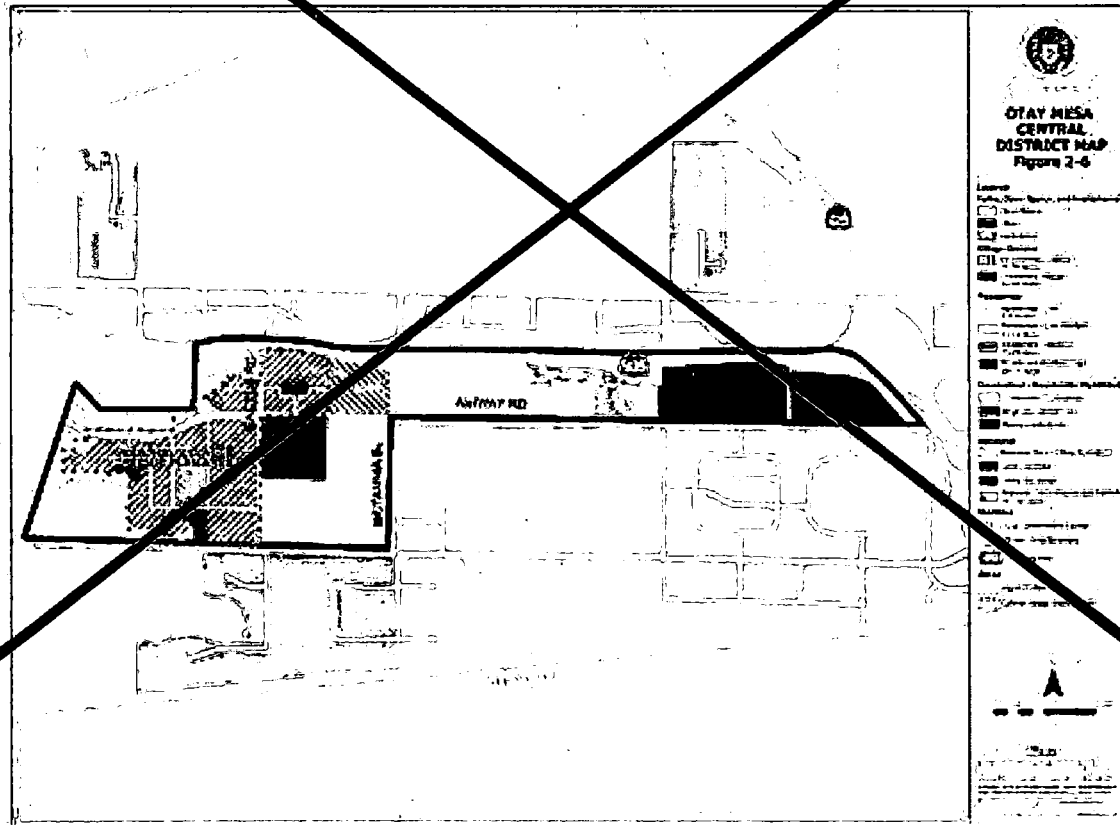


Land Use Element

4. Central District

The Central District is generally bounded by Spring Canyon to the west, Siempre Viva Road, Britannia Boulevard, and Airway Road to the south, and the SR-905 to the east and north. The Spring Canyon system is home to many protected sensitive biological resources and habitat areas. The district includes Airway Road which is the spine of the community and is Otay Mesa's primary transit corridor.

The District extends from Heritage Road to Harvest Road and is in between the Airport District and the Industrial South District. The Central District includes the Central Village, the Grand Park, and employment opportunities that are further defined in the Urban Design Element. The Central District envisions a village center at the western end of the mesa with employment, educational, and recreation opportunities sited along the transit corridor.

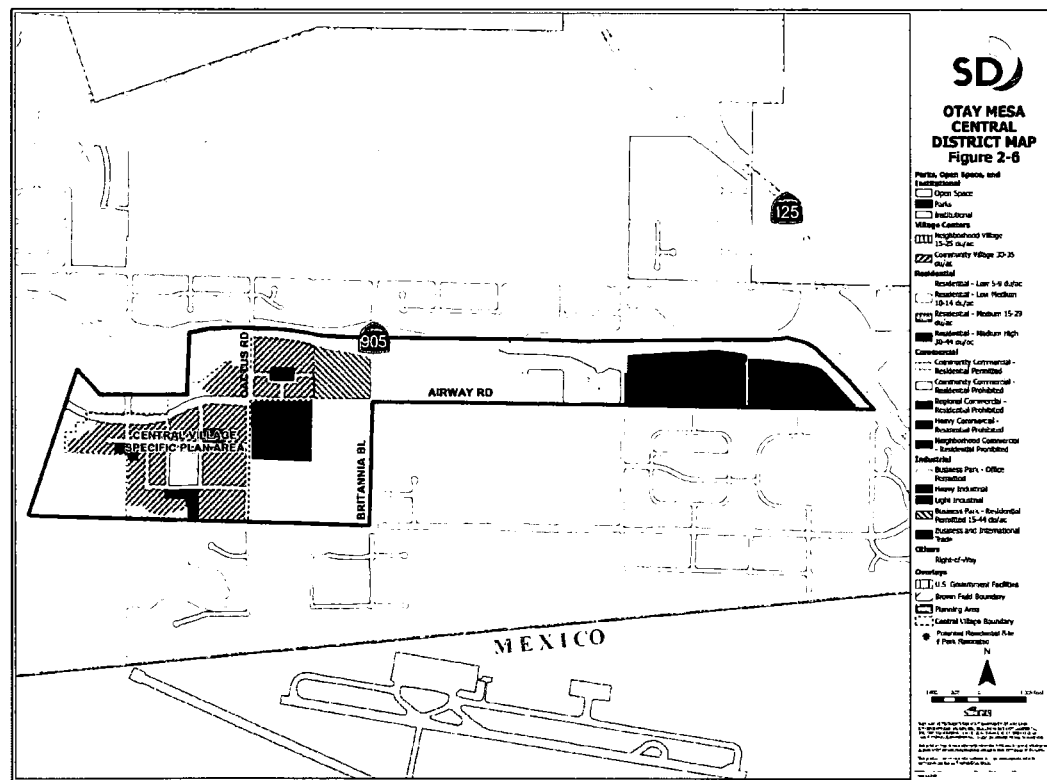


Land Use Element

4. Central District

The Central District is generally bounded by Spring Canyon to the west, Siempre Viva Road, Britannia Boulevard, and Airway Road to the south, and the SR-905 to the east and north. The Spring Canyon system is home to many protected sensitive biological resources and habitat areas. The district includes Airway Road which is the spine of the community and is Otay Mesa's primary transit corridor.

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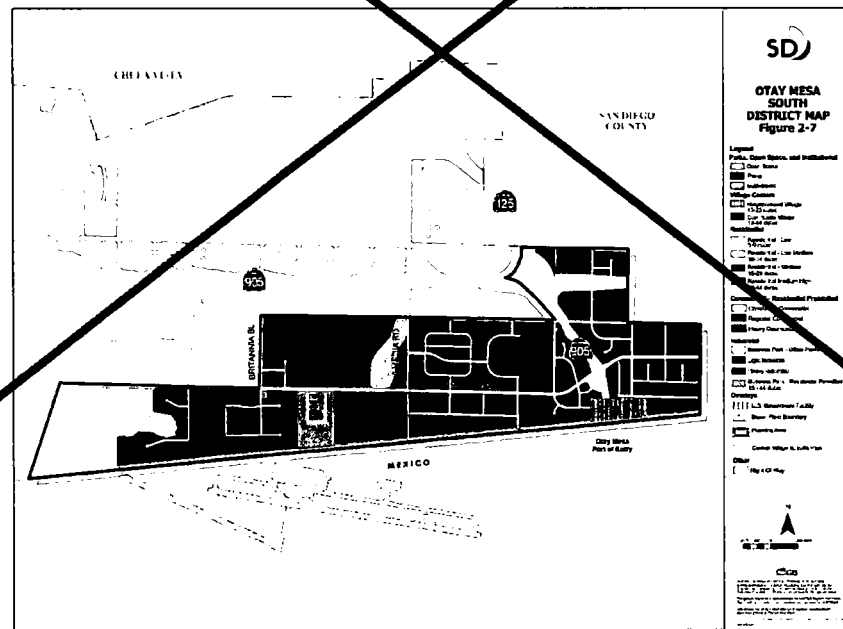


Land Use Element

5. South District

The South District is generally bounded by Wruck Canyon to the west, the International border to the south, the boundary with the County to the east, and Airway Road to the north. Open space, canyon lands and wetlands with sensitive biological resources and habitat areas, large lot heavy commercial, open space and industrial uses characterize the land uses, with much of the developed land occupied by warehousing, distribution, truck depots, and customs brokerages to support the international logistics industry. The South District includes the international Port of Entry, and the uses are intended to support the international business and trade uses that

are necessary for the movement of goods across the border. The west portion of the South District is designated for heavy industrial uses, such as automobile recycling, truck depots that rely upon outdoor storage, and other uses which can tolerate the truck traffic and noise generated in this area. The South District's proximity to the International border and adjacency to the Rodriguez International Airport provides an opportunity to create a cross border airport facility and associated uses south of Siempre Viva Road and in close proximity to the border.

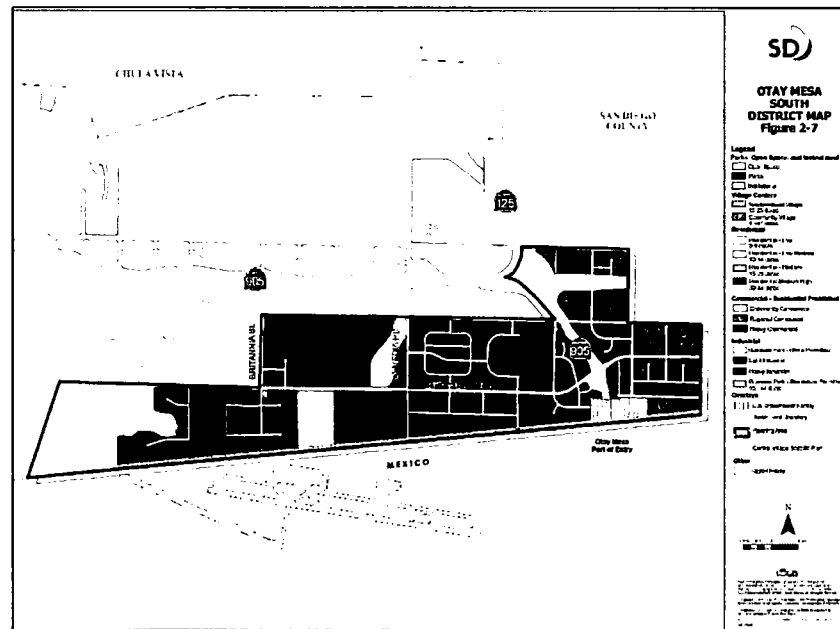


Land Use Element

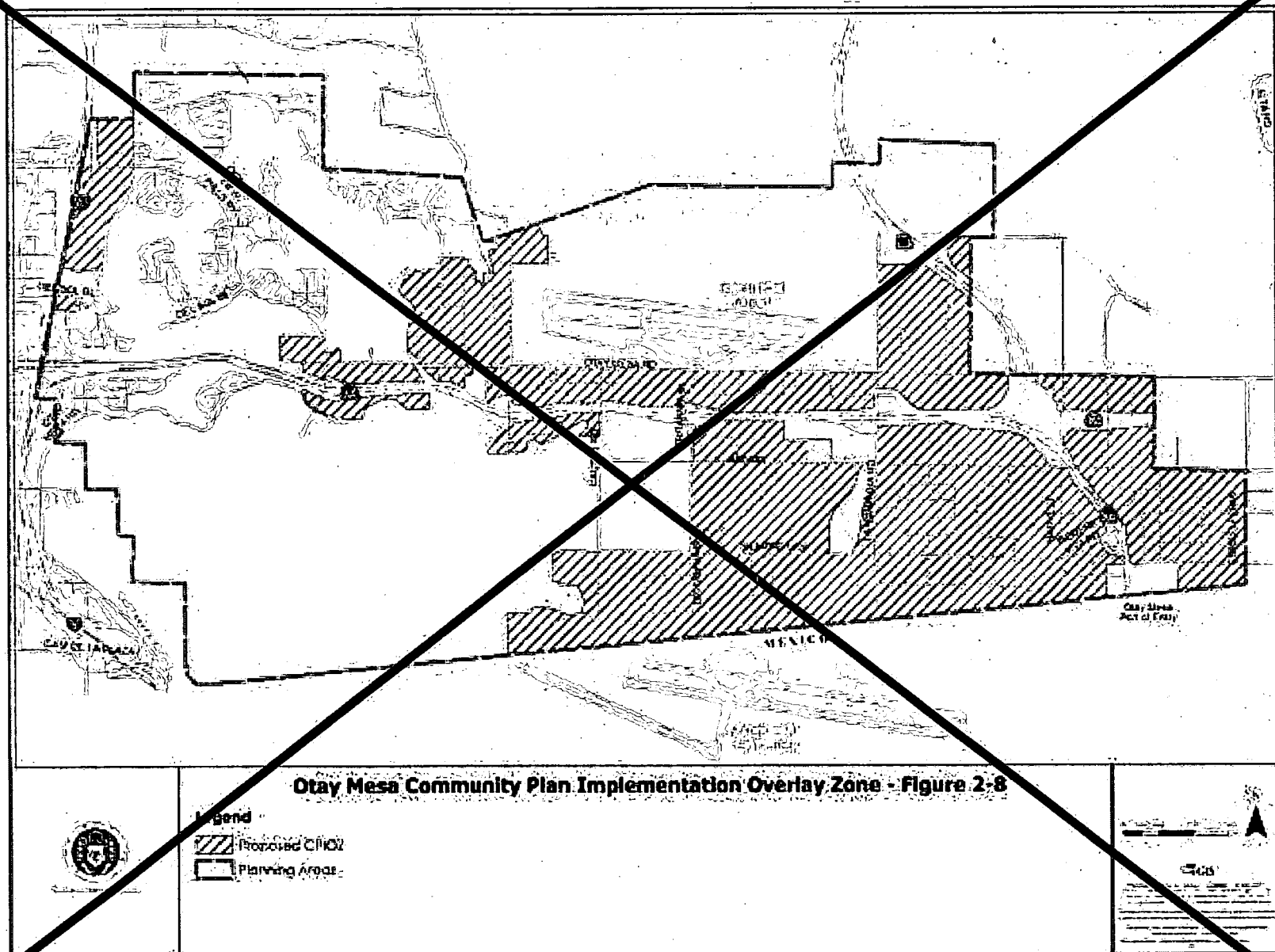
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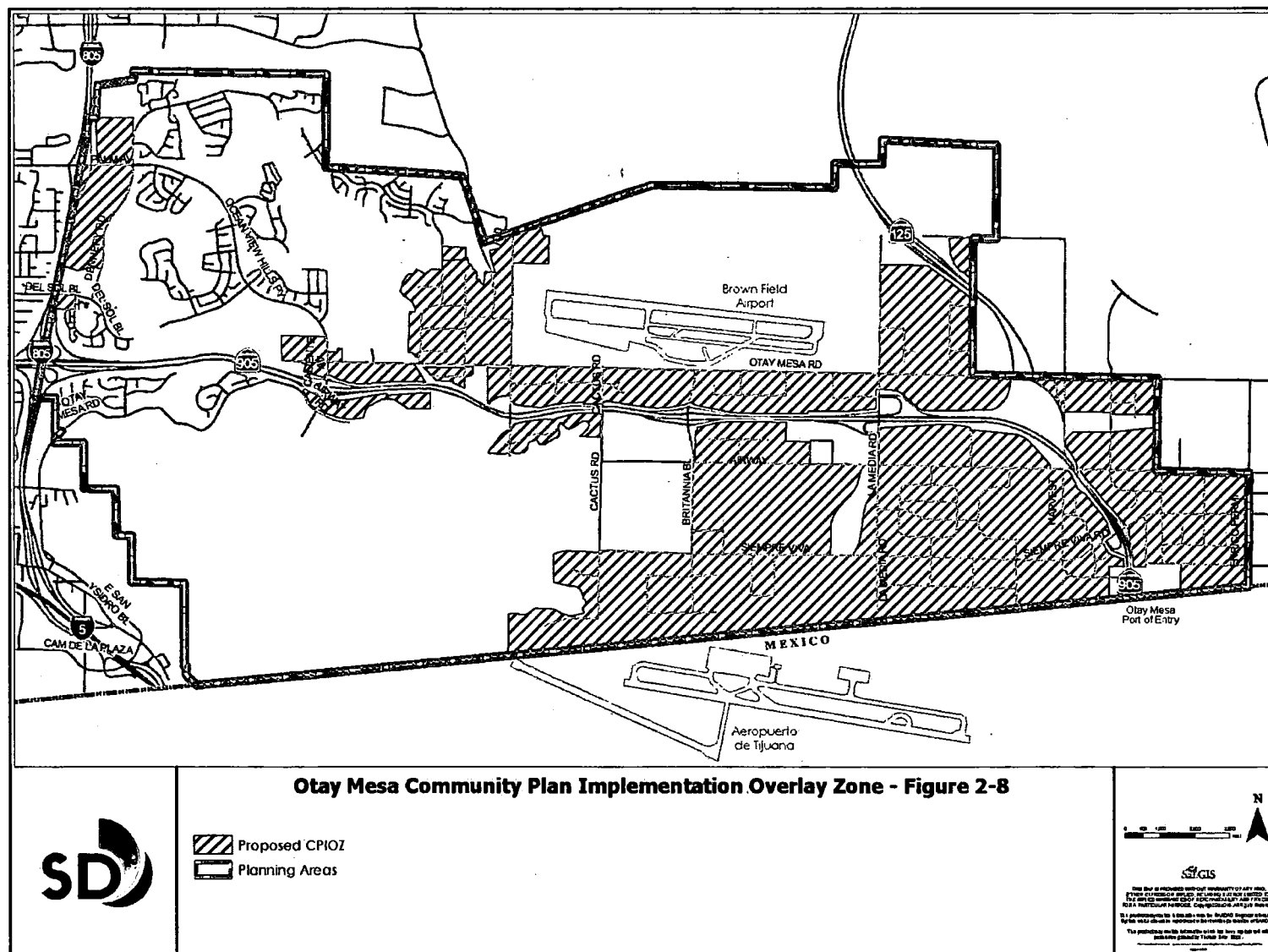
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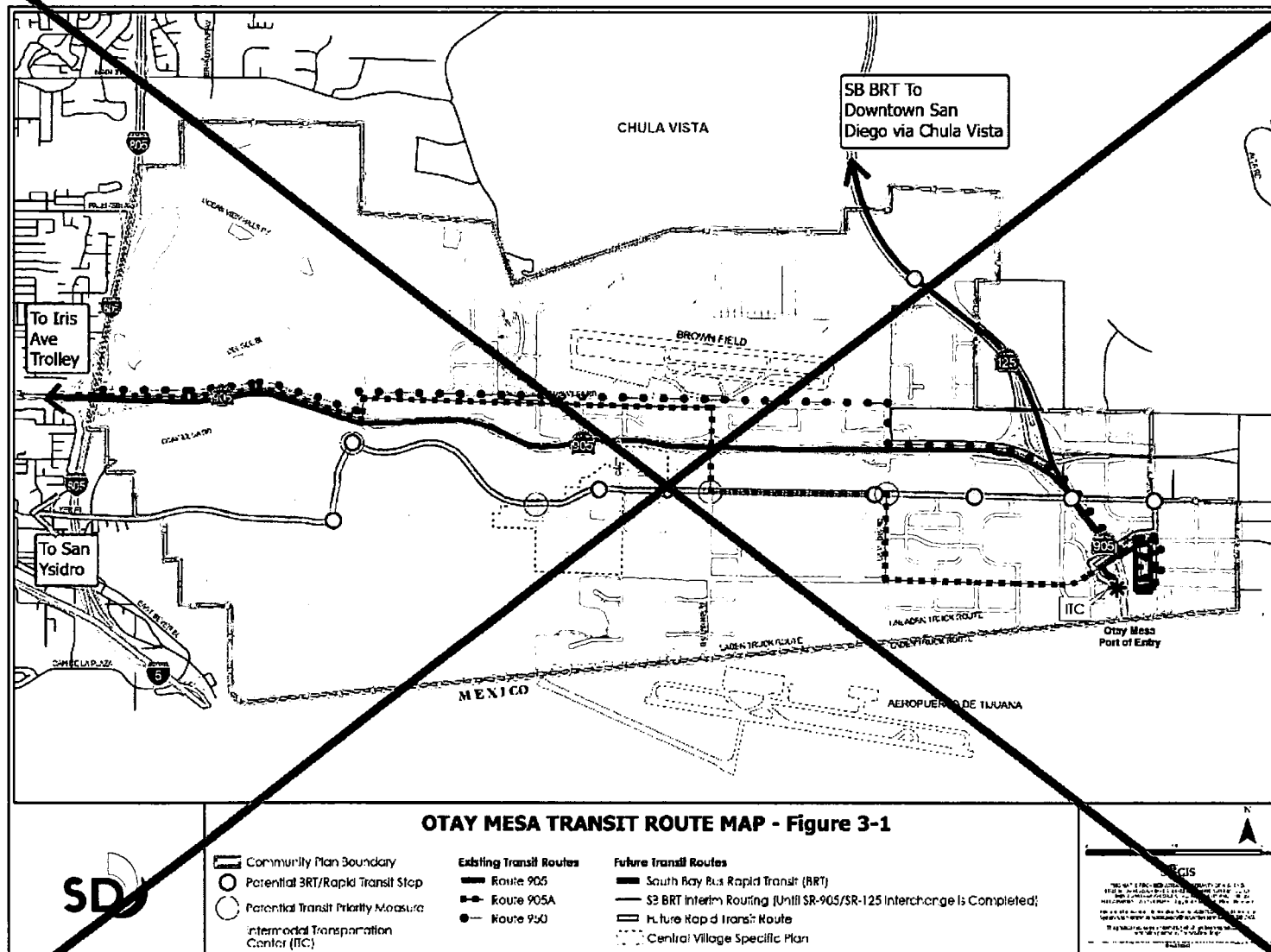
Land Use Element



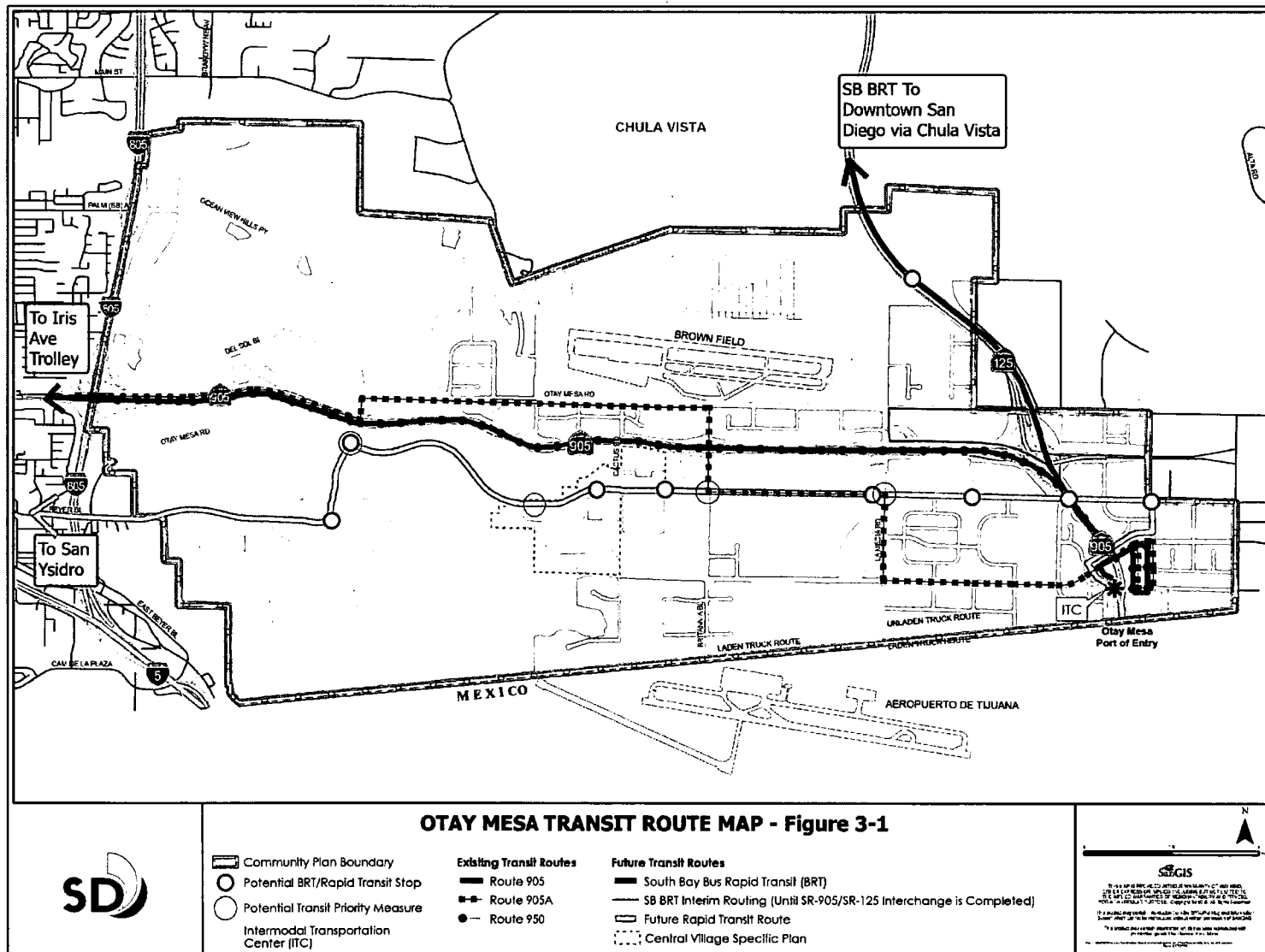
Otay Mesa Community Plan



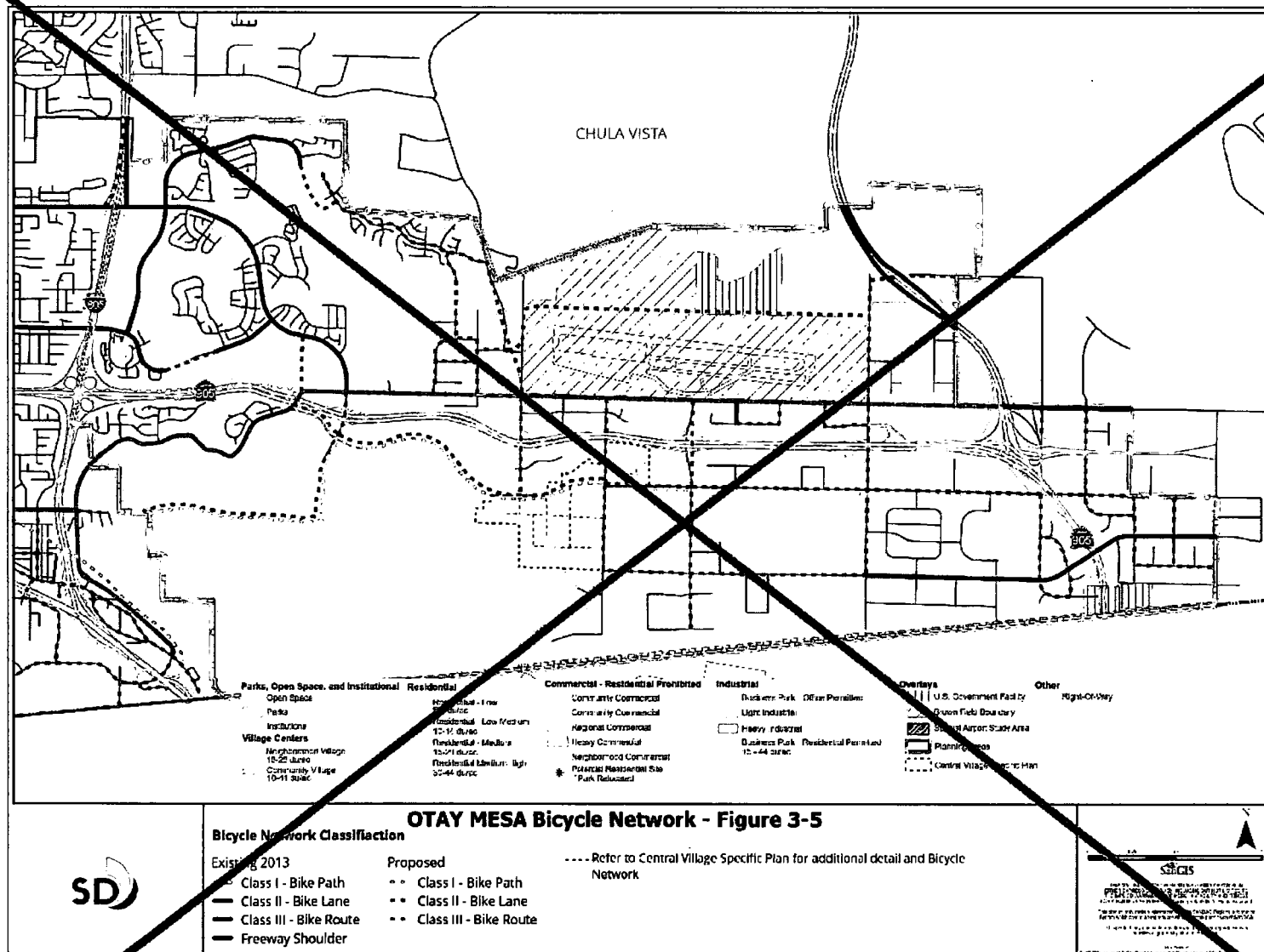
Mobility Element



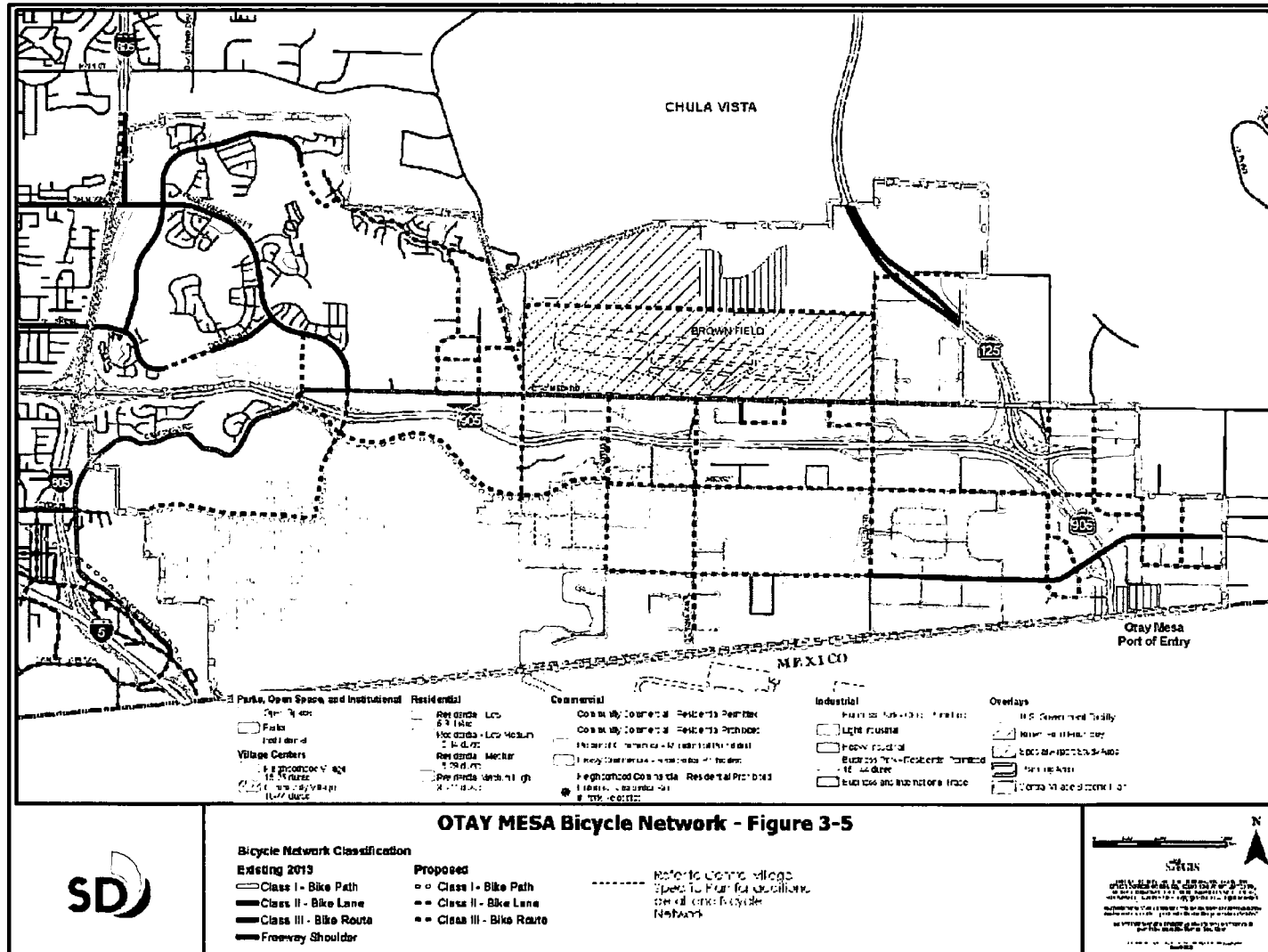
Mobility Element



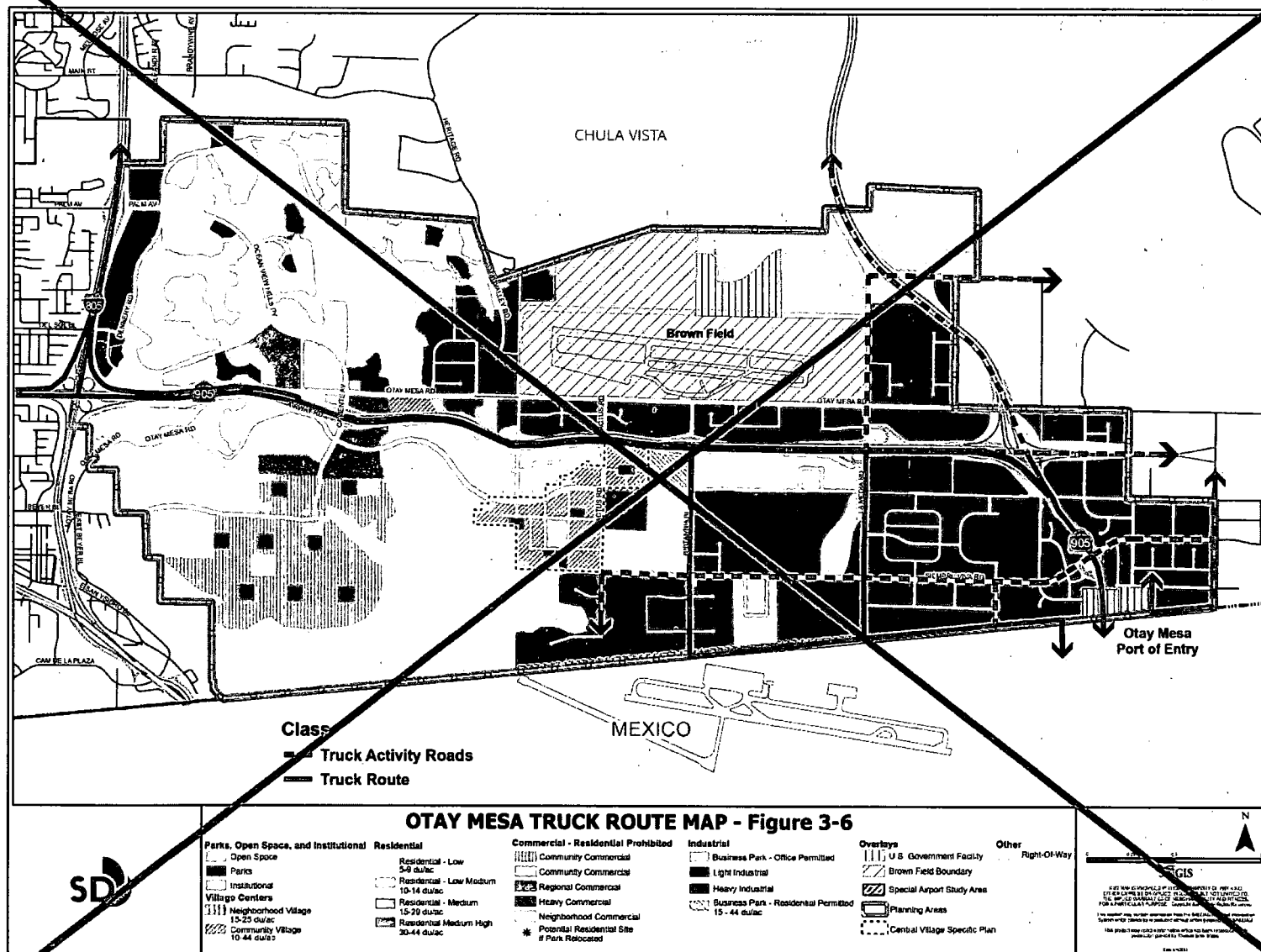
Mobility Element



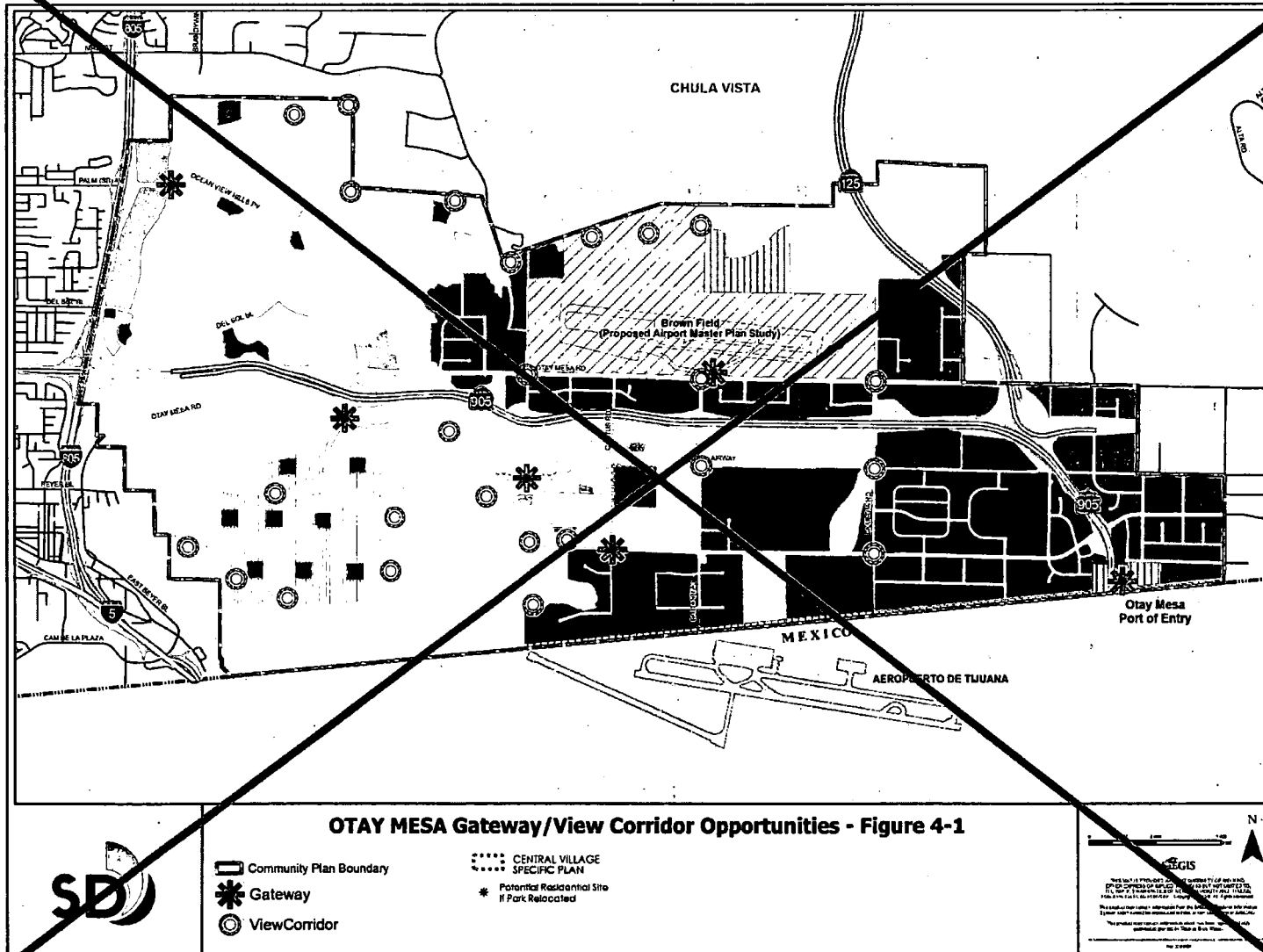
Mobility Element



Otay Mesa Community Plan



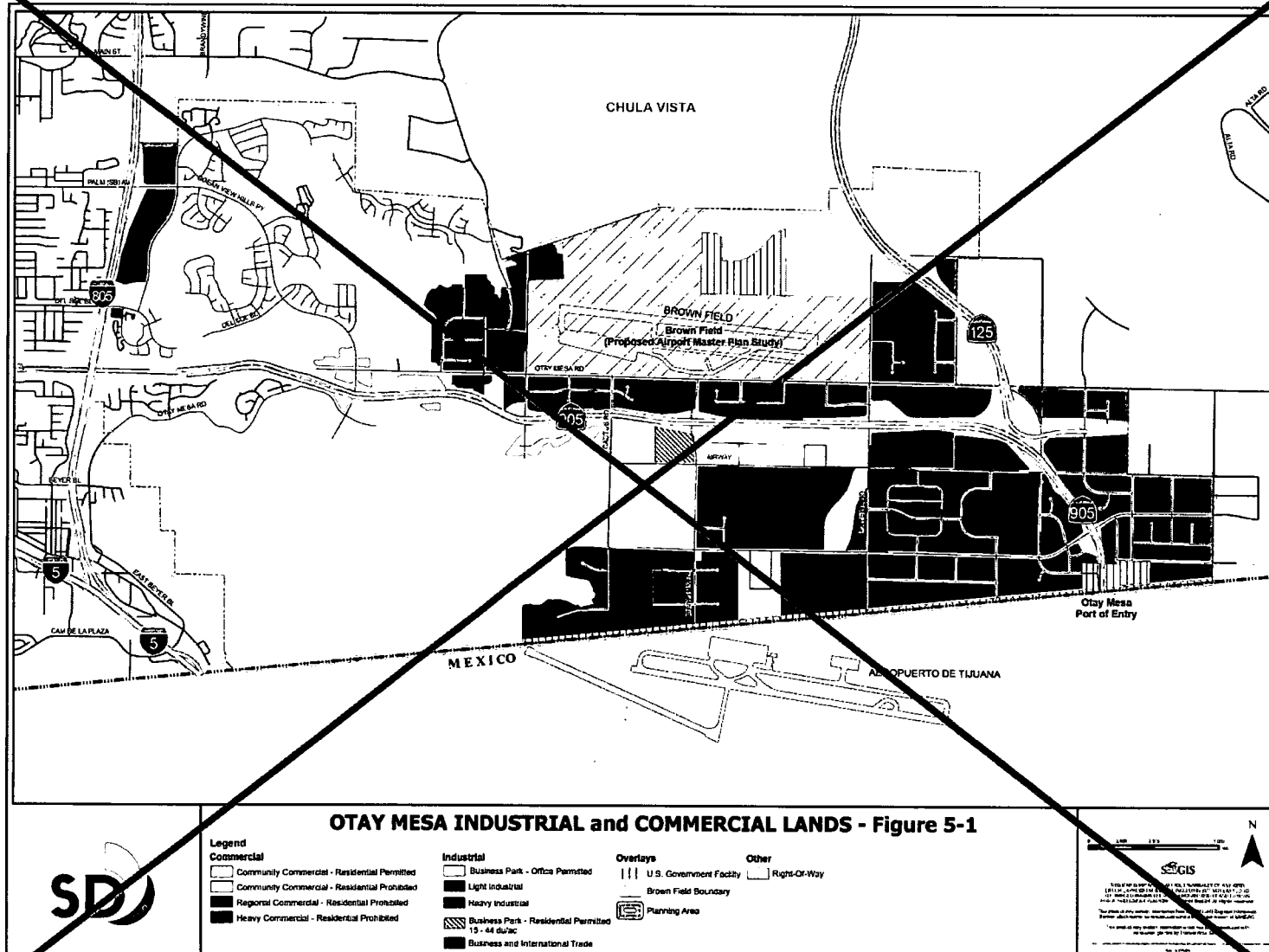
Urban Design Element



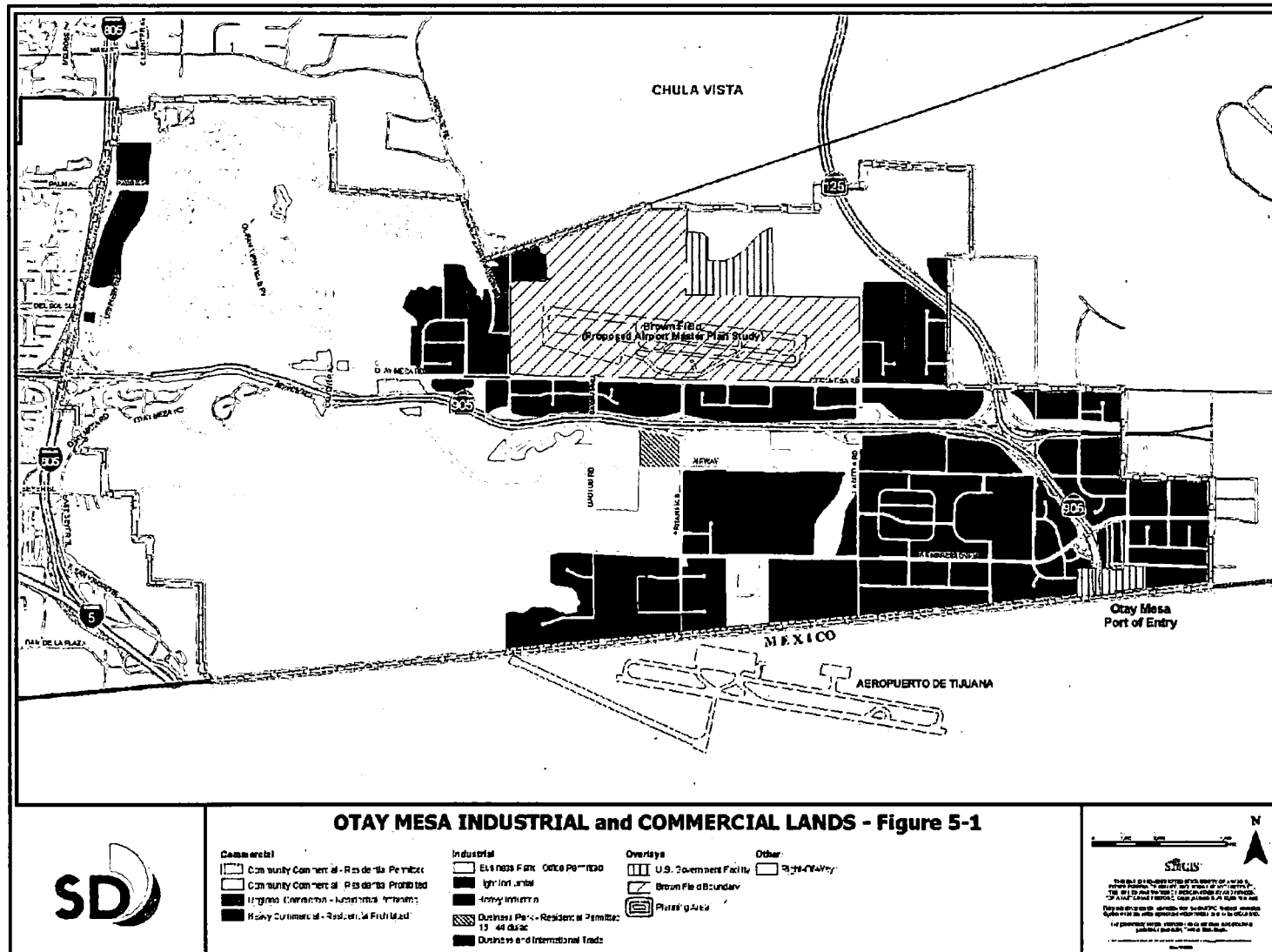
OTAY MESA Gateway/View Corridor Opportunities - Figure 4-1



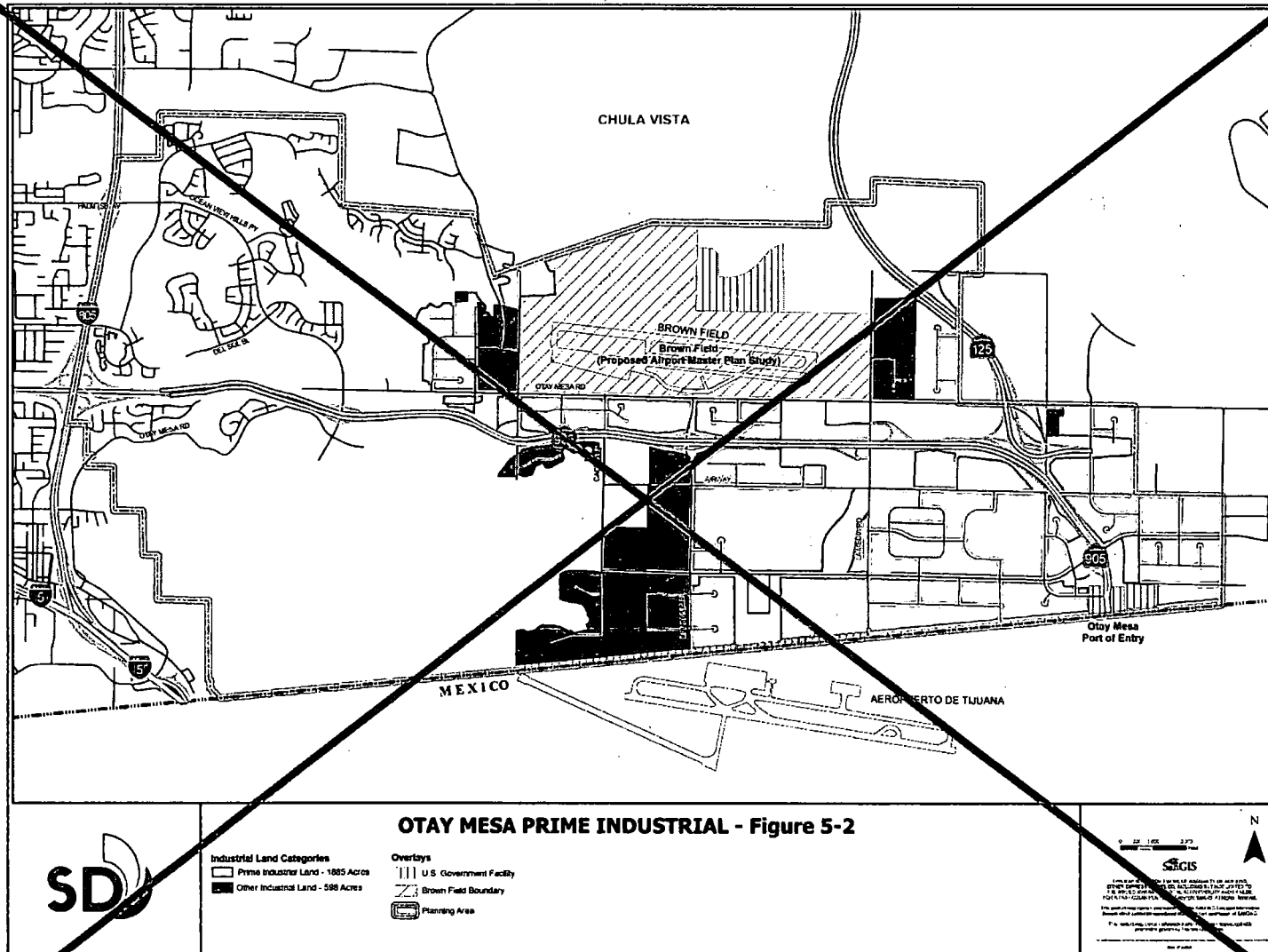
Economic Prosperity Element



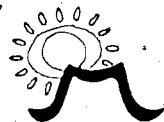
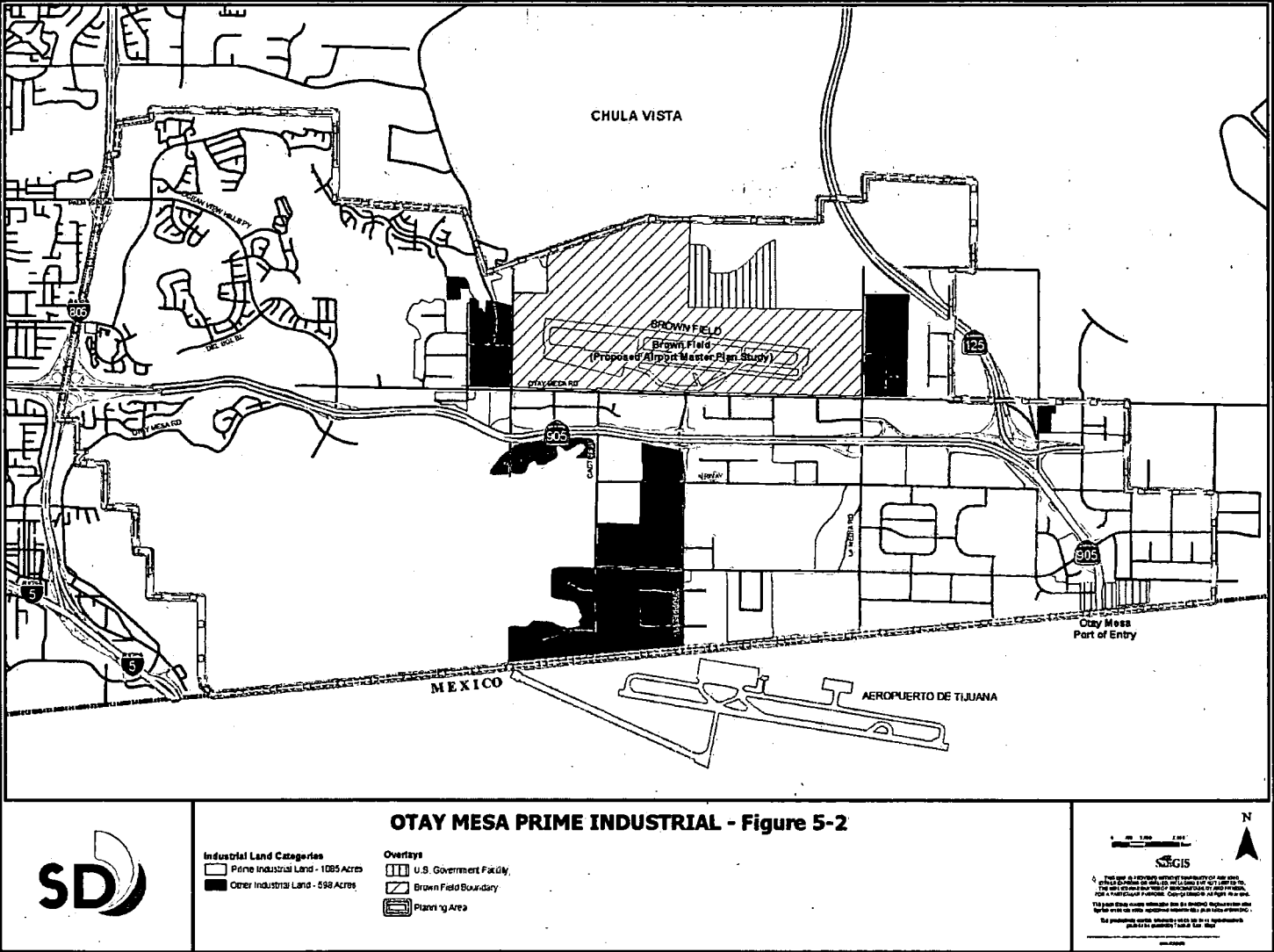
Economic Prosperity Element



Economic Prosperity Element



Economic Prosperity Element



Public Facilities, Services & Safety Element

OTAY MESA COMMUNITY FACILITIES- Figure 6-1

Future Community Park	High School (Existing)	Future Elementary School - K-6 Placeholder	Future Combined Fire/Police Station Placeholder	Cross Border Facility
Neighborhood Park	Elementary School - K-6 (Existing)	Future Elementary School - K-8 Placeholder	Fire Station	Planning Areas
Future Neighborhood Park	Elementary School - K-8 (Existing)	Fire Station (Existing Site)	Port of Entry	Central Village Boundary
Southwestern College	Potential Residential Site if Park Relocated	Future Library Placeholder	Airport	Base_US_Gov_Facilities

CHULA VISTA

Brown Field (Proposed Airport Master Plan Study)

MEXICO

Otay Mesa Port of Entry

Aeropuerto de Tijuana

SD

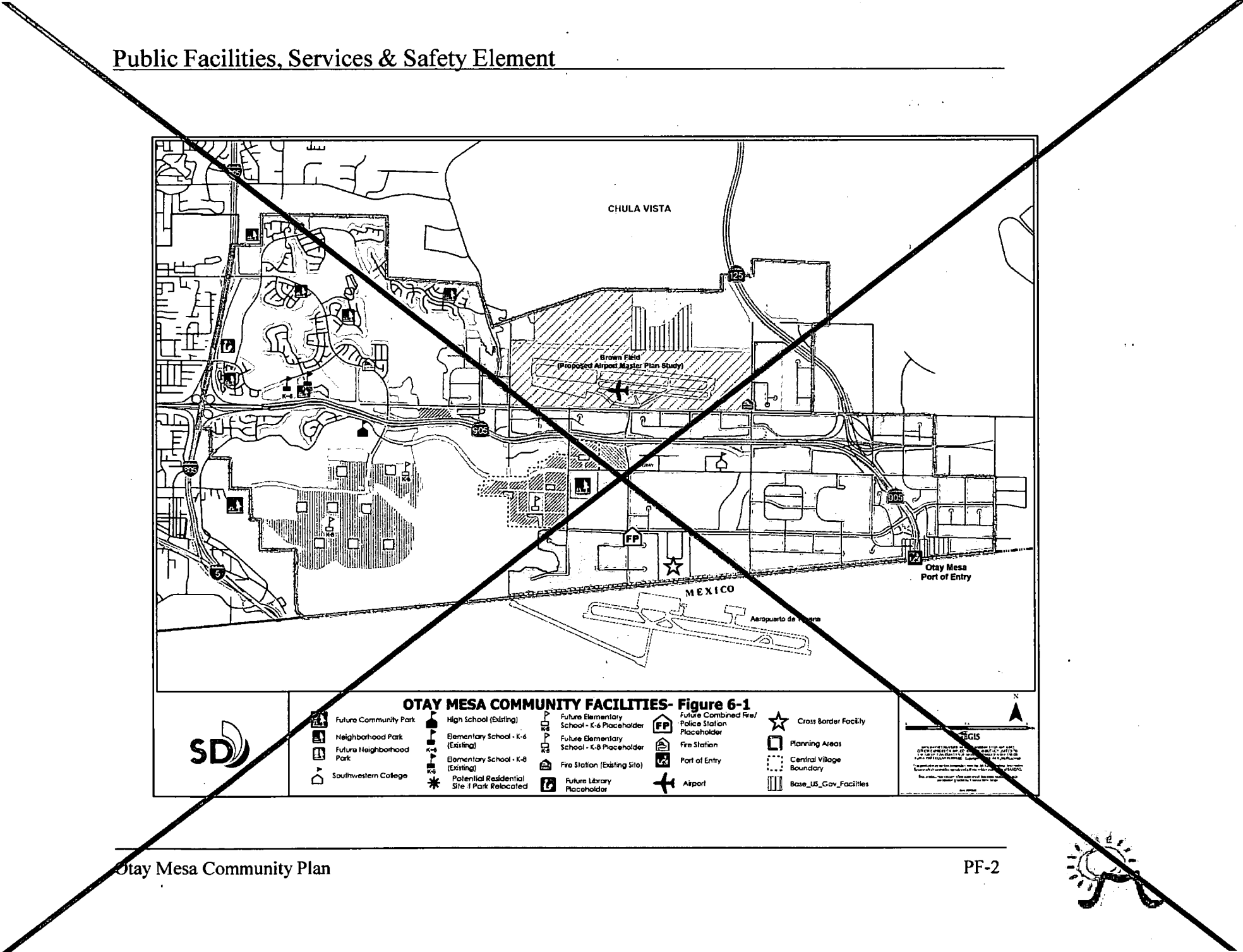
LEGIS

Scale

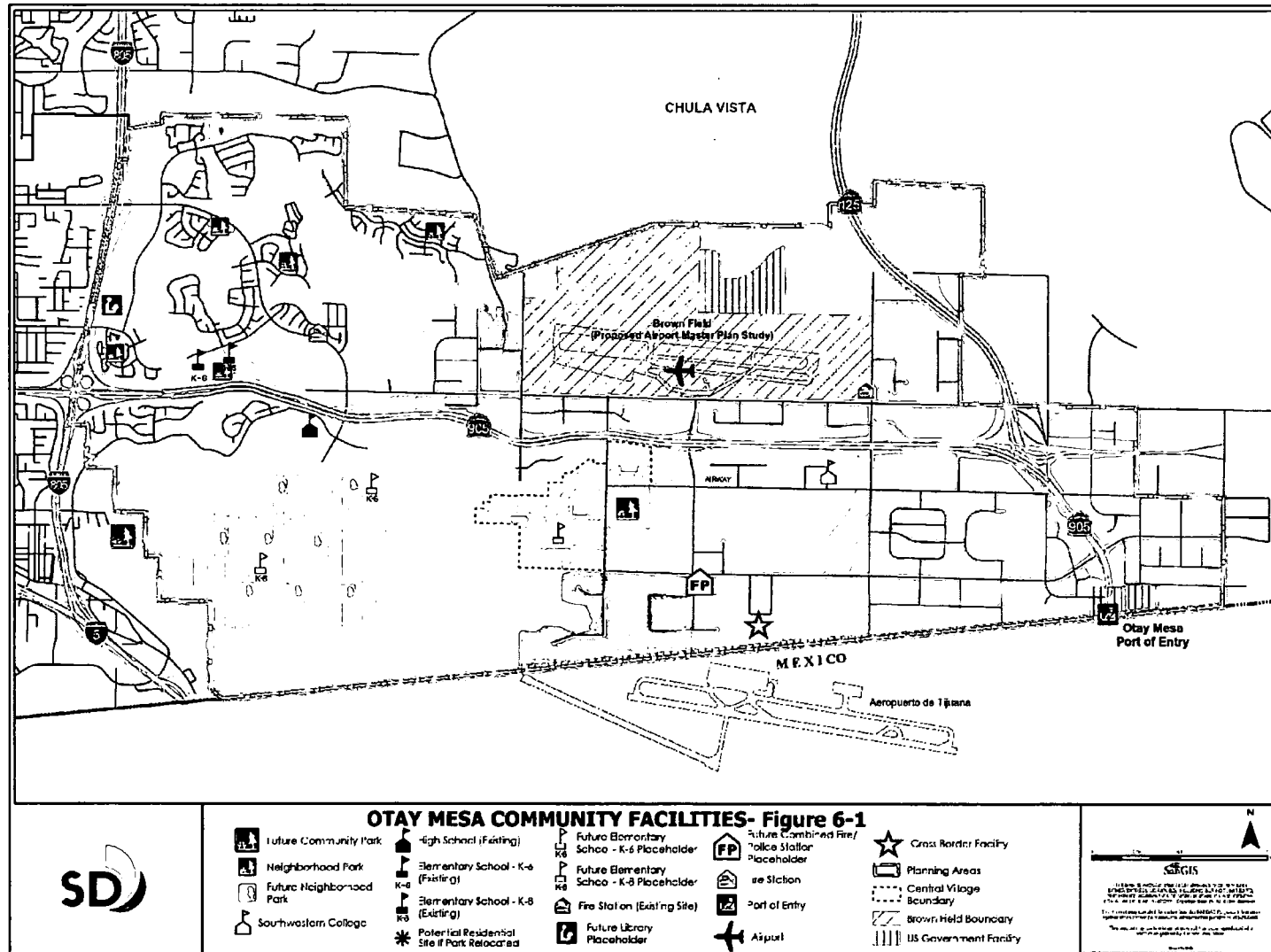
North Arrow

Otay Mesa Community Plan

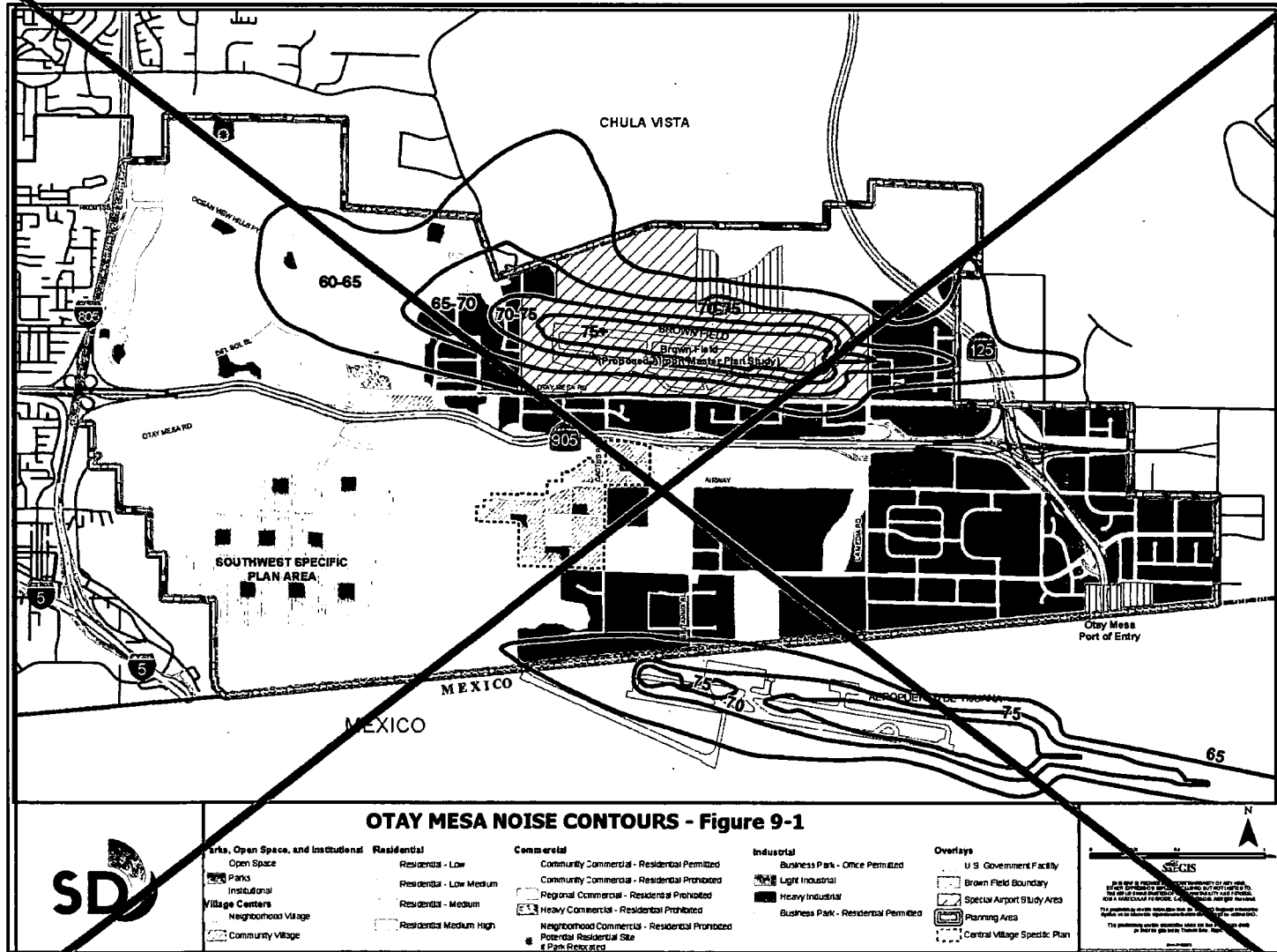
PF-2



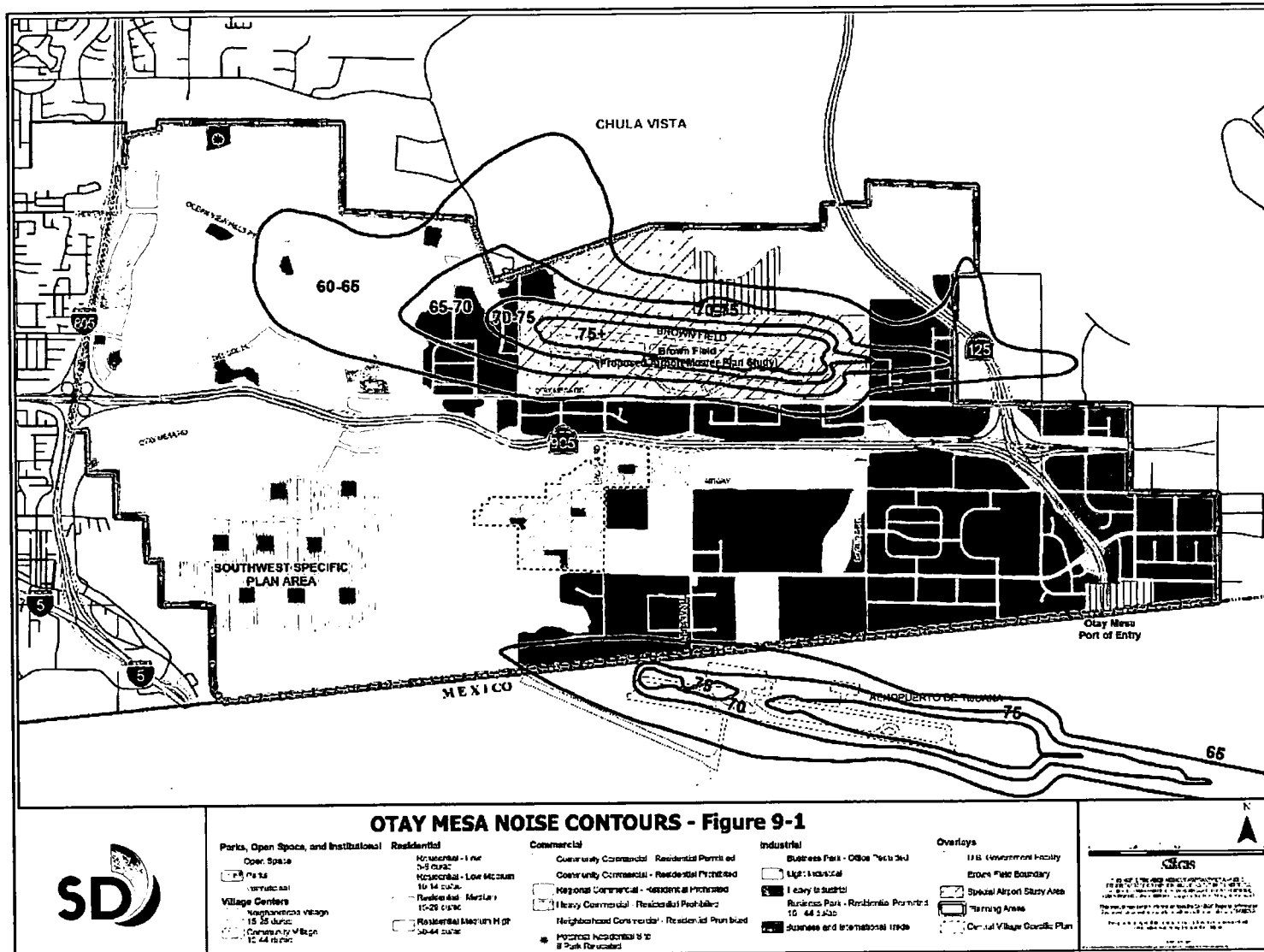
Public Facilities, Services & Safety Element



Noise Element



Noise Element



Passed by the Council of The City of San Diego on JUN 03 2025, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Joe LaCava	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jennifer Campbell	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stephen Whitburn	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Henry L. Foster III	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marni von Wilpert	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kent Lee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Raul A. Campillo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vivian Moreno	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sean Elo-Rivera	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage JUN 05 2025.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

TODD GLORIA
Mayor of The City of San Diego, California.

(Seal)

DIANA J.S. FUENTES
City Clerk of The City of San Diego, California.

By Linda Brown, Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- **316245**