



CITY COUNCIL AGENDA STATEMENT



May 5, 2020

File ID: 20-0018

TITLE

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA APPROVING A NEW 3.2-ACRE BIKE SKILLS PARK FACILITY IN THE OTAY VALLEY REGIONAL PARK (OVRP), RECREATION AREA 6

RECOMMENDED ACTION

Council adopt the resolution.

SUMMARY

This report presents a draft plan for the Otay Valley Regional Bike Skills Park Facility (Project) and seeks approval of the Project. The proposed project would create a new 3.2-acre bike skills park facility in the Otay Valley Regional Park (OVRP), Recreation Area 6. Recreation Area 6 is slated to become a Chula Vista neighborhood park and a full park master plan will be developed in the future, as funding becomes available.

The proposed project would expand recreation resources in the OVRP. The County of San Diego is the lead agency for the proposed project, and is responsible for design, environmental review and construction. City of Chula Vista owns the project site and will be responsible for operating and maintaining the bike skills park facility.

ENVIRONMENTAL REVIEW

The proposed project has been reviewed for compliance with the California Environmental Quality Act and the County of San Diego has conducted an Initial Study (IS) for the Otay Valley Regional Park - Bike Skills Park Project (SCH No. 2019109026) in accordance with the California Environmental Quality Act (CEQA). Based upon the results of the Initial Study, it has been determined that the implementation of the "Project" could result in significant effects on the environment. However, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the project proponent that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. A Mitigated Negative Declaration (MND) and associated Mitigation, Monitoring and Reporting Program (MMRP) have been prepared.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION

The members of the Parks and Recreation Commission were individually given the opportunity to review the proposal and, of the 5 Commissioners who responded, each were supportive of the Project.

DISCUSSION

Otay Valley Regional Park (OVRP) is a multi-jurisdictional planning effort by the County of San Diego and the cities of San Diego and Chula Vista. In 1990, the jurisdictions entered into a Joint Exercise of Powers Agreement for coordinated planning, acquisition, and design of the OVRP. The OVRP totals approximately 200 acres along the Otay River and offers a variety of recreational amenities including trails, picnic facilities, and a ranger station. Phase I of the OVRP development has included acquisition of park land, feasibility studies, and completing a Concept Plan for the OVRP. The OVRP Concept Plan was most recently updated in 2016 and identifies potential localized active recreation sites, while protecting open space, wildlife, historic, agricultural, and archeological resources. While park land has been purchased and is now open to the public, the OVRP still generally lacks formal active recreation amenities identified in the Concept Plan. The OVRP Bike Skills Park project will deliver a new active recreation amenity that allows visitors of all ages and abilities to learn, practice, and improve their off-road biking skills.

The project site is located predominately in the northern portion of parcel APN 624-070-01-00 and partially in the northeastern portion of parcels APNs 631-013-35-00 and 631-013-37-00 (please see Figure 1, Vicinity Map). The proposed project site is bound to the north by existing residential development along the south side of Rancho Drive, and vegetated land in the OVRP to the south, west, and east (with Interstate 805 located further east). The site has a relatively flat topography, has been previously disturbed, contains an access road used to maintain the existing San Diego Gas & Electric (SDG&E) transmission line, and is traversed by several informal trails.

Public Outreach

County of San Diego Department of Parks and Recreation conducted extensive public outreach for the Project. Outreach efforts included holding fourteen public meetings, beginning in July 2018, in order to obtain public input, guide project design, and provide updates to the community.

Design workshop invitations were mailed out to stakeholders, interested parties, residents and business within 500' of the proposed project site (see Figure 2, 500ft Buffer Outreach Map). In addition, an online survey was made available during the outreach period for those that could not attend the in-person meetings. Project materials were made available on the County of San Diego Department of Parks and Recreation's website and social media accounts. Community members were excited about the Project and requested skill building features suitable for beginner to intermediate riders.

The required environmental review also included a public review period which started October 11, 2019 and ended November 12, 2019.

Site Plan

Public input was incorporated into the conceptual site plan for the Project, attached as Figure 3, Concept Site Plan, and described below. The project site would be accessed from an east entrance or a west entrance. The east entrance would allow access to the site via Rancho Drive where there is currently a locked gate for OVRP maintenance access. The west entrance would allow access via Rios Avenue to the west. The proposed project would expand recreation resources in the OVRP and would be managed by the City of Chula Vista. As shown in Figure 4, Overview of Skills Facilities, the Project is separated into various areas dedicated to different

bike skills facilities, where the various areas include a Kids Park, Pump Track, Jump Park, Skills Trail, and Access Trails and Roads.

**TABLE 1
PROJECT COMPONENTS**

Zone	Linear Feet¹	Width (feet)¹	Grading Area (sq ft)	Total Area (sq ft)
Zone 1: Kids Park	250	4	1,500	3,500
Zone 2: Chill Zone	-	-	1,250	3,500
Zone 3: Jump Park	1,000	4	4,000	17,000
Zone 4: Pump Track	1,000	6	6,000	20,000
Zone 5: Skills Trail	2,000	4	8,000	8,000 ²
Total	4,250	-	20,750	52,000

¹ Provided for zones with trail or track component

² Approximately based on grading area

Zone 1: Kids Park

The Kids Park would be located adjacent to the east entrance, where access is provided via Rancho Drive. The Kids Park area would contain a riding track and several features designed for younger and/or beginner riders, including small rollers, berm turns and ladder bridges. The track would be soil stabilized and protected by a durable surface system (DSS) carpet to minimize dust, eliminate the need for pesticides, and create a safe riding experience. The Kids Park would be approximately 3,500 square feet with trails totaling 250 linear feet with a 4-foot width. The Kids Park would require approximately 1,500 square feet of grading to establish this area.

Zone 2: Chill Zone

The Chill Zone area would be located south of the east entrance in the eastern portion of the project site. The Chill Zone would be approximately 3,500 square feet and would require approximately 1,250 square feet of grading. The Chill Zone would use an existing concrete viewing bench, providing a rest area with picnic tables for visitors and users of the Project.

Zone 3: Jump Park

The Jump Park area would be located in the northeastern portion of the project site and would be approximately 17,000 square feet with trails totaling 1,000 linear feet with a 4-foot width. The Jump Park would be designed to use prefabricated metal framed wood surface jumps which would eliminate the need to create jump facilities with imported soil material or grading of the existing soil. The Jump Park includes one beginner and one intermediate jump line with a return trail. Each of the jump lines would have a series of jump and rollers that increase in size through each run. The last jump in the intermediate jump line would have a prefabricated kicker ramp and a dirt landing. The dirt landing would be stabilized and protected with a safety landing pad and a DSS carpet to create a safe jumping experience for riders. Between the jump features the trail would be stabilized and protected with the DSS carpet to reduce dust and eliminate the need for pesticides/invasive species control along the track. The Jump Park would require approximately 4,000 square feet of grading to establish this area.

Zone 4: Pump Track

The Pump Track would be located in the middle of the project site and would be approximately 20,000 square feet with trails totaling 1,000 linear feet with a 6-foot width. The Pump Track area features a modular prefabricated pump track that can be reconfigured into different track layouts depending on user demand. The modular pump track system minimizes maintenance need by providing a stabilized surface. The entry and exit areas to the pump track would be installed with DSS carpet to minimize tracking of dirt onto the track. The Pump Track would require approximately 6,000 square feet of grading to establish this area.

Zone 5: Skills Trail

The Skills Trail would contain 2,000 linear feet of trails with a 4-foot width. The Skills Trail would be designed to provide riders with optional features that range in difficulty from beginner to expert level. Each feature would contain signage that designates the difficulty level and provides a unique riding challenge and experience. The natural surface trails would be stabilized and maintained over time to minimize dust and erosion, so that the trails provide the same level of service as when constructed. The Skills Trail would require approximately 8,000 square feet of grading to establish this area.

Access Trails and Roads

In addition to providing various types of trails for bicyclists within the project site, the Project would also improve the existing access road and network of trails that currently transect the project site. The Project would narrow some of the access roads and trails. The access trails and roads were incorporated into the conceptual site plan to maintain and improve, where feasible, community access to the project site.

Vehicular Access and Parking

Park users may access the new facility to the east from Rancho Drive or existing OVRP trails and from the west from the Rios Staging Area or existing OVRP trails. The Project is designed to serve the surrounding neighborhoods, which is reflected in the scale of the Project, and therefore is not anticipated to draw a substantial number of park users from outside of the community. No new parking areas are proposed as part of the Project, as on-street parking is available along Rancho Drive or via the existing Rios Staging area. The Rios Staging area includes ten parking spaces, including one that is compliant with requirements associated with the Americans with Disabilities Act (ADA).

Construction

Construction of the Project is anticipated to occur over a six-month period, ending in Fall 2020. As shown on Table 1, the total graded area of site is expected to be approximately 20,750 square feet, which includes all trails, features and riding areas for the Project. Construction activities would consist of clearing, grubbing, mass grading, rough grading, and fine grading operations. The equipment used would include, but not be limited to, bulldozers, frontend loaders, dump trucks, skid steers, excavators, mini excavators, tillers, plate compactors, jumping jack compactors, and various power tools/hand tools. The total restoration area of the disturbed vegetated areas is anticipated to be approximately 5,000 square feet, which includes the restoration and narrowing of one of the main access roads.

The Project was designed to minimize construction and maintenance costs and impacts. For example, the project uses the existing access roads and trails, and requires minimal clearing, grubbing, and grading

activities to help minimize the overall construction footprint. The Project would also use products intended to stabilize the dirt surfaces of the tracks, trails, and riding feature surfaces. The stabilization activities include the application of pesticides to prevent weed or plant growth on the track, trail and riding feature surfaces, and application of soil binding products to stabilize the structure of the soil. These stabilization activities help reduce long-term maintenance, minimize air quality impacts, and minimize erosion and dust. After construction of the tracks, trails, and riding features, the majority of the project features would be protected through use of the DSS in conjunction with the stabilization products. The DSS minimizes routine maintenance, including the need for soil stabilization, vegetation management, and dust and wind erosion control; eliminates the need for water and moisture conditioning of the riding tracks, trails, and riding surfaces; and helps control stormwater runoff pollution.

Facility Management and Operations

The Project would be open year-round from sunrise to sunset, which is similar to the existing hours of operation at the OVRP. No new sources of lighting would be provided by the Project.

Maintenance and operations of the proposed facility would be managed by City of Chula Vista. Maintenance includes general trail maintenance and maintenance of dirt features on an as-needed basis. In addition, the City of San Diego's Public Utilities Department may access the project site on an as-needed basis, with coordination and approval of the City of Chula Vista, for maintenance of the sewer pipe that is located on the northern boundary of the project site. Trash removal would also be provided as part of operation and maintenance of the project.

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 costs associated with the development of this Project are borne by the County of San Diego, resulting in no net fiscal impact to the General Fund for this current year.

ONGOING FISCAL IMPACT

This bike skills facility will be developed by the County of San Diego Department of Parks and Recreation and will be maintained by City of Chula Vista Parks Maintenance. It contributes to the Otay Valley Regional Park obligation covered under the Joint Exercise of Powers Agreement requiring the underlying landowner to maintain active recreation facilities and provide public access whenever the park is open. There will be no capital cost to the City of Chula Vista for the development of this facility.

Projected annual maintenance costs are identified in the Table 2.

**TABLE 2
ANNUAL MAINTENANCE COSTS**

CATEGORY	PROJECTED EXPENSE
Trash Cleanup	\$7,000
Graffiti Abatement	\$3,000
Weed Abatement	\$1,500
Path Maintenance	\$2,500
Repair of Equipment/Durable Surfacing/Vandalism	\$11,000
Total	\$25,000

ATTACHMENTS

1. Figure 1, Vicinity Map
2. Figure 2, 500ft Buffer Outreach Map
3. Figure 3, Concept Site Plan
4. Figure 4, Overview of Skills Facilities
5. Construction Specifications
6. California Environmental Quality Act, Mitigated Negative Declaration (MND)

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