

**CHULA VISTA PLANNING COMMISSION**

**Case #DR15-0003**

**City Ventures**

**Project Name: 701 D Street**

**Issues of Concern**

**December 9, 1015**

Submitted by Dean Spooner, Property Owner 81-83 Woodlawn Ave, Chula Vista

- Project does not fit community plan for trolley corridor
- Not enough designated (guaranteed off-street parking spaces)
- 174 parking spaces are not guaranteed (use of garages by owners discretion)
- A change of garages to car ports with deed restrictions--not to enclose them (or vehicle parking only)
- Not enough open space
- No site corridors through project
- No convenient pedestrian walkways leading south to shopping and services
- No encouragement to walk and leave your car at home
- No social amenities—no clubhouse, no swimming pool, no social gathering areas
- Where will work trucks and larger vehicles park?
- No provision for onsite manager or meeting room to solve homeowner's issues
- Project totally ignores the vast, ocean view
- Project completely shuts off all views, breezes, sunsets, and vistas with a 38 ft mass wall of buildings

## Traffic, Parking and D Street Closure for Future Park

- Closing D Street for a park is a BAD idea
- D Street provides approximately 30 on-street parking spaces
- D Street provides a safe entrance/exit to the project
- Entrance on Woodlawn will remove 4-6 parking spaces on street
- Projected 660 trips per day at a Woodlawn entrance will be very hazardous--will cause undue traffic congestion on Woodlawn
- Keeping D Street as entrance to the project will provide:
  - Safe traffic flow
  - Allow room for left, straight or right turns all at the same time providing fast, safe and efficient disbursement of traffic minimizing the impact of this project
- Another short-sited problem with closing D Street is the inevitable redevelopment of the adjacent trailer park to the south
- D street being over 60 ft. wide will also make a safe and efficient traffic flow for both projects
- Woodlawn being 35 ½ feet wide with parking on both sides allows an approximate 18 foot lane for 2-way traffic
- With entrance on Woodlawn, traffic will stop whenever a service, trash or delivery (UPS, FedEx, etc.) wants to enter
- D Street will provide a landing pad for these trucks so that they will not impede Woodlawn traffic flow
- This is the first very high density project in this area
- Parks—liability or asset?
- Chula Vista has 57 parks with 4 more coming on line for a total of 61 parks
- Parks have changed and have become homeless hangouts--do we really need another homeless hangout?
- City parks staff is underfunded and understaffed by 15 people at this time
- A park on D Street will only benefit this project to the detriment of safe and efficient traffic flow for this project and the inevitable redevelopment of the trailer parks to the south

---

The High Density Trolley Corridor Plan was presented a few years ago as projects with high rise construction, open vistas, walking and riding paths to encourage non automotive travel.

This is the first major project on the trolley corridor. There are 4 more large trailer parks to be redeveloped in this corridor.

This being the first project will set a precedence to be repeated if passed.

Developers build projects. If high rise construction is profitable, they will build it and fulfill the dream of the new urban center. This project is 25 year old community planning I thought we were planning for a better future?

