



CITY COUNCIL AGENDA STATEMENT



April 7, 2020

File ID: 20-0077
20-0120

TITLE

ORDINANCE OF THE CITY OF CHULA VISTA APPROVING AMENDMENTS TO THE EASTLAKE II PLANNED COMMUNITY DISTRICT REGULATIONS FOR A 9.35-ACRE SITE LOCATED SOUTH OF EASTLAKE DRIVE, IMMEDIATELY WEST OF SR-125 (SECOND READING AND ADOPTION)

RECOMMENDED ACTION

Council adopt the ordinance.

SUMMARY

On December 8, 2016, Mid-City, LLC (the “Applicant”) submitted a Design Review and request to amend the Eastlake II Planned Community District Regulations for approval of the above-referenced self-storage facility. On November 7, 2017 the City Council approved an Initiation Request for consideration of a General Plan Amendment for the project site. The Council adopted a Resolution that directed staff to proceed with processing of the General Plan amendment once formally submitted by the Applicant for the 9.35-acre project site.

On April 19, 2018 the Applicant submitted additional application requests for an amendment to the City of Chula Vista General Plan and Eastlake II General Development Plan and a Conditional Use Permit. The project consists of two, three-story self-storage buildings totaling 163,386 square-feet and an open space for RV/boat storage. Public access will be solely from a proposed 24 to 26-foot-wide driveway off of Eastlake Drive.

The current land use designation for the 9.35-acre site is Open Space (OS-3). The proposed project requires amendments to the General Plan (GP), Eastlake II General Development Plan (GDP), Eastlake II Sectional Planning Area (SPA) Plan and PC District Regulations. It also requires approval through the processing of a Design Review Permit and Conditional Use Permit. All are subject to review by the Planning Commission and approval by the City Council. The Mitigated Negative Declaration (MND) analyzes potential impacts to traffic, air quality, visual, global climate change, noise, land use, public services and utilities, and other environmental issue areas

A community meeting was held to inform the public about the proposed project and receive input on May 15, 2017. Issues raised by the public at the meeting included: 1) concern over traffic generation; 2) concern over noise and dust; 3) concern over operational noise and security; 4) insufficient public noticing; 5) demand for additional self-storage facilities and 6) desire for the site to remain vacant. In response to written correspondence and comments from the public meeting, the following project features were revised and/or established:

- A Traffic Letter was prepared that concluded that, based upon small additional Average Daily Traffic (ADT) generated by the project, that a Traffic Report would not be required.
- A Conditional Use Permit is being required in order to restrict the nighttime hours of operation due to proximity of residents to the west. Proposed hours of operation are Monday thru Sunday 7:00 a.m. to 8:00 p.m.
- The design of the project has been enhanced to help lessen any visual impacts to the surrounding residents.
- A Market Analysis was prepared to determine the demand for additional self-storage units.

Staff prepared a response to the issues raised by the residents. The response matrix is attached (see Attachment 3).

It should be noted that prior to the Applicant's submitted request for the self-storage project, the applicant previously made an application to the City in August 2013 requesting consideration of a proposed 116 luxury apartment development with 253 parking spaces. The submittal included a request for General Plan and SPA amendment as well as Design Review. On May 5, 2014 a community meeting was held on the apartment project and based upon the concerns raised and amount of public opposition, the project was subsequently withdrawn. The Applicant subsequently resubmitted the proposed self-storage facility for consideration.

On February 12, 2020, the Planning Commission considered the Project and a Motion to recommend City Council approval. The Motion failed by a vote of 3 – Yes to 3 – No, thereby resulting in a Lost Motion. As such, no action was taken on the project.

This item now presents the project for City Council consideration and action.

ENVIRONMENTAL REVIEW

The Director of Development Services has reviewed the proposed project for compliance with the California Environmental Quality Act and has conducted an Initial Study, IS16-0004 in accordance with the California Environmental Quality Act (CEQA). Based upon the results of the Initial Study, the Director of Development Services has determined that the implementation of the project could result in significant effects on the environment. However, revisions to the project made by or agreed to by the Applicant would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; therefore, the Director of Development Services has caused the preparation of a Mitigated Negative Declaration (MND), IS16-0004 and associated Mitigation Monitoring and Reporting Program (MMRP).

BOARD/COMMISSION/COMMITTEE RECOMMENDATION

As discussed above, on February 12, 2020 the Planning Commission discussed the project. and identified concerns over 1) insufficient financial benefit to the City; 2) potential for truck traffic (especially through the adjacent residential neighborhood) 3) lack of public involvement at the Planning Commission meeting and 4) architectural compatibility of project design with surrounding neighborhood and nearby shopping center.

Although there is a net project positive fiscal benefit of over \$25,000 to \$27,000 to the City within the first five years, some of the commissioners believed it was still insufficient to warrant approving the requested amendments necessary for the project to be developed.

Regarding the second issue raised, City Staff provided clarification of the proposed access to the project as well as minimal amount of traffic generation. Staff further clarified that truck traffic would be required to observe City truck routes and that typically only smaller trucks would be accessing the storage facility.

In the discussion of the third issue, there appeared to be some confusion over adequacy of public involvement at the Planning Commission meeting due to lack of public attendance. Some of the commissioners lacked clarity between the proposed project, versus the previously proposed multi-family project on the project site, and felt that the lack of public attendance was not commensurate with the concerns raised at the previous community meetings; and anticipated that more residents would be in attendance at the Planning Commission meeting. Staff provided clarification to the Commission.

The compatibility of proposed project design in terms of colors and materials was also raised and was only given minimal discussion amongst the commissioners.

Commissioner Torres made motion to approve the project. The Motion failed by a vote of 3 – Yes to 3 – No, thereby resulting in a Lost Motion, and as such, no action was taken on the project.

DISCUSSION

1. Location, Existing Site Characteristics, and Ownership

The project is located within the Eastlake Village in the City of Chula Vista. The site is located approximately 4.5 miles east of Interstate I-805, immediately west of State Route 125, south of Eastlake Drive, approximately 0.2 miles north of Otay Lakes Road, north of Saint Germain Road, and east of Ridgewater Drive. The site is located on Assessor's Parcel Number 595-070-75. The site has been previously disturbed and graded. The site is vacant, with the exception of two structures, a pipe culvert outlet located in the northwestern portion of the site, and an SDG&E utility transmission tower and associated power lines that run approximately north-south along the western edge of the site. The on-site topography is relatively flat, but slightly sloping towards the center of the property with overall gradual sloping north to south. Elevations range from approximately 540-feet above mean sea level in the southwestern portion up to approximately 558-feet in the northeastern portion of the site.

Project Description

The project site is currently designated under the City of Chula Vista General Plan as Open Space. The proposed project requires a Mitigated Negative Declaration and amendments to the City of Chula Vista General Plan, Eastlake II General Development Plan, Sectional Planning Area Plan and Planned Community District Regulations to change the General Plan land use designation from Open Space to Limited Industrial, the Eastlake II General Development Plan from Open Space to Research and Limited Manufacturing and the Planned Community District Designation from OS-3 (Open Space) to a new land use, Business Center Warehouse-Storage District (BC-5). Under the SPA and PC District Amendment, the new BC-5 land use district would be intended as an area for self-storage facilities that serve the surrounding neighborhoods and business districts. As discussed in documents submitted by the Applicant describing amendments to the General Plan, General Development Plan, Sectional Planning Area, and Planned Community Amendments (see Attachment

4), the new BC-5 land use district would require a maximum height of 35 feet and a public street setback of 20 feet. With approval of these amendments, the project site would be consistent with the Eastlake II Planned Community Guidelines and General Plan.

The project consists of two, three-story buildings to accommodate self-storage units and an open area for RV/boat storage. Building 1 is located at the northern portion of the site and would total 86,418 square-feet across three stories. Building 2 is located south of Building 1 and north of the decomposed granite (DG) surface RV/boat storage. Building 2 would total 76,968 square-feet among three stories for a total of 163,386 square-feet within the two buildings. There will also be an approximately 25,000 square-foot DG pad area for RV/boat storage.

2. Land Use and Zoning

The table below shows the current and proposed General Plan, and zoning designations for the subject site and the surrounding sites:

	Current Use	Existing General Plan	Proposed General Plan	Existing GDP	Proposed GDP	Existing ELII Zoning	Proposed EL II Zoning
Site	Vacant	Open Space	Limited Industrial	Open Space	Research and Limited Manufacturing	OS-3	BC-5
North	Open space corridor/East lake Drive	Open Space	Open Space	Open Space	Open Space	OS-3	OS-3
East	SR125	N/A	N/A	N/A	N/A	N/A	N/A
South	Tennis Courts	Open Space	Open Space	N/A	N/A	N/A	N/A
West	Private Open Space/Residential	Open Space/Residential	Open Space/Residential	OS/M (Open Space/Medium Residential.	OS/M (Open Space/Medium Residential	OS-3/RP-8	OS-3/RP-8

3. Proposed Amendments

Following is a brief summary of the proposed amendments to the General Plan and Eastlake II GDP and SPA.

Chula Vista General Plan:

Amend Land Use & Transportation (LUT) Element’s applicable text, tables, and exhibits to reflect changes in land use designation of 9.35-acres from Open Space to Limited Industrial.

(see Attachment 4)

Eastlake II GDP:

Amend applicable text, tables, and exhibits to reflect changes in land use designations as necessary to change designation from Open Space (OS) to Research and Limited Manufacturing (IR).
(see Attachment 4)

Eastlake II SPA:

Amend the Planned Community District Regulations including applicable text, tables, and exhibits to reflect changes to the land use district designation from OS-3 (Open Space) to BC-5 (Business Center).
(See Attachment 4)

4. Consistency with Proposed Development Standards

The Planned Community Section of Attachment 4 outlines the proposed development standards for the new BC-5 Zoning District. As indicated, these development standards are generally consistent with the development standards of the existing Business Center zoning districts. The proposed standards for BC-5 are outlined in the table below, along with how the proposed project complies with the proposed standards.

Development Standard	Zoning	Project Proposal
Building Height	35 feet	35 feet
Building Setbacks:		
Front:	25 feet	130 feet
Side yard setback (each):	15 feet	152 feet
Public Street Setback		
SR- 125:	20 feet	50 feet
Rear:	10 Feet	315 feet

ANALYSIS:

1. General Plan Amendment

The project site is currently designated as Open Space. The project site is not located within or adjacent to any designated preserve or environmentally sensitive areas. The open space designation has been applied to the project site as a left-over site following the construction of SR-125.

Approval of the Land Use Amendment to change the land use designation from Open Space (OS) to Limited Industrial (IL), in conjunction with other required entitlements, would allow for the future development of a self-storage facility. Said facility would help meet the need of the surrounding community for adequate storage space. General Plan Objective LUT 1 calls for a balance of residential and non-residential development throughout the City. The provision of a self-storage facility in proximity to residential uses would promote this balance of uses. In addition, the proposed self-storage facility would be designed in such a manner that it would be consistent with Policy LUT 4.5 of the General Plan, which calls for maintaining the character and quality of the surrounding neighborhood.

The Land Use Amendment would provide an equal or greater public benefit to the community as compared to the existing land use designation, density/intensity range or plan policy. Amending the General Plan to IL would allow the development of a new self-storage facility that will support a current market demand identified by the Applicant for such facilities in the area. The proposed new use would be controlled and restricted by both the language of the required SPA Plan Amendment and by the CUP, in order to ensure compatibility with the surrounding land uses.

In terms of General Plan Consistency, the new land use designation would be compatible with the General Land Use Development pattern for the area, which provides for limited industrial land uses surrounding the existing commercial center to the east.

The following are policies that implement the General Plan objective discussed above, and how the project proposal complies with the same.

- *(LUT 1.6) Attract and maintain land uses that generate revenue for the City of Chula Vista, while maintaining a balance of other community needs, such as housing, jobs, open space, and public facilities.*

A Fiscal Impact Analysis prepared for the project indicates a positive net fiscal impact to the City during all years of operation. The self-storage facility will generate additional sales and property taxes, which result in positive fiscal contribution to the City. In addition, the construction of the facility and the on-going operation will generate jobs.

- *(LUT 1.7) Provide high-quality public facilities, services, and other amenities within close proximity to residents.*

A Market Analysis prepared for the project indicated there is enough unmet self-storage space demand for the contemplated development. The financial viability of the subject site is impacted by the moderately high to high rental rates for self-storage space in place at the market competitors. The self-storage facility use will provide an additional high-quality service to meet a currently underserved need in the City.

- *(LUT 1.12) Encourage regional-serving, high-volume retail sales or other uses to locate near freeway access to minimize traffic on City streets.*

The project is located adjacent to SR-125, which will minimize traffic impacts on City streets.

- *(LUT 1.14) Provide sufficient sites to meet the need for commercial services that can be supported by local residents, businesses and workers, such as automobile sales and repair; construction contractors; building material; warehousing and storage; home repair services; and maintenance supplies.*

The self-storage facility use will provide an additional high-quality service site to meet a currently underserved storage need in the City.

- *(LUT 4.3) Require that new development, or redevelopment, through consideration of site and building design, and appropriate transition and edge treatments does not negatively affect the nature and character of nearby established neighborhoods or development.*

The project will be developed on vacant land located adjacent to the west edge of existing SR-125 and as such, will provide a transitional buffer for homes located to the west of the project site. In addition, the project will be visually buffered from existing residential development to the west and south by generously landscaped permanent open space setbacks.

The project is consistent with proposed GP policies listed above as well as existing GP goals and policies of providing appropriate transitions between land uses. The project will be buffered from adjacent existing residential development on the west and south by generous permanent open space setbacks that reinforce the importance of maintaining the integrity of stable residential neighborhoods. This is consistent with many of the Planning Factors, Objectives and Policies Outlined in Section 7.0 of the LUT Element, Additional General Plan Polices, and how the project complies with the same.

- *(LUT 7.1) Protect adjacent, stable residential neighborhoods by establishing guidelines that reduce the potential impacts of higher intensity use, commercial, and urban residential developments.*

The project will be developed on vacant land located adjacent to the west edge of existing SR-125 and as such, will provide a transitional buffer from existing residential development and on the west and south by generous permanent open space setbacks from the proposed development. The storage facility is a low intensity use that will minimize disturbance to nearby residential.

- *(LUT 7.2) Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.*

The project is buffered from existing development on the west, north and south by the provision of permanent open space setbacks and to the east by the existing SR-125.

- *(LUT 7.3) Require that commercial and industrial development adjacent to residential or educational uses be adequately screened and buffered to minimize noise, light, glare, and any other adverse impacts upon these uses.*

The project has been designed to ensure that potential impacts of the self-storage development will be adequately buffered and screened from the adjacent residential development.

- *(LUT 7.4) Require landscape and/or open space buffers to maintain a naturalized or softer edge for proposed private development adjacent to natural and public open space areas.*

The proposed project landscape palette has been designed to provide a “softer edge” for those portions of the development located immediately adjacent to the natural open space areas.

Eastlake II

2. General Development Plan Amendment

The Eastlake II GDP was first adopted on November 16, 1999. It is comprised of approximately 2,300 acres. This was the outcome of the establishment of two new neighborhoods within the Eastlake Community (Eastlake Greens and Eastlake Trails), which was then merged with the Eastlake I GDP to become the Eastlake II GDP. The Eastlake II GDP has subsequently been amended a number of times, the latest being December 18, 2007. The proposed project comprises approximately 9.35-acres within the GDP boundaries.

The proposal is to change the existing GDP designation from Open Space to Research and Limited Manufacturing. This would necessitate changes to the GDP Map as well as the GDP Land Use Statistics Table.

Approval of the requested GDP amendment to change the designation of the 9.35-acre project site from Open Space to Research and Limited Manufacturing would allow for the GDP designation to be consistent with the new General Plan Designation IL and allow the site to be developed with a self-storage facility. The GDP amendment would also promote one of the GDP goals outlined in Section 1.1.3.4, which is to encourage facilities that support emerging industries and shopping trends. The Market Analysis conducted for the project supports the demand for self-storage facilities. In addition, concurrent amendments would result in creation of a new Business Center Land Use District in order to implement the new GDP designation and allow for self-storage facilities as a conditionally permitted use. At the same time, this new land use district would be customized to preclude objectionable and otherwise incompatible uses, given the site's proximity to existing residential development to the west. This would help further two additional GDP goals outlined in Section 1.1.2.4 of the GDP as listed below:

- Provide for range of intensity and uses with each commercial and industrial use designation.
- Adopt development standards that include a level of flexibility that can accommodate new uses and structures to attract emerging industries and shopping trends.

As discussed above, the implementation of these measures by the creation of a new Business Center Land Use District Designation would provide the needed flexibility on both the development standards and allowable uses in order to ensure that the development of the site is compatible with the surrounding existing residential development.

3. Eastlake II Sectional Planning Area Plan

The Site Utilization Plan Map is being amended to reflect the change in designation from OS-3 to BC-5 (see Attachment 4).

Planned Community District Regulations

The project proposes to amend the OS-3 land use district regulation contained in the Eastlake II PC District Regulations to change the designation to a new BC-5 land use district designation. Because a self-storage facility is considered more appropriately as a light industrial type of use, the Business Center category is most appropriate. However, the majority of the existing land use districts under the BC category would include a number of uses determined to be inappropriate due to proximity of surrounding existing residential development. As a result, a brand-new land use designation is being requested (BC-5), which would be limited primarily to self-storage uses, and other storage and warehousing uses.

The BC-5 zone would only allow self-storage facilities and storage warehouses. This is consistent with the General Plan Land Use Designation of Limited Industrial that is intended for "light manufacturing; warehousing; certain public uses; auto repair; auto salvage yards; and flexible use projects that combines

these uses.” Both the SPA amendment and the required CUP will contain language to restrict and minimize any potential impact resulting from this very low intensity land use.

4. Land Use Compatibility

The proposed change to the land use will create a buffer and transition in land use intensity between the existing single-family homes to the west within the Eastlake Shores neighborhood, and the SR-125 freeway located just east of the project site. The project will not result in an isolated land use designation or zoning due to its proximity to the Eastlake Village Center and other businesses located just across SR-125 to the east.

As amended, the proposed project is consistent with the vision, objectives and policies of the Light Industrial designation of the General Plan and the IR (Research & Limited Manufacturing) designation of the Eastlake II General Development Plan. Self-storage facilities would be a conditionally permitted use. The project would develop an underutilized and unimproved site and provide self-storage units in an area that is adjacent to commercial and residential uses. The project would contribute to provide additional self-storage rental units for residents of Eastlake and greater Chula Vista.

5. Design Review

Site Planning and Building Placement/Orientation

The project was analyzed based on the design guidelines established in the Eastlake II and City’s Design Manual. Following is a set of design standards applicable to the proposed project followed by a statement indicating how the project is consistent with those guidelines.

- *Encourage projects which respect the character and scale of adjoining development.*

The self-storage (IL – Limited Industrial) land use for the project provides a reasonable transitional land use and buffering from residential development to the west, and eastward to the SR-125 freeway corridor.

Walls and Security:

- *When security fencing is required, it should be a combination of solid walls with pilasters and decorative view segments, or short solid walls and wrought iron grill work combination. Large expanses of wall surfaces should be offset and architecturally designated to prevent monotony.*

Perimeter security fencing is proposed to be 6-foot tubular steel and painted in earth tones to blend in with the surrounding landscape areas. Masonry pilasters shall be located approximately every 100-feet along the fence line as well as at corner and entry transitions to break up long runs of fencing

Building Architecture

- *The architecture should consider the compatibility with surrounding character, including harmonious building style, form, size, color, material and roofline. In developed areas, the new project should meet or exceed the standards of quality which have been set by surrounding development.*

- *Heights and setbacks within the same building should be varied, and wall planes should be staggered both horizontally and vertically in order to create pockets of light and shadow and provide visual relief from monotonous, uninterrupted expanses of wall.*
- *Colors and materials should be complementary to the chosen architectural style and compatible with the character of surrounding development. Materials for multiple family projects should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishments and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in planes.*
- *Colors and materials should be consistent with the chosen architectural style and compatible with the character of surrounding development. Sensitive alteration of colors and materials can produce diversity and enhance architectural form.*

Visual Simulations provided indicate color schemes consistent with existing retail development to the east of the project and SR-125 so that views from existing residential development are attractive and match the character of existing development east of the SR-125. There is no particular architectural style required for industrial structures. However, high quality, innovative and imaginative architecture is encouraged. The project has a streamlined, modern industrial design, incorporating a plaster façade with metal elements, such as ribbed metal panels, and metal cornices. Colors and materials are light tan & brown with green and grey accents. Wall planes are staggered to create visual relief, and the roof lines are heightened at various points throughout the buildings to create visual interest. All wall surfaces visible to the public are architecturally enhanced and the buildings have offsets and architectural details, consistent with the Chula Vista Design Manual.

The project has been designed to ensure that potential impacts of the self-storage development will be adequately buffered and screened from the adjacent residential development. The project respects the character of the adjoining developments, while at the same time providing a consistent scale with the surrounding development. The project provides a functional and attractive configuration of buildings, which are placed along a proposed private drive between Eastlake Drive & Saint Germain Road. Parking is tucked into an adjacent slope near Eastlake Drive and in front of Bldg. 1 in addition to under second story overhangs and next to Bldgs. 1 & 2 so as to minimize visual impact from the street. The building coverage along the private drive frontage, as well as the landscaping along the exterior, provides an aesthetically pleasing view from the street and within the site.

Setbacks for the buildings exceed the requirements in the Eastlake II PC District Regulations. Appropriate setbacks and proper screening will protect nearby uses from noise, light intrusion, truck traffic and other potential objectionable influences incidental to self-storage uses. The maximum allowable lot coverage is 70%, however, the project proposes a total lot coverage of 13.1% percent.

Parking and Access:

The City of Chula Vista Off-Street Parking Regulations do not include specific parking requirements for a self-storage use; therefore, the Applicant has submitted a Parking Analysis, prepared by LOS Engineering,

demonstrating that the proposed project with 44 striped parking spaces will have sufficient on-site parking given parking requirements in other local jurisdictions and national parking rates provided by the Institute of Transportation Engineers (ITE) *Parking Generation Manual 4th Edition*. Additionally, two other self-storage projects were recently approved by the City (one in the Eastlake Business Park and the other in Otay Ranch Village 3) and applied similar parking provisions. Based on the parking assessment dated March 28, 2019, the 44 parking spaces are within the range of demand expected for the proposed project and will be enough to accommodate the peak parking demand.

The Applicant has submitted a Traffic Analysis letter from LOS Engineering dated March 28, 2019. The analysis indicates that trip generation was calculated using both the typical SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002 and the Institute of Transportation Engineers (ITE) 9th and 10th Edition to determine the trip generation rate for the proposed project, and whether this would trigger the requirement to prepare a Traffic Impact Study. Based upon the SANDAG trip generation model, the project is calculated to generate 257 average daily trips (ADT's), 16 AM peak hour trips and 24 PM peak hour trips. Based upon the ITE model, the project trip generation is calculated at 317 daily trips, 26 AM peak hour trips and 25 PM peak hour trips. Based upon the SANDAG Final 2008 Congestion Management Program Guidelines, a Traffic Impact Study is not required because the project's trip generation is calculated to generate less than 500 ADT and less than 50 peak hour trips.

The project's main access is proposed solely via Eastlake Drive through a new 24 to 26-foot-wide driveway off of Eastlake Drive. It is proposed that the existing center raised median on Eastlake Drive from Ridgewater Drive to the eastern edge of the project driveway be reconstructed with a median break to allow full access for most vehicles and left in and right out for large trucks. Additionally, the existing median east of the project driveway will be rebuilt to include a painted median to allow left turns into the project driveway. A secondary emergency access only is on the south side of the project through an existing and gated service road to St. Germain Street.

On-site roadways will be paved while the RV/Boat storage yard will have a gravel surface. Sign(s) stating "Dead End" and/or "No Exit" will be placed for southbound travel adjacent to the RV/Boat storage yard. The on-site circulation will connect with the existing and gated access to St. Germain Road; however, this access will remain gated for powerline and emergency vehicles only.

6. Conditional Use Permit

Under the proposed BC-5 zoning district, a Conditional Use Permit is required in order to allow for a self-storage facility. The CUP will ensure compatibility of the proposed use with the adjacent single-family development to the west of the project site.

Conditional Use Permit Findings:

That the proposed use at this location is necessary or desirable to provide a service or facility which will contribute to the general well-being of the neighborhood or the community.

The proposed use would allow the development of a new self-storage facility that is desirable in that it will support a currently identified market demand. The use will contribute to the well-being of the community by providing the convenience of a storage facility that helps meet the demands of the surrounding community. The provision of said facility in proximity to residential uses would be

designed in such a manner that it would be consistent with Policy LUT 4.5 of the General Plan, which calls for maintaining the character and quality of the surrounding neighborhood.

That such use will not, under the circumstances of the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity.

The orientation and placement of the buildings will provide visual buffering from all sides. A parking study has been provided to ensure there is adequate parking available during all hours of operation. The project has been conditioned to restrict the hours of operation from Monday through Sunday between 7:00 a.m. and 8:00 p.m. the project has been conditioned to ensure that any significant changes to proposed uses or hours of operation will require review and approval by the Zoning Administrator.

The characteristics of the proposed use, and its operation will not have detrimental effects since the project is located within a specially restricted (BC-5) Business Center zone that restricts the allowable uses to storage and warehousing.

That the proposed use will comply with the regulations and conditions specified in the code for such use.

The granting of this CUP is conditioned to require the Applicant and Property Owner to fulfill its conditions of approval and to comply with all applicable regulations and standards specified in the Municipal Code, and the California Building, Fire and other applicable codes, for such use. These conditions will be enforced through building plan review, inspections prior to occupancy of the use and subsequent operation of the business. Furthermore, the conditions of this permit are approximately in proportion to the nature and extent of the impact created by the project in that the conditions imposed are directly related to, and of a nature and scope related to the size and impact of the project. The project will comply with all regulations and conditions specified in the Eastlake II Business Center SPA, Design Standards outlined in the Eastlake II Business Center II Design Guidelines and Zoning Code for uses established under CUP18-0010.

That the granting of the Conditional Use Permit will not adversely affect the General Plan of the City, or the adopted plan of any government agency.

This CUP is in compliance with the General Plan, as amended, Zoning Ordinance and land use designations listed therein. The General Plan designation, as amended, is Limited Industrial and is implemented through the BC-5 (Business Center) Zoning Designation which allows for self-storage facility with a CUP in accordance with section IV.1(B)(1) of the Eastlake Business Center II PC District Regulations.

Fiscal Impact Analysis (FIA) and Market Analysis

While the Applicant was not required to prepare an amended Public Facilities Financing Plan (PFFP), the Applicant was required to prepare a Fiscal Impact and Market Analysis of impacts of developing the project site with a self-storage facility.

A Market Analysis prepared for the project in 2019 indicates that the market is favorable for development

of a modest amount of self-storage spaces and that the potential development is represented as a “B+” market and the site is a “B+” site.

The allocated B+ market designation is based upon what appears to be moderately high to high occupancy levels, the calculation of potential unmet demand for additional self-storage in the market, the moderately high to high rental rates for storage spaces, the moderately high to high per capita and household income levels, and the moderately low to moderate population density and projected population growth.

The Fiscal Impact Analysis Report (the “FIA”) provides information as related to the project and the analysis of the anticipated fiscal impacts to the City’s General Fund. Based on the FIA and the assumptions contained therein, annual fiscal impacts are positive starting in Year 1. In the first year there is a net fiscal surplus of approximately \$25,673, followed by surpluses of approximately \$25,793 in Year 2, \$26,451 in Year 3, \$26,817 in Year 4, and \$27,061 in Year 5.

Conclusion

The proposed project will result in the development of a new self-storage facility within the Eastlake area of Chula Vista. Said facility will help to meet the need of the surrounding Eastlake community for adequate storage space. By its proposed location to the east of existing residential development, it will further the goal of providing a balance of residential and non-residential development throughout the City. The project has been designed in such a way as to maintain the character and quality of the surrounding neighborhood.

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council members and has found no property holdings within 1,000 feet of the boundaries of the property which is the subject of this action. Consequently, this item does not present a disqualifying real property-related financial conflict of interest under California Code of Regulations Title 2, section 18702.2(a)(7) or (8), for purposes of the Political Reform Act (Cal. Gov’t Code §87100, *et seq.*).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision-maker conflict of interest in this matter.

CURRENT-YEAR FISCAL IMPACT

All application fees and processing costs are borne by the Applicant, resulting in no net impact to the General Fund or the Development Services Fund.

ONGOING FISCAL IMPACT

The FIA for the project estimates that annual fiscal impacts are positive beginning in Year 1. In the first year there is a net fiscal surplus of approximately \$25,673, followed by surpluses of approximately \$25,793 in Year 2, \$26,451 in Year 3, \$26,817 in Year 4, and \$27,061 in Year 5. The net projected General Fund Impact based upon the proposed land use is positive with approximately \$424,212 in net revenues over 15 years.

Staff Contact: Jeff Steichen, Associate Planner