

SPA PLAN

Otay Ranch Freeway Commercial Sectional Planning Area (SPA)

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OTAY RANCH FREEWAY COMMERCIAL SECTIONAL PLANNING AREA (SPA) PLAN

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OTAY RANCH FREEWAY COMMERCIAL SECTIONAL PLANNING AREA (SPA) PLAN

I. Introduction

A. Background, Scope & Purpose of the Plan

The Otay Ranch Freeway Commercial Center represents the continued southward and eastward extension of the initial development approved in Otay Ranch Sectional Planning Area (SPA) One, containing Villages One and Five, and the subsequent approval of Villages Six and Eleven immediately to the west and east, respectively, of the project site. The project also is a southward extension of urban development previously approved and constructed in the EastLake Planned Community, immediately to the north. It is the Freeway Commercial component of the regional commercial, cultural, social and public services center envisioned as the Eastern Urban Center (EUC) and freeway commercial area at the heart of the Otay Ranch Planned Community as established in the Otay Ranch General Development Plan (GDP). As further detailed below, this SPA includes only the Freeway Commercial portion of the area originally identified as EUC/Planning Area 12 in the Otay Ranch GDP. A GDP amendment in 2001 separated the EUC and Freeway Commercial components into separate planning areas and the EUC planning area will be addressed in a separate future SPA plan. **The GDP was amended in 2007 and 2014 to allow the current land uses in this SPA Plan.**

This SPA Plan refines and implements the land use plans, goals, objectives and policies of the Otay Ranch GDP. This Plan addresses existing and planned land uses, public facilities, design criteria, circulation, and other development components for the Otay Ranch Freeway Commercial SPA. Preparation and approval of this SPA Plan is required by the Otay Ranch GDP pursuant to Title 19, Zoning, of the Chula Vista Municipal Code. The objectives of this plan are to:

- Implement the goals, objectives and policies of the Chula Vista General Plan, particularly the Otay Ranch General Development Plan.
- Implement Chula Vista's Growth Management Program to ensure that public facilities are provided in a timely manner and financed by the parties creating the demand for, and benefitting from, the improvements.
- Foster development patterns which promote orderly growth and prevent urban sprawl.
- Maintain and enhance a sense of community identity within the City of Chula Vista and surrounding neighborhoods.
- Establish a regional freeway oriented commercial center which also reserves a public transit right-of-way (ROW or easement), station site and park-and-ride facility for extension of the San Diego regional public transit system to reduce reliance on the automobile to access uses within the center and destinations served by the transit system.

- Provide mixed-uses, including hotels, mixed-use commercial, residential and a park in the northern portion of the SPA consistent with the adopted GDP.
- Promote synergistic uses between the commercial center and uses in adjacent development areas to balance activities, services and facilities.
- Contribute to the unique Otay Ranch image and identity which differentiates Otay Ranch from other communities.
- Implement development consistent with the provisions of the Otay Ranch resource conservation and management plans.
- Establish a land use and facility plan which assures project viability in consideration of existing and anticipated economic conditions.

This SPA Plan defines, in more detailed terms, the development parameters for the Otay Ranch Freeway Commercial SPA, including the land use mix, design criteria, primary circulation pattern, and infrastructure requirements. Additionally, the character and form of the project will be implemented through a series of guidelines and development standards prescribed in the Otay Ranch Freeway Commercial SPA Planned Community (PC) District Regulations, Freeway Commercial SPA Design Plan and other associated regulatory documents.

The SPA plan, once approved, is the implementation tool of the General Development Plan. It establishes design criteria for the site and defines precisely the type and amount of development permitted. It establishes the City's standards for that development including major infrastructure improvements to be constructed by the developer.

The PC District Regulations adopted as part of this SPA serve as an important tool through which the City will review and evaluate schematic, preliminary and final plans for each individual project to be built within the SPA. The PC District regulations also establish standards for development and use within the planning area.

This SPA Plan is adopted as a supplement to other existing City regulations, focusing on the Otay Ranch Freeway Commercial development area. The specific provisions provided herein, including the PC District regulations and related SPA documents, shall supersede the general standards established in other regulations, including the City Zoning Ordinance. If an issue is not addressed in the SPA Plan package, then appropriate City-wide regulations shall apply.

B. Record of Amendments

(To be inserted upon amendment)

Regional Vicinity



Exhibit 1

C. Location & Regional Setting

Otay Ranch lies within the approximately 37,585-acre Eastern Territories Planning Area of the City of Chula Vista. The Eastern Territories Planning Area is bounded by Interstate 805 on the west, San Miguel Mountain and State Route 54 on the north, the Otay Reservoirs and the Jamul foothills on the east, and the Otay River Valley on the south. The Otay Ranch Freeway Commercial SPA is located in roughly the center of the Eastern Territories Planning Area (see Vicinity Map Exhibit 1)

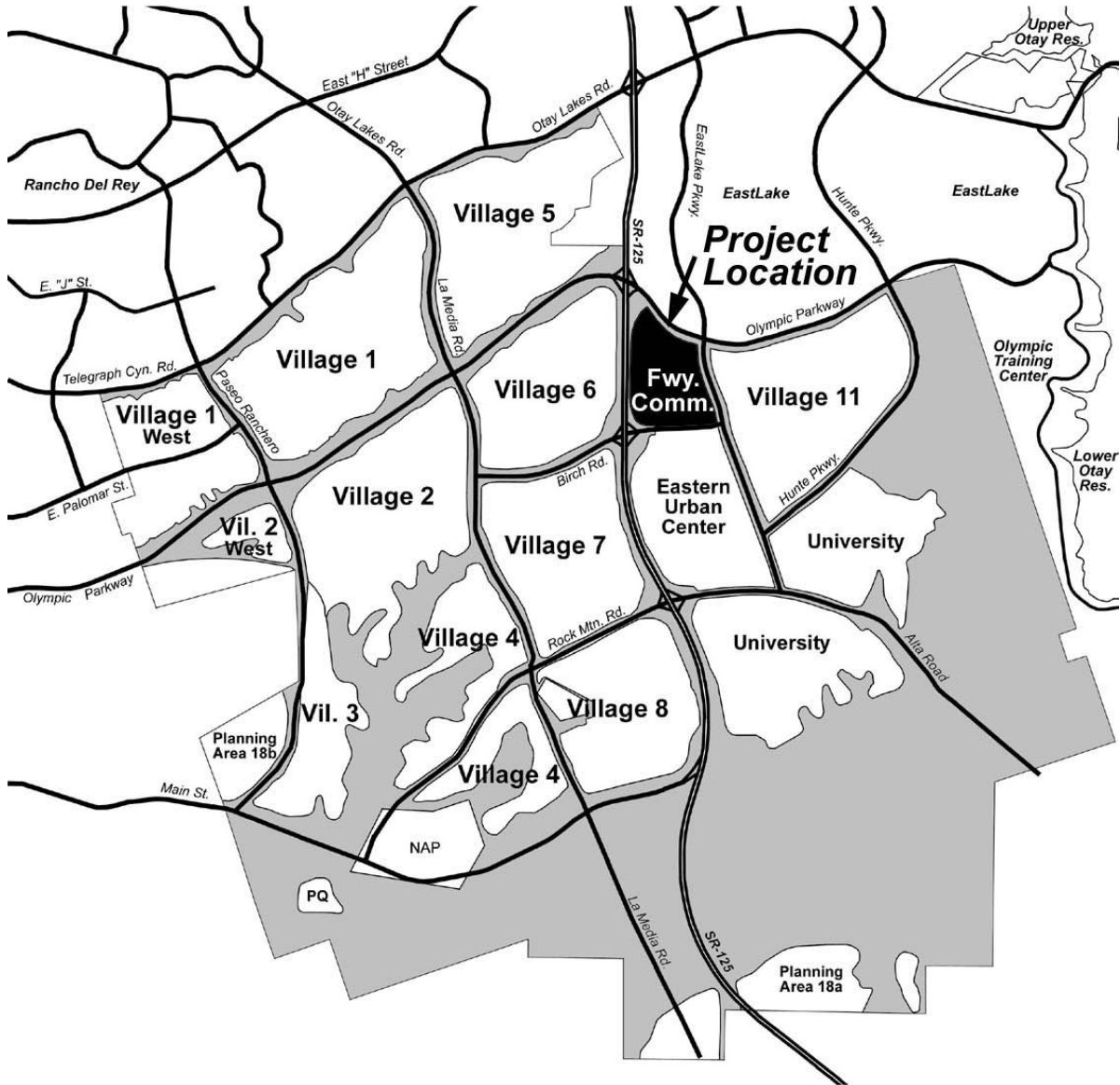
The Freeway Commercial project area is located in the north-central portion of the Otay Valley Parcel of the Otay Ranch GDP. The proposed SPA area is consistent with the Freeway Commercial (FC) designated area identified in the Otay Ranch GDP (as amended in 2001). The SPA project area includes approximately 120 acres (85 in FC2 and 35 acres in FC2) of gently rolling terrain and is bounded by the proposed alignments of SR-125 on the west, Olympic Parkway on the north, EastLake Parkway on the east and Birch Road on the south (see Project Location/SPA Boundaries Exhibit 2).

The project area is immediately adjacent to Otay Ranch Village Six, to the west across the SR-125 ROW, which has been substantially constructed. A commercial project, in the EastLake Planned Community which, has been constructed immediately to the north. Additional future urban development will be located on the adjacent Otay Ranch properties, Village Eleven to east, and the Eastern Urban Center (EUC), to the south.

Access to the site will be provided via Birch Road, an east-west arterial, which forms the southern boundary of the SPA, EastLake Parkway, a north-south arterial, which is the eastern boundary, and Olympic Parkway on the north. Freeway interchanges are planned on SR-125 at Birch Road and Olympic Parkway.

Historically, the Otay Valley Parcel of the Otay Ranch property has been used for ranching, grazing, dry farming and truck farming activities. The property is crossed by a system of dirt roads and old cattle trails, and is composed of plowed agricultural fields and non-native grasslands.

Location/SPA Boundaries



Otay Valley Parcels OTAY RANCH

Source:
Adopted Otay Ranch GDP

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9/30/02

Exhibit 2

D. Community Structure

The community structure of the Freeway Commercial project, at the broadest level, is established by the Otay Ranch General Development Plan. This section is intended to highlight the major design features of the Freeway Commercial SPA Plan as an introduction to the project. A more detailed discussion of the project with respect to the provisions of the Otay Ranch GDP is provided in Section I.F SPA Plan Consistency with GDP/PC Zone, below.

Together, the Freeway Commercial Center and the EUC are described in the Otay Ranch GDP as “the central commercial and office node for the entire ranch.” The EUC is further described as “an urban center, serving regional commercial, financial, professional, entertainment and cultural needs.” Although the Freeway Commercial area and the EUC are intended to function synergistically to meet these regional needs, the intended character and uses in each are distinctly different. The EUC is intended to be a mixed-use area including some medium to high rise buildings with landmark architecture and a highly urban character, providing social and activity areas such as pedestrian plazas, cultural arts facility, library, etc. ~~In contrast, the~~ The Freeway Commercial use is **primarily purely** commercial, **with some residential**, and intended for “regional uses which require an automobile orientation near regional transportation systems.” ~~Because of this difference in character, and likely feasibility/development timing factors, the~~ The Otay Ranch GDP (as amended) allows the preparation and approval of separate SPA plans for the Freeway Commercial area and the EUC mixed-use area.

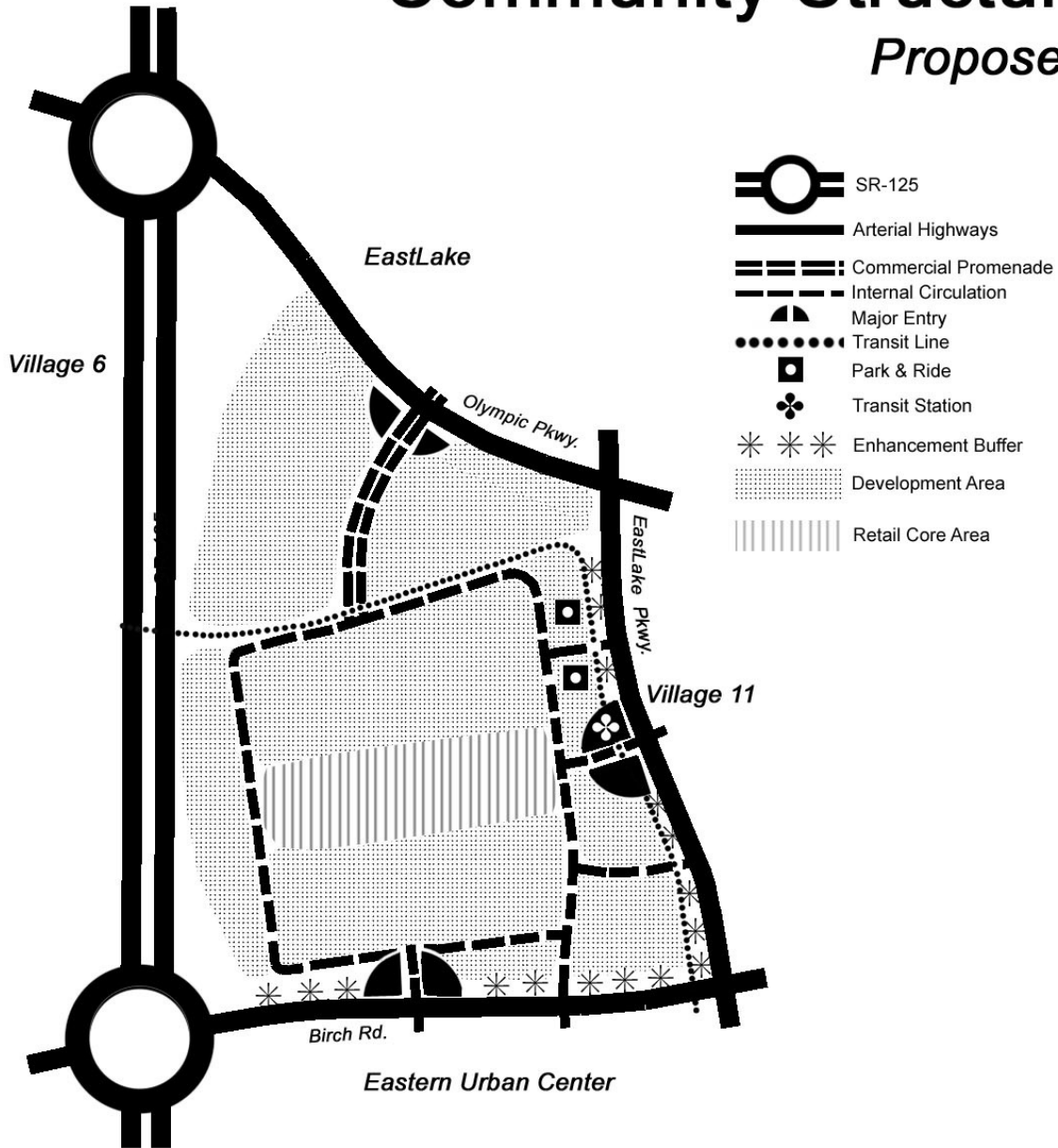
This SPA Plan addresses the Freeway Commercial component while a separate SPA Plan will be prepared for the EUC. For the most part, land use balancing and compatibility issues between the two areas have been resolved at the GDP/policy level; where necessary, each SPA Plan will provide greater development detail to ensure the overall EUC concept of the Otay Ranch GDP is achieved through the implementation of both SPA plans.

The structure of the Freeway Commercial Center ~~is very simple consisting~~ **consists** of a single commercial **and residential** land use designations with a **some** buffers along the surrounding arterial roads **in FC-1 and FC-2**. Internal circulation consists of a perimeter internal street system in FC-1 are connected to the perimeter arterial by several connector entry streets. The second component is the public transit system with a dedicated ROW extending from an SR-125 overcrossing to a transit station in the eastern portion of the SPA and continuing south into the EUC and north into EastLake. This structure is conceptually illustrated in Exhibit 3.

Given its automobile orientation, the primary connection between the Freeway Commercial SPA and adjacent Otay Ranch residential villages will be via the vehicular circulation system (arterial roads and SR-125 freeway). However, to encourage non-vehicular access when appropriate, a public transit ROW alignment and a station site are reserved for extension of a public transit system to serve the commercial **and residential** areas. A park-and-ride component is also included to allow for commuter parking in the commercial area and use of the transit system to reach employment and other destinations in downtown San Diego and other areas served by the system.

Community Structure

Proposed



Freeway Commercial

OTAY RANCH



Exhibit 3

E. Legal Significance/EIR

Adoption of the Otay Ranch Freeway Commercial SPA Plan and the supporting documents in the SPA plan package by the City Council will establish the official development policy of the City of Chula Vista for the Otay Ranch Freeway Commercial SPA. All future discretionary permits will need to be consistent with the Freeway Commercial SPA Plan to be approved.

The project is also subject to the requirements of the California Environmental Quality Act (CEQA). The provisions of CEQA will be implemented by the City as a part of the approval process for this SPA plan package. All mitigation measures identified and incorporated into the project as a part of the CEQA process, **in the certified EIR and any addendums**, shall be implemented through this SPA plan or other appropriate component of the SPA plan package. Implementation of mitigation requirements will be reviewed as defined in the mitigation monitoring program prepared for the project.

F. SPA Plan Consistency with GDP/PC Zone District

The Freeway Commercial SPA Plan must be consistent with the Chula Vista General Plan and the Otay Ranch GDP. According to the Otay Ranch GDP, consistency of the SPA Plan and subsequent discretionary applications with the General Development Plan is evaluated by the following ~~(non-residential)~~ criteria (GDP Part II Chapter 1 Section E Subsection 2):

- *Total land use acres for each individual village may not vary by greater than 15% of the designated acres as indicated on the overall project summary table of the Otay Ranch GDP, except for the reasons of environmental/wildlife corridor reservations.*
- *Acres of mixed-use and medium-high or high density residential uses for a village may not exceed the GDP/SRP specified acres as indicated on the overall project summary table of the GDP/SRP, except as permitted by transfer as set forth below:*
 - ▶ *Units may be transferred between villages in response to the location of major public facilities (ie. BRT).*
 - ▶ *If the residential development is reduced at the SPA level, priority should be given to preserving the amount of land devoted to higher densities supporting transit and pedestrian orientation.*
 - ▶ *The total number of units within a village shall not exceed the total number of units as indicated on the Overall Project Summary Table of the GDP/SRP.*
 - ▶ *Design Plans shall be prepared for the Freeway Commercial area that indicate the intended character and guidelines for the land use components.*

- *The Otay Ranch Overall Design Plan shall be accepted prior to or concurrent with the approval of the first SPA, and shall be subject to review and approval by the City of Chula Vista and County of San Diego.*
- *Village Design Plan shall be subject to review and approval concurrent with SPA approval, by the responsible jurisdiction.*

With respect to the last two criteria, the Overall Design Plan was adopted with approval of Otay Ranch SPA One and the Freeway Commercial SPA Design Plan is being submitted with this proposed SPA Plan. ~~Most of the remaining consistency criteria are not applicable to this SPA since it does not include any residential or mixed-use components. Consequently, there are no park, CPF or affordable housing requirements associated with the project. Only the first consistency criterion is applicable; total land use acres within 15% of GDP designated acres. Consistency with this criterion is demonstrated in the following discussion which identifies the relevant provisions of the Otay Ranch GDP (as amended) for Planning Area 12 and describes the appropriate responses included in this SPA Plan package.~~

As noted previously, the Freeway Commercial SPA site is only a portion of the Freeway Commercial/EUC site described in the Otay Ranch GDP as Planning Area Twelve. The following description of the Planning Area Twelve site and setting, ~~including the EUC and Freeway Commercial SPA but identified in the text as only the “EUC”~~, is taken from that document:

~~The Eastern Urban Center (EUC) is approximately 439 acres located in the center of the Otay Valley Parcel. The topography in this area consists of several broad knolls. The EUC is positioned at the center of the Otay Ranch community, where the three major circulation systems converge. These three systems include the open space network, the proposed SR-125 highway and the proposed light rail transit system.~~

Planning Area 12 consists of approximately 367 acres and is located in the center of the Otay Valley Parcel. It contains both the Eastern Urban Center (EUC) and the Freeway Commercial (FC) areas. The topography in this area consists of several broad knolls. Planning Area 12 is positioned at the center of the Otay Ranch Community, where three major circulation systems converge. These three systems include the open space network, SR-125 highway, and the proposed bus rapid transit system.

Open Space and Habitat: *This prominent site will be visible from many of the developed portions of the ranch. The area has been extensively farmed and is therefore devoid of sensitive habitat.*

Land Use: *The area is currently surrounded by vacant farm land and will be surrounded developed or developing by Otay Ranch villages. SR-125 is proposed to forms the western boundary of the EUC.*

***Visual:** ~~The EUC~~ **Planning Area 12** is situated along the higher elevations of SR-125. Therefore, it commands views in all directions of the mountains and the ocean.*

***Relationship to Other Otay Ranch Villages:** ~~The EUC~~ **Planning Area 12** is located adjacent to SR-125 on its western edge. The EUC is west of Village 11, west of Village 10, and north of Village 9. This is the central commercial and office node for the entire ranch and will be physically linked with all other villages.*

No descriptions specific to the ~~Freeway Commercial SPA~~ portion of the overall site is provided in the ~~GDP~~ text.

Subsequent to the preparation of the GDP quoted above, Otay Ranch SPA One comprising Villages One and Five was approved and necessary construction permits issued. With approval and development of SPA One, along with more detailed engineering studies, the alignment of the boundary arterials and SR-125 on the west, have been modified.

The GDP also provides a basic description of the development to be included within the Freeway Commercial Center, development statistics, and a generalized map of land use locations and development policies (see General Development Plan Map Exhibit 4). The GDP map and statistics were amended in 2001 in conjunction with the approval of the SPA Plan for Village Eleven. The GDP amendment separated the statistics for the EUC and FC portions of Planning Area Twelve and revised the map to reflect modified perimeter road alignments. The amendment did not change the GDP text which describes the intended development character of the project and lists some planning issues.

The description of the Eastern Urban Center (Planning Area 12) in the GDP text ~~does not~~ directly references the Freeway Commercial component included in this SPA. ~~Thus, it cannot be used to judge consistency of the SPA Plan with the provisions or intent of the GDP. However, the~~ **The** GDP text ~~does~~ provides a general description of the Freeway Commercial Land Use and policies for implementation (Part II Chapter 1 Section D.3.b):

Freeway Commercial

Adjacent to the EUC is approximately 120 acres of freeway commercial (Planning Area 12).

The Freeway Commercial contains two planning areas. Freeway Commercial South (FC-1 on Exhibit 62) provides for a mixture of uses suitable for, and dependent on, direct highway exposure, including large-scale uses which require sites primarily served by vehicular access such as: automobile centers; discount stores; warehouse outlets; membership clubs; and other large scale uses that require freeway exposure. Public uses such as park-and-ride and transit related services are also permitted. Typical uses permitted in the Freeway Commercial South

(FC-1) include regional shopping opportunities, such as a mall with restaurants and entertainment uses.

Freeway Commercial North (FC-2 on Exhibit 62) is envisioned to provide hotels and high density residential in a mixed-use urban character setting that includes ancillary commercial uses and an urban park.

Freeway Commercial Policies

- *The actual amount and location of freeway commercial uses shall be established at the SPA level and Master Precise Plan levels.*
- *In Freeway Commercial South (FC-1), the freeway commercial land use category permits freeway-oriented, low scale buildings of three stories or less (heights will be established at the SPA level). The mass of the buildings shall be balanced with landscaped setbacks and landscaping within parking areas.*
- *In Freeway Commercial North (FC-2), the freeway commercial land use category permits hotels and high density residential in an urban character mixed-use setting, allowing for primarily 3- to 6-story mid-rise buildings (heights will be established at the SPA level).*
- *The mass of the buildings shall be balanced with usable active and passive open space areas including an urban park adjacent to commercial mixed-uses.*
- *Provide pedestrian-oriented features, such as tree-lined landscape parkways or hardscape with tree-wells, to buffer pedestrian sidewalks located next to roadways, transit routes and parking areas.*
- *Setbacks, which promote a pedestrian-oriented environment and prevent a "strip development" appearance, should be established at the SPA level.*
- *Landscaping shall create a well-kept and attractive commercial and residential environment. Large parking areas shall be landscaped to minimize heat gain and break up expanses of asphalt.*
- *Prepare a signage program for freeway commercial uses concurrent with the first SPA containing freeway commercial uses. Developed separately, the north and south freeway commercial areas (FC-1 and FC-2 on Exhibit 62) will provide separate signage programs that ensures clear design ties between FC-1 and FC-2 to promote a sense of cohesion.*

~~*Adjacent to the EUC is approximately 106.5 acres of freeway commercial (Planning Area 12). The freeway commercial area provides for a mixture of uses suitable for, and dependent on, direct highway exposure, including large-scale retail uses which require site primarily served by vehicular access. Typical uses permitted in the Freeway Commercial category (FC) include automobile centers, discount stores, warehouse outlets, membership clubs, and other large scale uses that require freeway exposure. Public use such as, park-and-ride and transit related services are also permitted.*~~

~~Freeway Commercial Policies:~~

~~• The actual amount and location of freeway commercial uses shall be established at the SPA level.~~

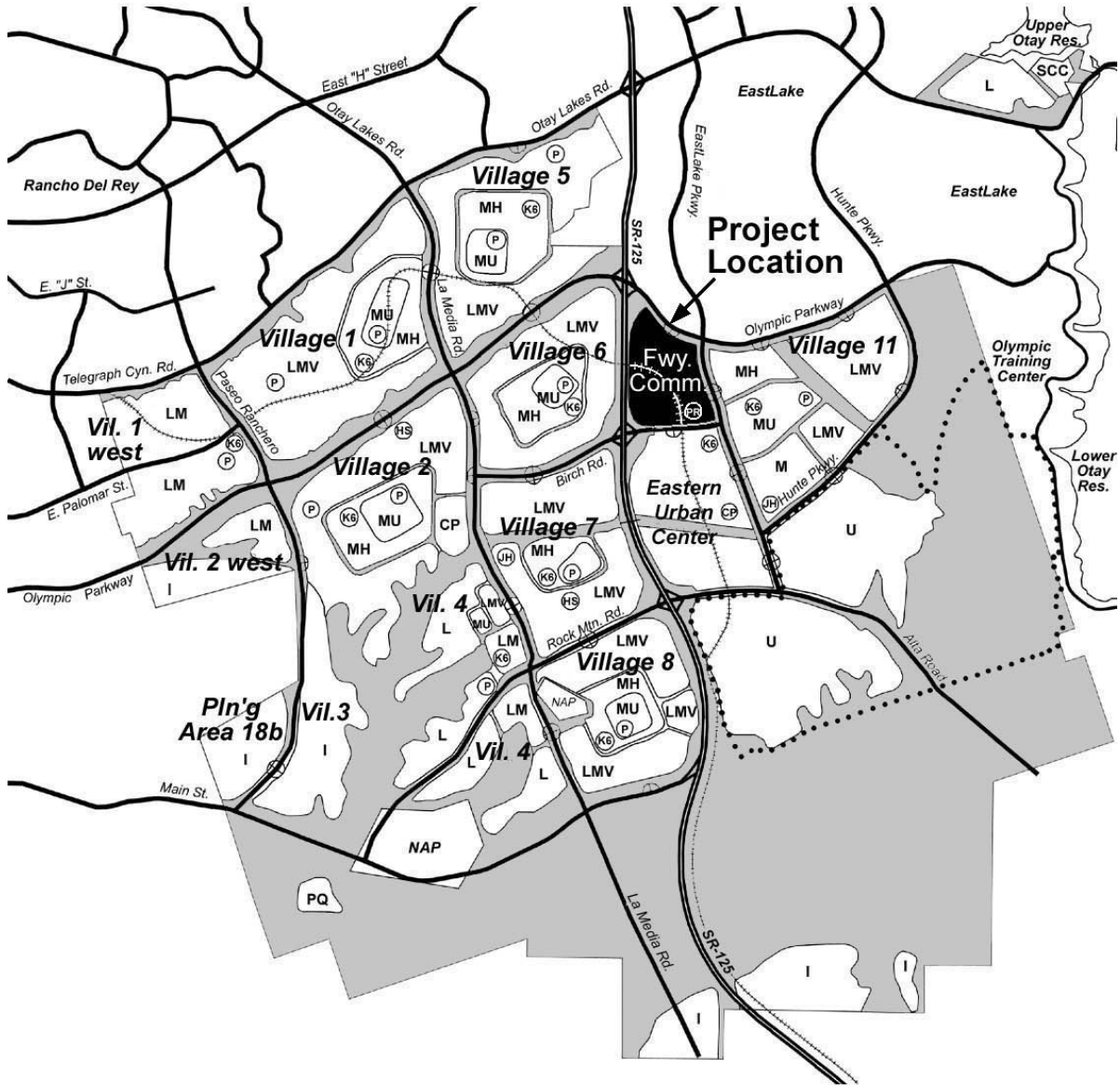
~~• The freeway commercial land use category permits freeway-oriented, low scale buildings of three stories or less (heights will be established at the SPA level). The mass of the buildings shall be balanced with landscaped setbacks and landscaping within parking areas.~~

~~• Setbacks, which prevent a “strip development” appearance, should be established at the SPA level.~~

~~• Landscaping shall create a well-kept and attractive commercial environment. Large parking areas shall be landscaped to minimize heat gain and break up expanses of asphalt.~~

~~• Prepare a signage program for freeway commercial uses concurrent with the first SPA containing freeway commercial uses.~~

Adopted GDP Otay Valley Parcels



Source: Otay Ranch GDP



Freeway Commercial

OTAY RANCH

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11/15/02

Exhibit 4

Per these GDP polices:

- This Freeway Commercial SPA plan establishes the acreage and location of the Freeway Commercial ~~uses~~, and **mixed-use residential** (see Site Utilization Plan, Exhibit 5).
- Building heights ~~consistent with a three-story height limit~~ are established in the Freeway Commercial SPA PC District Regulations (Chapter III) and building massing/landscaping design guidelines are provided in Chapter II of the Design Plan.
- An “Enhancement Buffer” is provided along the arterial streets **fronted by commercial uses** to avoid a “strip development” appearance. (~~see Site Utilization Plan, Exhibit 5~~).
- Standards and guidelines for landscaping, including landscaping in parking lots is provided in Chapter II of the Design Plan.
- A Sign Plan is also included in Chapter II of the Design Plan for this, the first SPA to include Freeway Commercial uses.

In addition to the narrative description, the GDP (as amended) includes land use statistics for the EUC and Freeway Commercial portions of Planning Area Twelve, as shown in Table A below.

TABLE A

Planning Area 12 (EUC & FC)													
Use	Dwelling Units				Acreage*****								Approx. Pop.
	SF	MF	Total	Dens	Res.	Park*	CPF**	Sch.***	C'ml.****	Open Sp.	Art.	Total	
EUC		2,993	2,993	41.2	72.6	23.2	10.7	6.0			33.5	146.0	7,722
Regional Commercial									26.6			26.6	
Visitor Commercial									9.9			9.9	
Cultural									4.5			4.5	
Off-Low Rise/Bus.									17.2			17.2	
Off-Med/High Rise									10.4			10.4	
Other +										1.5		1.5	
EUC Subtotal		2,993	2,993	41.2	72.6	23.2	10.7	6.0	68.6	1.5	33.5	216.1	7,722
FC1									86.2		37.5	123.7	
FC2		600	600	27.5	21.8	4.7	2.2		6.3**	1.3		36.3	1,566
FC Subtotal		600	600	27.5	21.8	4.7	2.2		92.5	1.3	37.5	160.0	
TOTAL		3,593.0	3,593.0	38.1	94.4	27.9	12.9	6.0	161.1	2.8	71.0	376.1	9,288

**Part of park acreage requirement have been allocated to community parks. Actual park size to be determined at the SPA level; Park acreage based on ratio of 3.0 acres per 1000 persons.

***CPF acreage based on ratio of 1.39-acres per 1000 persons. Square-footage equivalent may be considered at SPA Plan level.

****School acres will divert to residential if not needed for school.

*****May include mixed-use and multi-use.

*****The maximum permitted non-residential areas may alternatively be measured in square-feet up to the maximum projected yield of 3,487,000 square feet for EUC; 960,000 square feet for FC1; 12,000 square feet for JPB portion within EUC; excludes FC2 area.

† Fire Station

** 6.3 acres hotel and an additional 15,000 to 30,000 square feet of commercial component of Mixed Use Residential.

As noted previously, this SPA implements only the Freeway Commercial portion shown in the bottom portion of the table. The comparable statistics detailed by parcel are provided on the Site Utilization Plan (Exhibit 5). Note that the intent of the open space designation along the perimeter roads to provide an enhanced separation between the road and development area will be implemented by the “75-Foot Enhancement Buffer” shown on Exhibit 5. It should be noted that the GDP statistics do not include the ~~26.9~~ 24.1 acres of Freeway use shown on Exhibit 5. Since the net SPA acreage of ~~133.1~~ 135.9 acres is within 15 percent of the GDP acreage (134.5), the acreage is consistent with the GDP (as amended).

Development statistics for the proposed project are shown on the Site Utilization Plan. The statistics on the Site Utilization Plan are based on planimeter readings to the nearest tenth acre; these statistics may change based on more precise engineering calculations. Minor adjustments to the acreages shown may be found consistent with SPA plan on future subdivision and site plans.

The Site Utilization Plan identifies two parcels (FC-1 and FC-2) which correspond to the two major ownerships of the property. Because of the independent ownerships, project plans have been designed and structured to allow the two parcels develop separately but in a coordinated manner. This SPA plan and associated documents are intended to provide the necessary SPA-level planning and design approvals which will be implemented at successive stages of planning and design

separately by each owner. This SPA plan has been prepared by the owner of parcel FC-1 and, hence, provides more detail with respect to that parcel. Prior to initiation of development within parcel FC-2 a Master Precise Plan or SPA amendment shall be approved to establish a comparable overall site planning and design framework for the parcel.

In addition to the description provided in narrative and statistical form, the Otay Ranch GDP also includes specific policies to be implemented in the SPA level planning. Within the Planning Area Twelve discussion policies for EUC Character, EUC Design, Park and Open Space, Other EUC and Freeway Commercial are established (Part II Chapter 1 Section F.12). Only those for the Freeway Commercial land use are applicable to this proposed SPA. These policies are re-stated below:

~~— *Freeway Commercial Policies:*~~

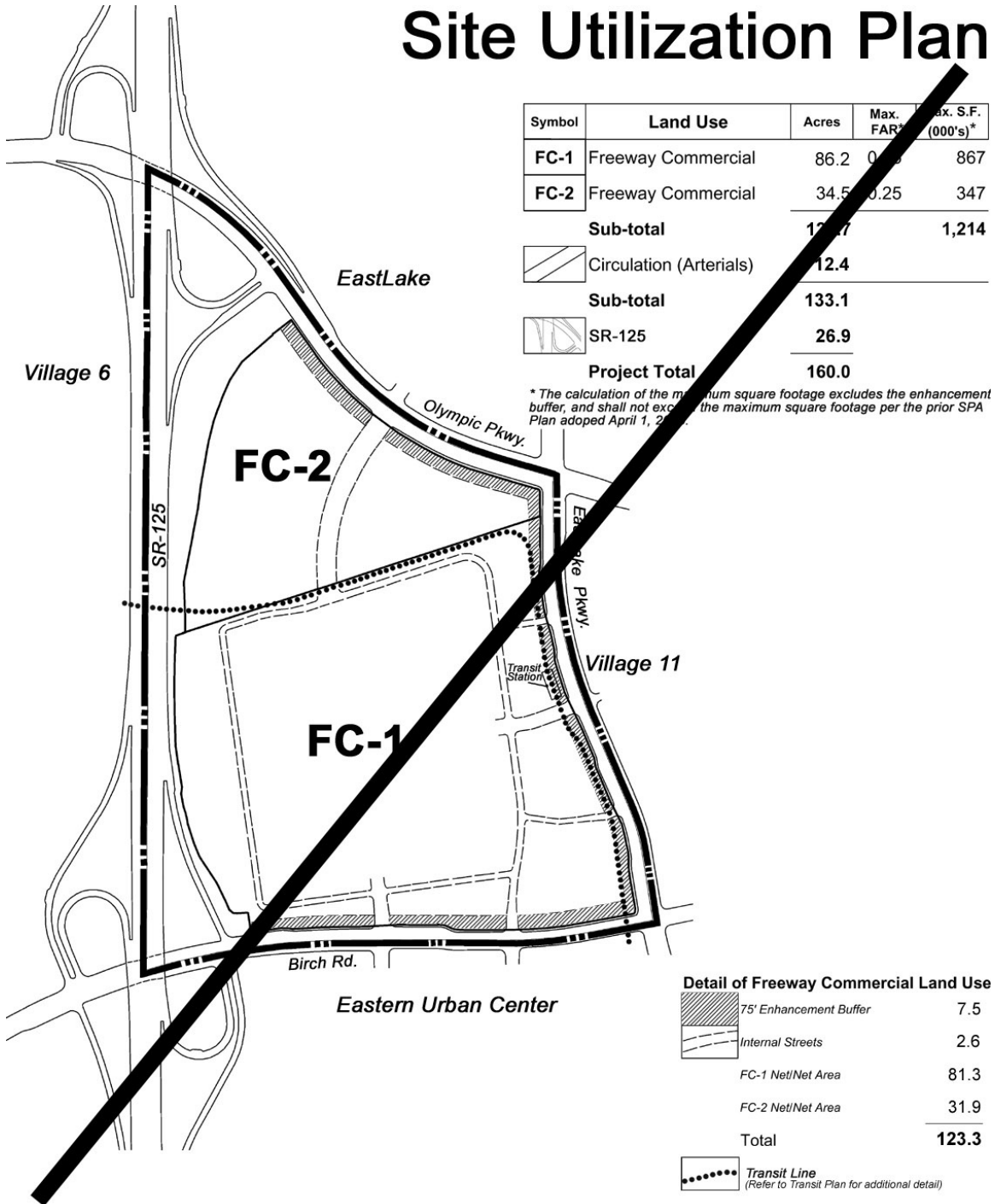
- ~~— • *This category includes regional uses which require an automobile orientation near regional transportation systems. Expected uses include thoroughfare commercial, visitor commercial and regionally oriented retail commercial.*~~
- ~~— • *The freeway-oriented commercial area shall include uses such as: an auto center, membership commercial, wholesale or discount outlets and other uses which require direct freeway exposure and serve a regional market.*~~
- ~~— • *Develop a signage and graphic program at the SPA level.*~~
- ~~— • *Reserve a park and ride at the transit stop at the intersection of Birch Road and SR 125.*~~

The development concept depicted on the proposed Site Utilization Plan implements these policies. This implementation is further described in Section II. Development Concept in this SPA Plan, the Freeway Commercial SPA PC District Regulations and in the Freeway Commercial SPA Design Plan. These SPA level design and character responses to the GDP policies establish standards and guidelines for subsequent planning and design approvals which assure the policies will be respected in final development plans.

Consistency with the first “uses” policy is addressed in the PC District regulations which include land use regulations for all uses in the SPA. The regulations provide for a wide range of commercial and residential uses either by right or with approval of a conditional use permit. These regulations also implement the second policy. The sign and graphic program required by the third policy is included in the Design Plan. Reservation of the park-and-ride facility is implemented through site design requirements which also include a transit station site (see Section III.F. Transit Planning Principles). Current transit planning envisions bus service in transitway instead of the light rail

service originally envisioned. Paved lanes would be developed in the separated transit ROW — a “transitway” instead of rail tracks.

Site Utilization Plan



Detail of Freeway Commercial Land Use

[Hatched]	75' Enhancement Buffer	7.5
[Dashed]	Internal Streets	2.6
	FC-1 Net/Net Area	81.3
	FC-2 Net/Net Area	31.9
	Total	123.3

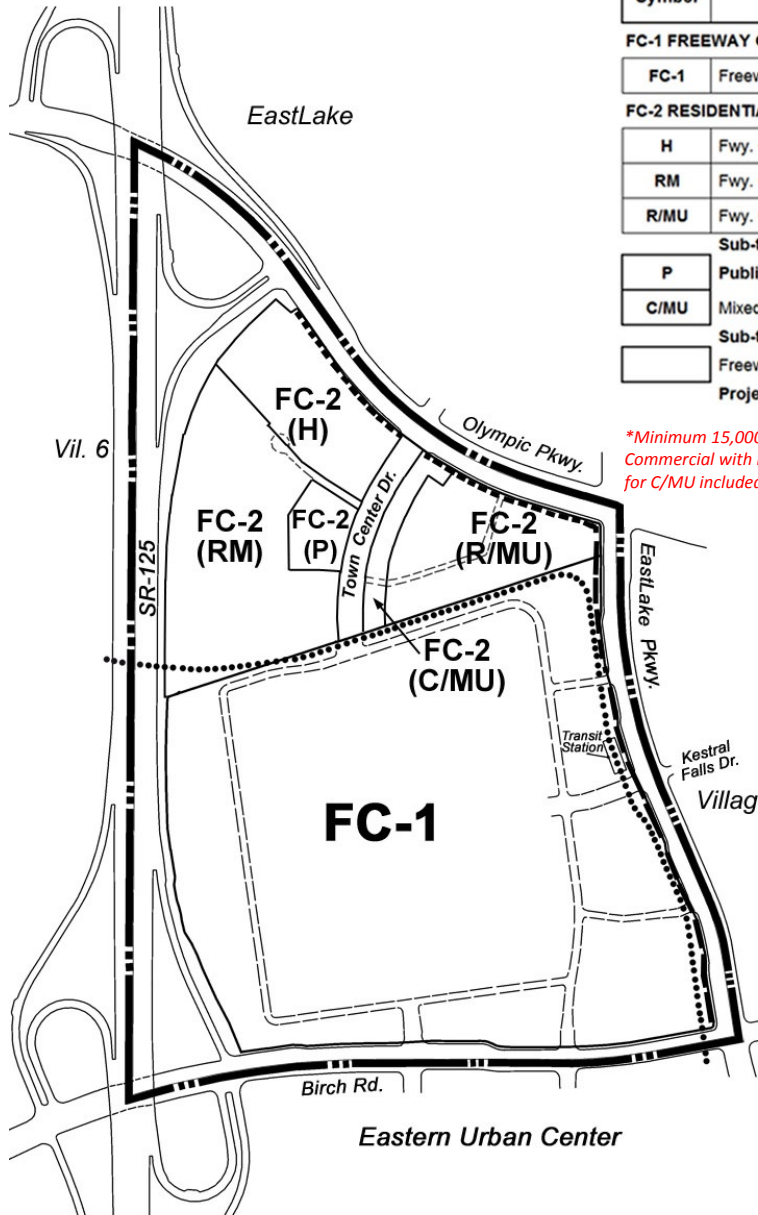
[Dotted] Transit Line
(Refer to Transit Plan for additional detail)

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Site Utilization Plan *Proposed*



Symbol	Land Use	Acres	DU/Ac	Max. DU's
FC-1 FREEWAY COMMERCIAL				
FC-1	Freeway Commercial	86.2		0
FC-2 RESIDENTIAL/COMMERCIAL & MIXED USE				
H	Fwy. Comm. (Commercial Hotel)	7.6		0
RM	Fwy. Comm. (Multi-family Resid.)	16.3	17.9	292
R/MU	Fwy. Comm. (Multi-family Resid.)	10.4	29.6	308
Sub-total		129.1		600
P	Public Park	2.0		
C/MU	Mixed-Use (Commercial/Resid)*	1.9		
Sub-total		133.0		
Freeway		27.0		
Project Total		160.0		600

**Minimum 15,000 Sq. Ft. Ground Floor Commercial with Residential above. Units for C/MU included in R/MU*

Legend Detail

	75' Enhancement Buffer
	30'-35' Enhancement Buffer (Refer to Section II.E.2b)
	Internal Streets
	Transit Line
	Commercial Center (86.2 Acres Net)
	Mixed-Use (Comm. & Resid.) (36.2 Acres Net)



Freeway Commercial

OTAY RANCH



Exhibit 5

G. Related Documents

There are several documents related to this SPA Plan. Prior to the preparation of this plan, the Chula Vista General Plan and Otay Ranch General Development Plan established the broad policy level standards and requirements for planning each of the villages/SPAs in Otay Ranch. The GDP also quantified the development intended within the SPA and established the PC Zoning implementation process.

All of the other documents which are components of the SPA plan package (planning area design plan, planned community district regulations, public facility financing plan, *etc.*) have been prepared concurrently and based on this SPA plan. Project level CEQA documents were also prepared concurrently, building upon the more broad based environmental analysis completed at the GDP level, to document potential environmental impacts and identify mitigation measures to reduce or eliminate such impacts.

Subsequent to or concurrent with the approval of all the SPA level documents, subdivision maps and improvement plans will be prepared. These will provide the necessary details to actually construct the project described by the SPA level documents. These plans, the construction process and ultimate uses/activities within the SPA are required to be consistent with the applicable provisions of this SPA Plan and related documents. An index of SPA Plan requirements, including topics addressed in related documents is provided in Appendix A.

H. Planning Process

1. Chula Vista General Plan

At the broadest level, the planning process for the Otay Ranch Freeway Commercial Center begins with the Chula Vista General Plan which is the foundation for planning and land use decision making in the City of Chula Vista. Because of its overriding role, a determination of consistency between the General Plan and the Otay Ranch GDP was necessary and was made when the GDP was originally adopted and for every subsequent amendment.

The role of the GDP is that of an implementation tool for the General Plan, via the PC zoning process. As an ~~implementing~~ **implementation** tool, the GDP applies and details the broad policies of the General Plan to specific needs of the Otay Ranch project area. For example, the Land Use Element of the General Plan designates land uses for the Otay Ranch Freeway Commercial SPA in a more general manner but very similar to the Otay Ranch General Development Plan Map. Similarly, the policy requirements of the other General Plan Elements

are implemented/detailed in the GDP which now serves as the primary guide for more detailed planning at the SPA level.

2. Otay Ranch General Development Plan

In 1993, the San Diego County Board of Supervisors and Chula Vista City Council jointly adopted the Otay Ranch General Development Plan/Subregional Plan for the 36-square mile master planned community of Otay Ranch. The Otay Ranch GDP includes plans for eleven urban villages, a golf course community, a resort village, the Eastern Urban Center (including the freeway commercial area), two industrial areas and two rural estate planning areas. The Otay Ranch open space system, consisting of 13,000+ acres, facilitates completion of the Chula Vista Greenbelt System, as articulated in the Chula Vista General Plan. With the SPA level planning and approval of various villages in Otay Ranch, the GDP has been amended to keep it an authoritative guide to the development of the entire project.

SANDAG's public transit system is planned to traverse four of the Otay Valley Parcel urban villages, with a Park and Ride facility located in the Freeway Commercial area and in the Eastern Urban Center. Each of the villages/planning areas traversed is expected to include a transit station.

The Otay Ranch GDP includes the Land Use Map, Facility Implementation Plan, Service/Revenue Plan, Village Phasing Plan, and Resource Management Plan. The Land Use Map depicts generalized facility locations, land use designation, and the open space system for Otay Ranch. The other GDP components are focused on the provision of adequate public facilities and services as the community develops, fiscal (cost/revenue) balance to the City and County, project phasing and environmental resource protection.

Implementation of the Planned Community Zoning, established by the Otay Ranch General Development Plan, requires a Sectional Planning Area (SPA) Plan be prepared. This document and all of its related components, including; the Planned Community District Regulations; Design Plan; Air Quality Improvement Plan; Water Conservation Plan; Energy Conservation Plan; and Public Facility Finance Plan satisfy that requirement. Additional steps prior to construction include: Subdivision Mapping; Design Review; and, Building Permits with Site Plan and Architectural Review. And, for certain areas and uses, implementation will require approval of Master Precise Plans or Conditional Use Permits.

II. Development Concept

A. Design Influences

A number of factors influence the design of the Otay Ranch Freeway Commercial SPA Plan. The primary design influence is the freeway and automobile oriented commercial center concept described in the Otay Ranch General Development Plan. Other influences are landowner desires, site conditions and characteristics, such as landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation patterns.

Existing and planned adjacent development patterns, Chula Vista General Plan policies, and the Otay Ranch GDP provisions governing adjoining undeveloped land also influence the design of the Freeway Commercial SPA, including the regional open space system, off-site circulation, biology, public facility connections and the planned land uses for adjacent properties. These factors are briefly described below and depicted on the Design Influences Exhibit (Exhibit 6). Otay Ranch Freeway Commercial Center design influences and requirements are also addressed in the Freeway Commercial SPA Design Plan.

1. Site Characteristics & Visual Context

The Freeway Commercial site is located south of Poggi Canyon between the ~~proposed~~ alignment of SR-125 and the ~~planned~~ extension of EastLake Parkway. The alignment of Olympic Parkway forms the northeastern boundary of the planning area. The proposed alignment of Birch Road is the southern boundary of the SPA. The site is generally comprised of rolling hills. The area is largely devoid of significant natural habitat due to historic farming activities.

The primary site exposure for freeway commercial uses is the western edge of the planning area adjacent to the future SR-125 ROW. However, the perimeter arterials are also all 6 to 8 lane roads which will carry significant traffic volumes and will provide exposure of the project's commercial uses to potential customers. Balancing landscaping and commercial exposure along these edges is a significant design issue addressed in the Design Plan.

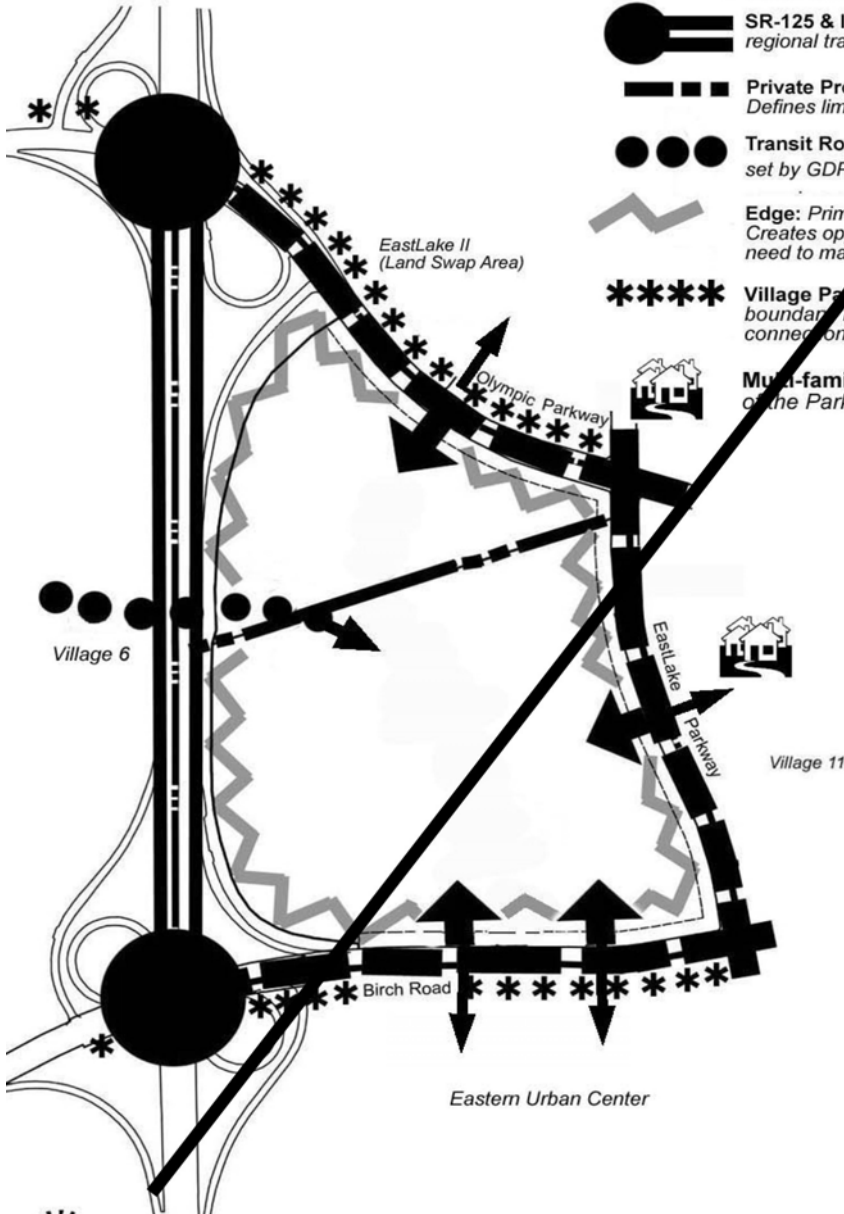
As noted earlier, the site is in two primary ownerships which are indicated with the property line bisecting the site in Exhibit 6.

2. Surrounding Land Uses

The Freeway Commercial SPA Plan was also influenced by developing and planned surrounding land uses. Planned uses to the north are within the EastLake Planned Community, while planned uses to the west, south and east are within the Otay Ranch GDP. Property north of Olympic Parkway is within the "Landswap" area of the EastLake Greens SPA. The approved EastLake Greens SPA plan designates freeway commercial uses between ~~future~~ SR-125 and EastLake Parkway (similar to the uses proposed in this SPA), and 750 medium-high density residential units east of EastLake Parkway, northeast of the project site. Olympic Parkway will separate the EastLake development areas from Otay Ranch and the Freeway Commercial SPA.

Design Influences

-  **ACCESS POINT:** Set between established intersections based on traffic considerations.
-  **Arterial Highways:** Set by adopted GDP & adjacent SPA's.
-  **SR-125 & Interchanges:** Provide needed regional transportation to support uses.
-  **Private Property Ownership Boundary:** Defines limits of specific development plans.
-  **Transit Route:** Entry points and alignment set by GDP and input from SANDAG.
-  **Edge:** Primary edge for offsite visual access. Creates opportunity for identification and need to maintain a quality visual exposure.
-  **Village Parkway:** External to the SPA boundary but influences pedestrian connections.
-  **Multi-family Housing:** Potential users of the Park & Ride and Transit System.



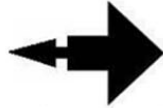


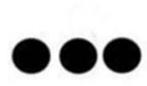



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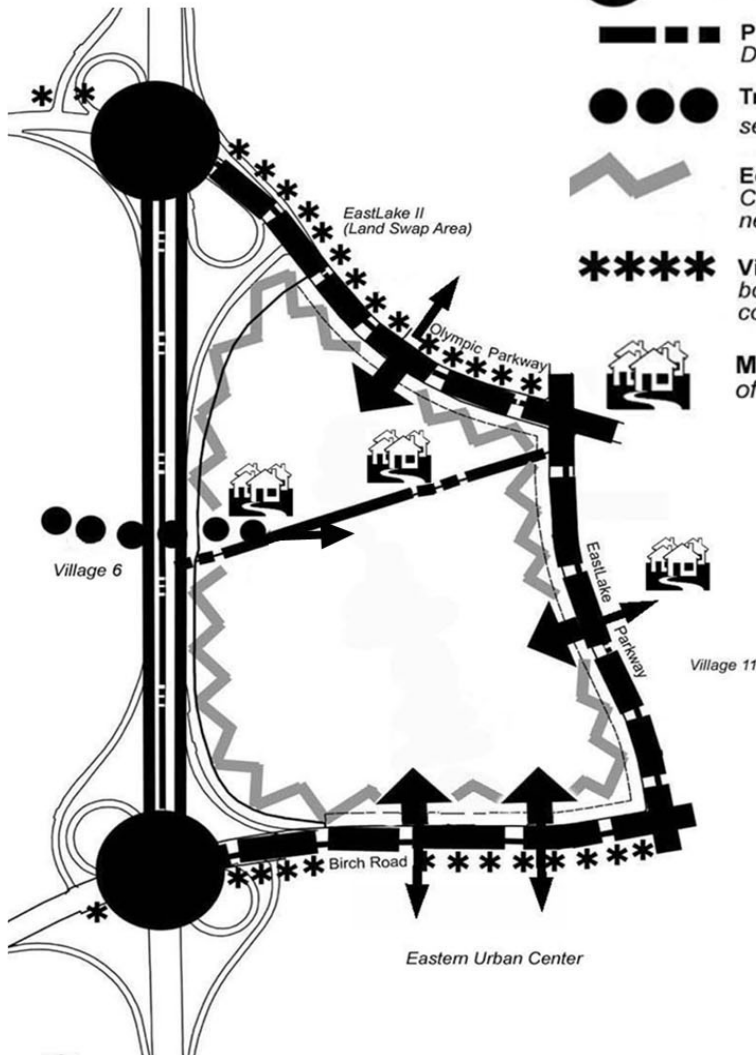
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 0 200 400 600
7/16/04

Exhibit 6

Design Influences

Proposed

-  **ACCESS POINT:** Set between established intersections based on traffic considerations
-  **Arterial Highways:** Set by adopted GDP & adjacent SPA's.
-  **SR-125 & Interchanges:** Provides needed regional transportation to support uses.
-  **Private Property Ownership Boundary:** Defines limits of specific development plans.
-  **Transit Route:** Entry points and alignment set by GDP and input from SANDAG.
-  **Edge:** Primary edge for offsite visual access
Creates opportunity for identification and need to maintain a quality visual exposure.
-  **Village Pathway:** External to the SPA boundary, but influences pedestrian connections.
-  **Multi-family Housing:** Potential users of the Park & Ride and Transit System.



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Exhibit 6

~~Future~~ Otay Ranch development to the east and west of the Freeway Commercial Center is planned to be the typical Otay Ranch “village” concept while the high intensity Eastern Urban Center is located to the south. The Otay Ranch GDP requires a sensitive design that includes transition areas between villages which typically consists of landscaped slopes on either side of an arterial or major road which separates the villages. The western edge of the Freeway Commercial SPA is the future SR-125 which will physically separate the freeway commercial area and Otay Ranch Village Six. Access to the site will be via SR-125 interchanges at Olympic Parkway and Birch Road, along the respective arterials to site entries and via an entry from EastLake Parkway.

Landscaped open space, 30 to 75 feet wide, within the “Enhancement Buffer” along a major road will be the edge condition on the other three sides of the site. As noted earlier, the primary access mode/connection to the site is expected to be via automobile. No special pedestrian, off-street or greenbelt connections to adjacent areas are proposed within the project or appropriate to the planned freeway commercial land use, except for the public transit system. Pedestrian routes and pedestrian oriented design features will be provided within the project along the internal streets, extending from the project entries to major destinations within the commercial center. In addition, the “Village Pathway” providing community-wide pedestrian and bicycle circulation connections will be located off-site, on the south side of Birch Road, and a regional trail is located along Olympic Parkway

B. Land Use Pattern

The land use pattern for the proposed project is that of a large commercial **and limited residential** use areas surrounded by a band of landscaped open space and major circulation routes. The conceptual location of the internal street system shown on the Site Utilization Plan begins to establish the structure and pattern of development within the SPA. However, ~~as a large area of a single land use,~~ the configuration of development will be established as site plans for various components of the commercial **and residential** center are prepared. In order to assure that a consistent and coherent plan for the entire area is developed and implemented, a Site Plan and Architectural approval (or Master Commercial Center Concept Plan with implementing site plans) shall be required for each parcel designated on the Site Utilization Plan to implement the **mixture of residential and** freeway commercial uses within this SPA. The required design review/approval process is detailed in the Freeway Commercial SPA Design Plan.

C. Density Transfer

~~Density transfer is not applicable within the Freeway Commercial SPA because no residential uses are included in the SPA.~~

The SPA Plan provides guidance for future development at the subdivision and improvement plan levels, and is the basic reference for determining permitted land uses, densities, total units and required public facilities. The SPA Plan is not intended to be used in a manner that predetermines

the development solution for each and every parcel. It is intended to reflect the City's intent for determining the intensity, design and desired character of use for the property. The development parcels and interior circulation indicated on the Site Utilization Plans is conceptual. Minor modifications to these configurations may occur as a part of the tentative tract map approval process. Modifications to the SPA Plan exhibits and text, to reflect adjustments based on an approved tentative tract map, may be accomplished without a formal SPA amendment, through the substantial conformance procedure established in the Planned Community District Regulations. The exact location of Commercial, Multi-Family and Mixed-Use parcels shall be determined during site planning for these parcels. Further, the SPA Plan is not a guarantee that a certain dwelling unit yield will be achieved at the subdivision level. The maximum density of 600 residential dwelling units shall not be exceeded; however, actual dwelling unit yields for projects will be determined by field conditions, site plan and architectural review, and a number of external factors that influence the design and density of individual projects. Transfers in density from one parcel to another may be permitted subject to Part II, Chapter 1, Section E, Subsection 2.c of the Otay Ranch General Development Plan

D. Housing Programs

~~Housing programs are not applicable within the Freeway Commercial SPA because no residential uses are included in the SPA.~~

The predominant land use in Freeway Commercial will be commercial. Residential uses are also allowed to provide housing in response to local market demands. This SPA Plan permits multi-family housing in response to these demands. Residential housing falls within the 'Medium High' and 'High' designation.

The City of Chula Vista, along with all other cities in California is required by state law to have a Housing Element as a component of its General Plan. The Housing Element describes the housing needs of the community and responses necessary to fulfill them.

The Chula Vista Housing Element contains numerous objectives, policies and related action programs to accomplish these objectives. Key among these policies is the affordable housing policy which requires that residential development with fifty (50) or more dwelling units provide a minimum of 10% of the total dwelling units for low and moderate income households, one-half of these units (5% of the total project) being designated to low income and the remaining five percent (5%) to moderate income households.

In order to guarantee the provision of Affordable Housing opportunities, the City requires that a specific Affordable Housing Plan ("AHP") and agreement, consistent with the Housing Element, be prepared and signed by the Developer and the City. The AHP delineates how, when and where affordable housing units are to be provided, intended subsidies, income and/or rent restrictions, and methods to verify compliance. These programs and policies shall be applied to the SPA plan

development, as detailed in the Affordable Housing Plan included as a component of this SPA Plan. The Tentative Tract Map will be conditioned upon implementation of the Affordable Housing Plan, by requiring that an Affordable Housing Agreement be entered into between the applicant and the City prior to Final Map recordation. Refer to the Affordable Housing Agreement, which will be executed at the time of approval of the first Final Map.

E. Urban Design Concepts

The following discussion summarizes the basic urban design issues to be addressed in the Otay Ranch Freeway Commercial Center. The Freeway Commercial SPA Design Plan provides detailed guidance in addressing these issues and will be utilized to guide and review the designs to be developed at later, more detailed levels of planning and design.

1. Freeway Commercial North (FC-2) Policies:

- Provide two hotels containing a total of 300 or more rooms.
- This planning area is envisioned to include up to 600-units of high density residential in the mixed-use land use designation category with a density range of 20 to 30 units per acre.
- Provide an urban park including amenities that will be a public attraction in addition to serving the surrounding high density residential.
- A minimum of 15,000 square feet of commercial uses shall be provided in a mixed-use land use designation.

2. Freeway Commercial North (FC-2) Character Policies:

- Provide appropriate landscape parkways with trees to separate and buffer pedestrian sidewalks from residential uses adjacent to vehicular roadways and transit right-of-ways.
- Provide safe and accessible pedestrian connections to the existing and anticipated routes to the planned Bus Rapid Transit (BRT) stations. Provide features to buffer pedestrians from the BRT travel lanes where pedestrian walkways are located along the travel lanes.
- Provide appropriate setbacks from the transit right-of-way to the residential units located on the north side of BRT lanes.
- In order to provide for a well-integrated mixed-use urban environment on both sides of Town Center Drive, and along other key pedestrian routes across vehicular circulation, pedestrian-oriented features such as speed tables, bulb-outs, and reduced travel lanes may be provided.
- Complete the connection of the tree-lined pedestrian sidewalk and landscaped parkway coming from the regional shopping center to the high density residential mixed-use areas.
- Hotels and high density residential buildings may include commercial uses supporting a 24-hour environment.

3. Freeway Commercial North (FC-2) Urban Design Policies:

- Orient hotels and high density residential mixed-use buildings in a manner that defines the primary pedestrian areas, creates a strong pedestrian connection between buildings, and provides for a continuous pedestrian experience.
 - Emphasize an urban street scene by locating buildings adjacent to sidewalks and pedestrian-oriented spaces such as patios, plazas, malls and squares.
 - Mixed-Use buildings facing Town Center Drive and primary pedestrian urban spaces should contain commercial uses that support pedestrian activities such as dining, retail and entertainment, and cultural experiences.
 - To create vitality and excitement, retail business and community activities should flow out from mixed-use buildings into well designed public space such as patios, plazas, malls and squares.
 - Enhanced pavement with landscaping should be provided in all usable urban spaces that allow for sidewalk cafes, street vendors, sidewalk entertainment and other inviting pedestrian features.
 - Hotels and mixed-use buildings shall incorporate design features which complement a pedestrian scale, such as horizontal components, overhangs, facade detail, display areas, and pedestrian seating.
 - Hotels and mixed-use buildings shall exhibit an urban character through the use of quality building materials, textures, and scale.
 - Hotels and mixed-use buildings shall display urban design features characteristic of quality architectural design.
 - Establish an urban identity through the use of streetscape features and amenities, such as bollards, street furnishings, and enhanced pavement between vehicular driveways.
 - Prominently locate urban parks and plazas between the hotels and mixed-use buildings.
 - Provide complementary commercial uses within the mixed-use environment that can easily be integrated with the adjacent hotels and the regional shopping center.
 - Town Center Drive should provide on-street parking as part of incorporating complete street techniques to reduce vehicular conflicts.
 - Off-street parking should be primarily provided behind buildings or within parking podiums or parking structures in order to maintain pedestrian-orientation and preserve the character of the mixed-use environment. Garages fronting on internal streets shall be allowed on residential units.
4. Freeway Commercial North (FC-2) Parks and Open Space Policies:
- Application of the 3 acres per 1,000 residents standard would result in a requirement for approximately 4.70-acres of parks considering the development of 600 residential units. Freeway Commercial North shall provide sufficient parkland, park enhancements, and/or in-lieu fees to meet this obligation.
 - A centrally located urban park with amenities shall be provided at a highly visible location to encourage and attract public use. The park shall be accessible to all residents.
5. Other Freeway Commercial Policies:

- Provide appropriate sound attenuation for all required residential open space areas that are exposed to a noise level of 65 CNEL or greater.
- Provide appropriate sound attenuation for all public open space areas such as parks that are exposed to a noise level of 65 CNEL or greater.

~~As noted in the previous chapter, the Otay Ranch GDP includes the following policies with respect to urban design issues in the freeway commercial area (Part II, Chapter 1, Section D.3.b):~~

- ~~• The freeway commercial land use category permits freeway-oriented, low-scale buildings of three stories or less (heights will be established at the SPA level). The mass of the buildings shall be balanced with landscaped setbacks and landscaping within parking areas.~~
- ~~• Setbacks, which prevent a “strip development” appearance, should be established at the SPA level.~~
- ~~• Landscaping shall create a well-kept and attractive commercial environment. Large parking areas shall be landscaped to minimize heat gain and break up expanses of asphalt.~~
- ~~• Prepare a signage program for freeway commercial uses concurrent with the first SPA containing freeway commercial uses.~~

Guidelines addressing building siting and massing are provided in the Freeway Commercial SPA Design Plan and Master Precise Plan for FC-2, while development regulations limiting building height and requiring setbacks are included in the PC District Regulations. The balance of buildings and landscaping will be evaluated in the Site Plan review and approval process.

Designation of an Enhancement Buffer perimeter, landscaped and averaging 30 to 75-foot wide, will prevent a “strip development” appearance. Buildings will be clustered and oriented to internal parking areas and internal circulation routes rather than arterial streets. This design issue will also be evaluated in the Site Plan review and approval process which is required for all development within the SPA.

The PC District Regulations establish a minimum landscaping requirement while the Design Plan provides guidance for parking area design, including landscaping. Site Plan review will also address this design issue.

Signage and exposure for commercial uses is essential to their success. Signs oriented to SR-125 in particular, will be important to commercial operators and the community as a whole. As the first SPA including freeway commercial uses, the project is required to include a signage and graphic program at the SPA level. This program is included in the Design Plan.

Lastly, although not identified in the GDP policies, integration of the transit alignment, station and park-and-ride facility are important site planning issues. This is particularly important if much of

the surrounding uses and buildings are constructed prior to the transit facilities within Otay Ranch. The design, location and function of structures must “work” both prior to transit facility construction and service, and when these improvements are constructed and service provided. The Design Plan addresses this issue which should also be considered in the Site Plan review and approval process.

These primary urban design issues are addressed in detail, along with a description of the required design review and approval process, in the Freeway Commercial SPA Design Plan.

F. Landscape Design Concepts

As with urban design, the majority of landscape design and treatments for the commercial center will be developed at the site plan stage. The SPA-level overall landscape design concept for the Otay Ranch Freeway Commercial Center, focusing on peripheral streetscapes, is shown in the Landscape Concept Plan, Exhibit 8. It provides a conceptual design framework that will allow latitude and flexibility within the commercial center, while maintaining the overall landscape design goals and objectives throughout the community.

The street system contributes to the community structure and the street landscape treatments will be used as community design elements. The peripheral arterials will each have distinctly different dominant tree species and/or planting patterns to create a specific appearance for each street category. As a designated scenic corridor, the Olympic Parkway streetscape will receive special attention.

Streetscape elements in the Landscape Concept include:

- Prime Arterial Streets (Olympic Parkway and Birch Road): Prime arterial streets shall have landscaping that incorporates the existing Ranch Theme in the Otay Ranch development. A specific theme tree shall run the length of the street in the right-of-way and within the median.

Olympic Parkway is designated as a Prime Arterial Street throughout the Otay Ranch development. The City has classified it as a major roadway through Chula Vista. The landscape design for this street will adhere to the *Olympic Parkway Landscape Master Plan* dated August 26, 1999. It will incorporate signage banners at designated intervals within the median. The banner locations will accompany “node areas” located on both sides of the street, where a specific planting scheme shall be used. This scheme will run the entire length of Olympic Parkway through Chula Vista. See Exhibit 7 for Scenic Corridor Streetscape concepts applicable to Olympic Parkway.

Scenic Highway - Olympic Parkway

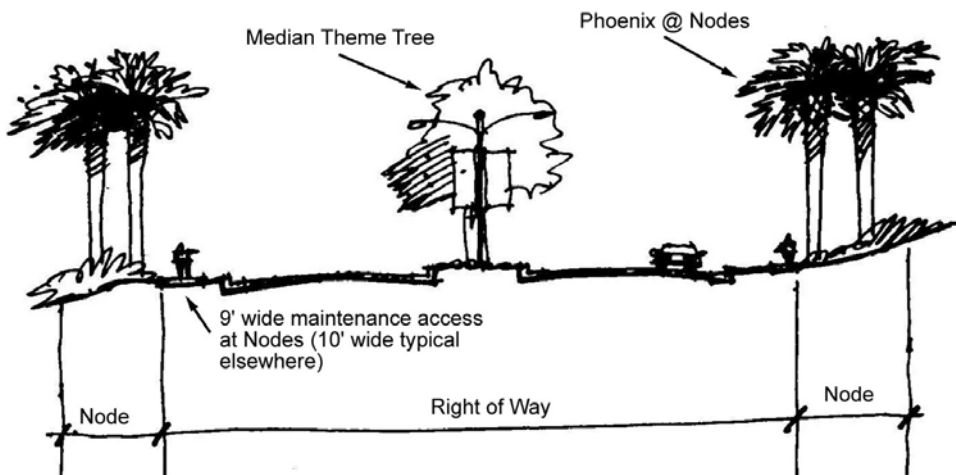


Exhibit 7

- **Major Arterial Streets (EastLake Parkway):** Major arterial streets shall have landscaping that incorporates the established Ranch Theme identified in the Otay Ranch Overall Design Plan. Landscaping will be primarily a deciduous theme tree mixed with some evergreen trees in the median. Evergreen canopy trees will flow along the right-of-way on both sides of the street. These trees will blend with the landscaping of adjacent parcels, the SR-125 intersection landscape design and the Eastern Urban Center landscape design.

In addition to the streetscapes, other significant elements of the Landscape Concept include:

- **Entries:** These areas surround the major points of entry to the Freeway Commercial Center. These are located on each of the perimeter roads, where signalized intersections and full turn movements are proposed. A tree that differs from the surrounding landscape will provide a unique accent statement and feeling of arrival at these entry points. Entry monumentation will also be provided in these locations.
- **Pedestrian Streetscape:** Landscaping along certain internal streets will reflect a unique landscape with specific plant materials selected. The Pedestrian Streetscape streets will visually and physically connect the various major building and parking areas within the project area and also link the future transit station to the residents of Village 11.
- **SR-125 Slopes Landscape Zone:** The area of the SR-125 freeway right-of-way is identified for special treatment due to the unique landscaping needs within this corridor. The design for this area must follow the criteria set forth in *SR-125 Design Guidelines* prepared by DeLorenzo Inc., dated June 21, 1999.
- **75-foot 30-75 foot Enhancement Buffers:** Generally, this area is limited to landscaping and accessory uses and structures which enhance the visual character of the streetscape (*e.g.*, a landscaped parking area) or provide pedestrian oriented facilities (*e.g.*, walkways, an outdoor plaza or dining area with overhead structure). Special landscape design will be provided in this area to extend the adjacent streetscape into the development area. **Enhancement buffer may be reduced to 30 feet along Olympic Parkway. Olympic Parkway is designated as a Scenic Roadway in the General Plan. GP defines urban scenic corridor as a route that traverse an urban area, with the scenic corridor offering a view of attractive and exciting urban scenes. The nature of the proposed project is characteristic of an urban scenic corridor. A mixed-use residential building with ground floor commercial frontage will have a prominent location at the corner of Olympic Parkway and Town Center Drive, creating a lively pedestrian environment. Urban three to four story residential buildings with enhanced frontages with generous amount of windows, balconies, and pedestrian stoops will line along the sidewalk on Olympic Parkway, east of Town Center Drive. Elegant landscaping will create a pleasant pedestrian environment and encourage interaction between the neighborhood activities and the passer-by.**

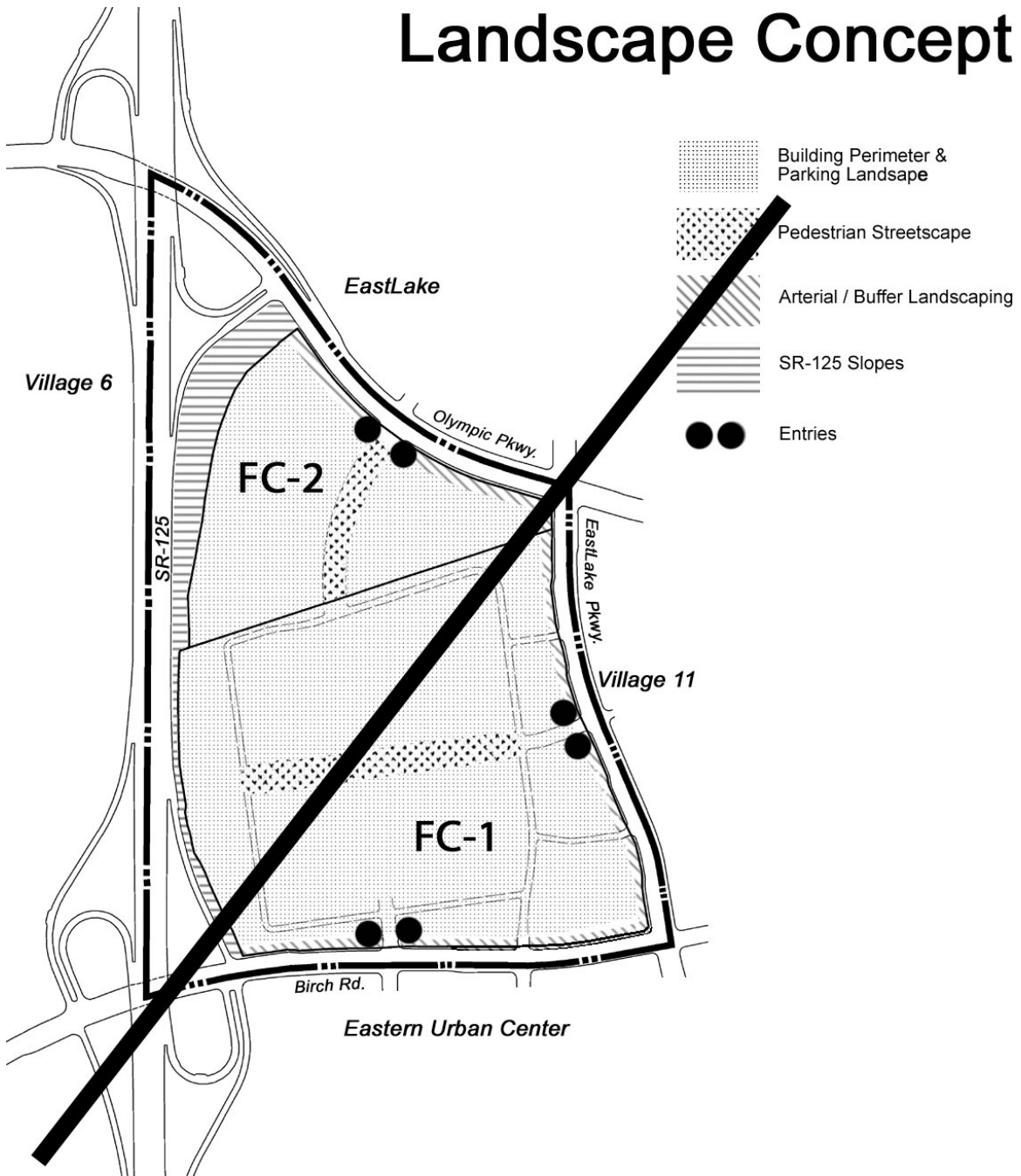
30' buffer in FC-2 must have the following features: it must be heavily landscaped, urban environment along the scenic corridor will be activated with plazas in openings between buildings, provide pedestrian connections from Olympic to the project and commercial along Town Center Dr., landscaping will be attractive

The landscape concepts herein, and in the Design Plan, along with detailed urban design and signage elements to be established with Design Review, will create a distinct “sense of place” for the Freeway Commercial Center. All development shall comply with the requirements of the Chula Vista Landscape Manual adopted by Resolution No. 17735 in November 1994.

G. Freeway Signage Program

Freeway oriented signage is addressed in the Freeway Commercial SPA Design Plan. A limited amount of freeway oriented signage, consistent with the SPA-wide graphic and signage program will be developed to identify commercial uses in the center.

Landscape Concept



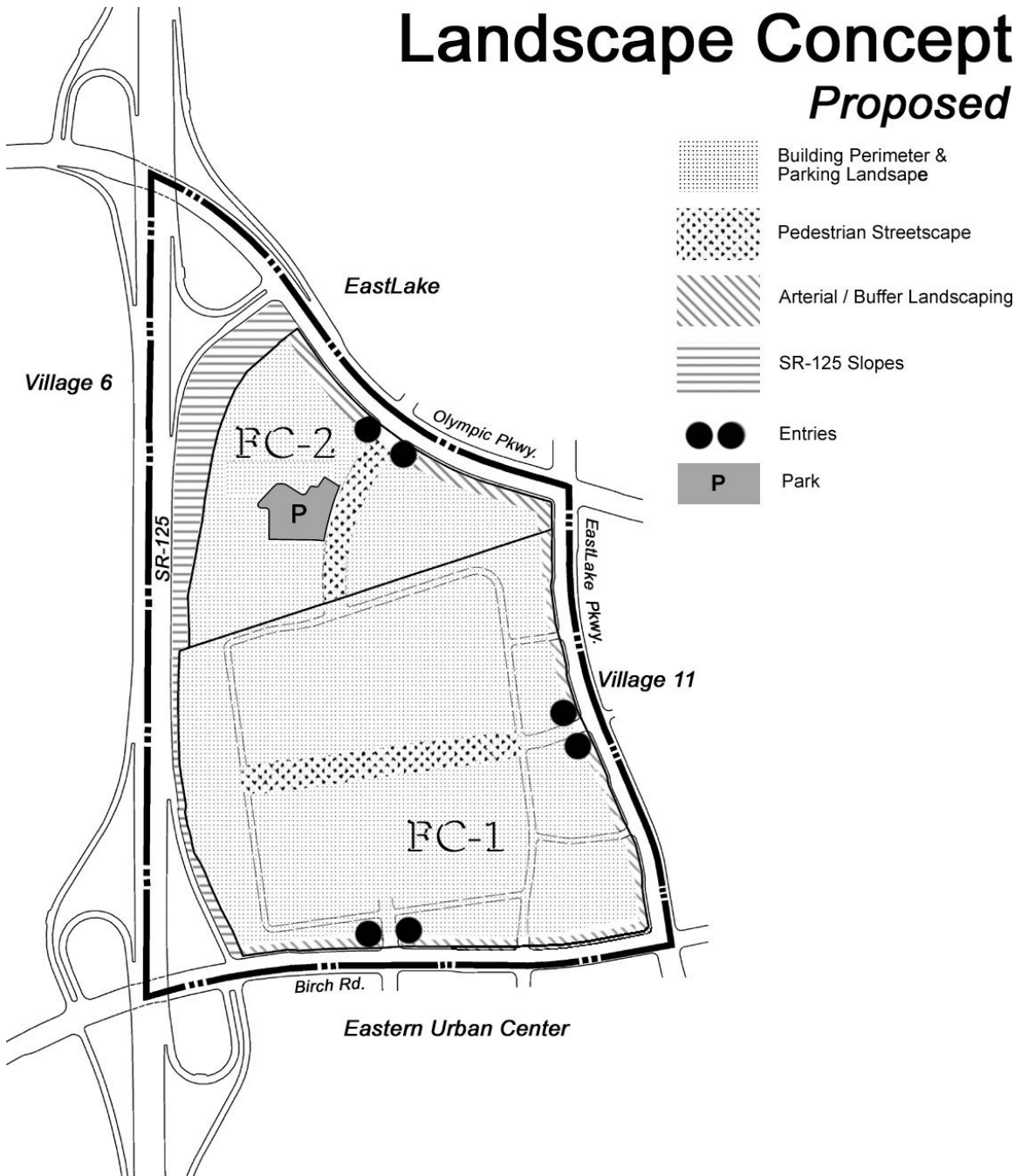
Freeway Commercial

OTAY RANCH



Landscape Concept

Proposed



H Agricultural Plan

The Otay Ranch Mitigation Measures adopted with the GDP require the preparation of an agricultural plan concurrent with the approval of any SPA affecting on-site agricultural resources. The Findings of Facts state that the agricultural plan shall indicate the type of agriculture activity being allowed as an interim use of the site and establish buffering guidelines intended to prevent potential land use interface impacts relative to noise, odors, dust, insects, rodents and chemicals that may be associated with agricultural activities and operations.

Historical agricultural uses in the Freeway Commercial SPA project area include dry farming, as well as cattle and sheep grazing. Crop production was limited to hay and grains due to limited water availability. Between 1950 and 1960, the agricultural products from the property were primarily grains and lima beans. Cultivation and cattle grazing activities are permitted and currently conducted within the majority of the Freeway Commercial SPA project area.

Land utilized for agricultural activities in areas surrounding the Freeway Commercial SPA area has decreased in recent years. Factors that have led to the decrease in agricultural use include the conversion of farmland to urban uses as a result of increases in land value (and property taxes). Property taxes often exceed income from agricultural production. The high cost of importing water for irrigation has also resulted in many agricultural activities becoming cost prohibitive.

The phased development of the Freeway Commercial SPA will incrementally convert on-going agriculture uses to urban development. Consistent with the Otay Ranch GDP, the following agricultural standards shall be employed within the Freeway Commercial SPA area:

- A 200-foot fenced buffer shall be maintained between developed property and on-going agriculture operations.
- In those areas where pesticides are to be applied, vegetation shall be utilized to shield adjacent urban development (within 400 feet) from agriculture activities. Use of pesticides shall comply with federal, state and local regulations.
- The farmland owners shall notify adjacent developed property owners of potential pesticide application through advertisements in newspapers of general circulation.

III. Mobility

A. Introduction

The Freeway Commercial SPA circulation plan provides for a transportation system which extends existing routes and constructs planned facilities. The circulation plan incorporates vehicular and non-vehicular modes of transportation.

The plan arranges roads into a hierarchy, organized by function, to facilitate access within the community, consistent with the Otay Ranch GDP and the City of Chula Vista General Plan Growth Management Element. The road classifications have been refined to reflect the specific opportunities and constraints of the Freeway Commercial SPA (*i.e.*, transit location, freeway commercial character, *etc.*).

The SPA Plan Public Facilities Financing Plan (see separate Public Facilities Financing Plan) establishes a transportation phasing plan with specific improvements and timing of circulation improvements to maintain the levels of service established in the City's Threshold Standards in the City's Growth Management Element of the General Plan.

Specific project access points, signalization, transit alignments and internal circulation components will be determined by the City Engineer during the tentative tract map process, and site plan approval. Variations to the concepts herein may occur where safety or efficiency can be enhanced.

B. Project Access

1. Regional Access

Regional access to the project area is currently provided by I-805 via Olympic Parkway, which is located immediately to the north project site. Future construction of SR-125, at the western boundary of the project site, will provide primary north-south access for the traffic generated in the buildout of the Eastern Territories. State Route 54 provides regional east-west circulation north of the project area.

The Otay Ranch GDP provides for the eventual expansion of the regional transit system into Otay Ranch Freeway Commercial Center project. Otay Ranch SPA applications for transit villages and (Planning Area Twelve) (including the Freeway Commercial SPA) are required to approximately locate transit alignments and transit stations. Future tentative maps will be conditioned to dedicate right-of-way or easements for the transit system.

2. Local Access

Local access to the Freeway Commercial SPA project area is currently provided by Olympic Parkway, which also serves as a continuous east-west link between I-805 and future SR-125. The project vicinity is accessed from Otay Lakes Road via EastLake Parkway to the Kestrel Falls Drive Road intersection.

In the project's first phase, Birch Road, also an east-west route, will provide project access and form the southern boundary. Both Birch Road and Olympic Parkway are planned to have SR-125 interchanges and function as part of the regional access routes to the commercial center.

C. Project Circulation Network

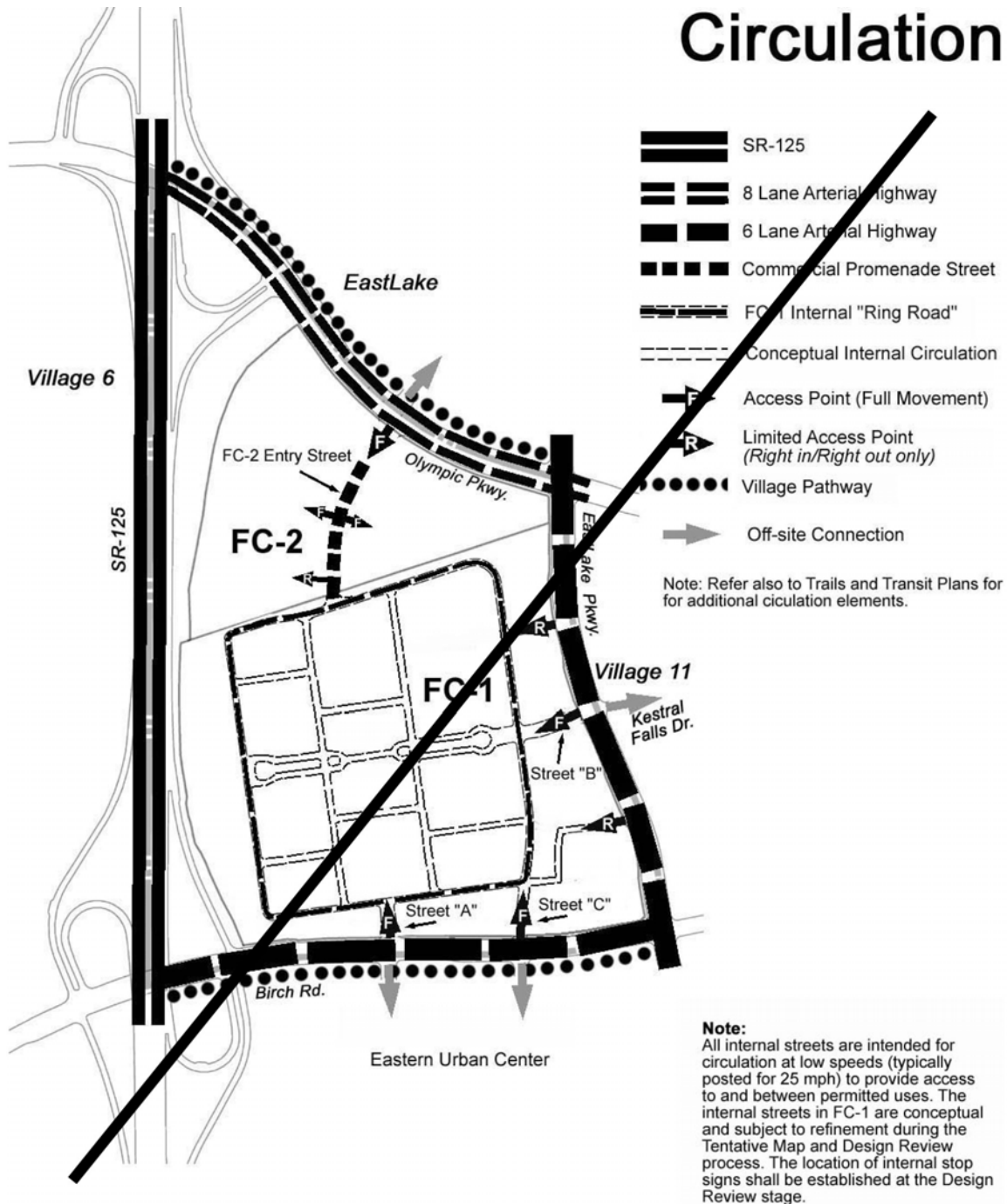
The Otay Ranch sub-regional circulation system is based upon a hierarchy of streets and roads defined in the Otay Ranch GDP. These facilities are designed to create an integrated system of roads, cart paths, bike lanes, trails and pedestrian ways. ~~Carts and~~ Bicycles will share the low speed internal streets with vehicles, while pedestrians will have enhanced routes that are not always contiguous to the internal street system. This system, as it applies to the Freeway Commercial SPA is described below.

The perimeter circulation network is conceptually shown on the Circulation Plan (Exhibit 9), while the internal circulation system will be developed at the site plan stage of project design. On the northern, eastern, and southern SPA boundaries, Olympic Parkway (8 lane prime), EastLake Parkway (6-Lane major), and Birch Road (6-Lane major from La Media Road to SR-125 and 6-lane prime from SR-125 to EastLake Parkway) are designated Ranch Theme Streets (streetscape design designation defined in the Otay Ranch Overall Design Plan). SR-125, on the western edge of the SPA, is future SR-125.

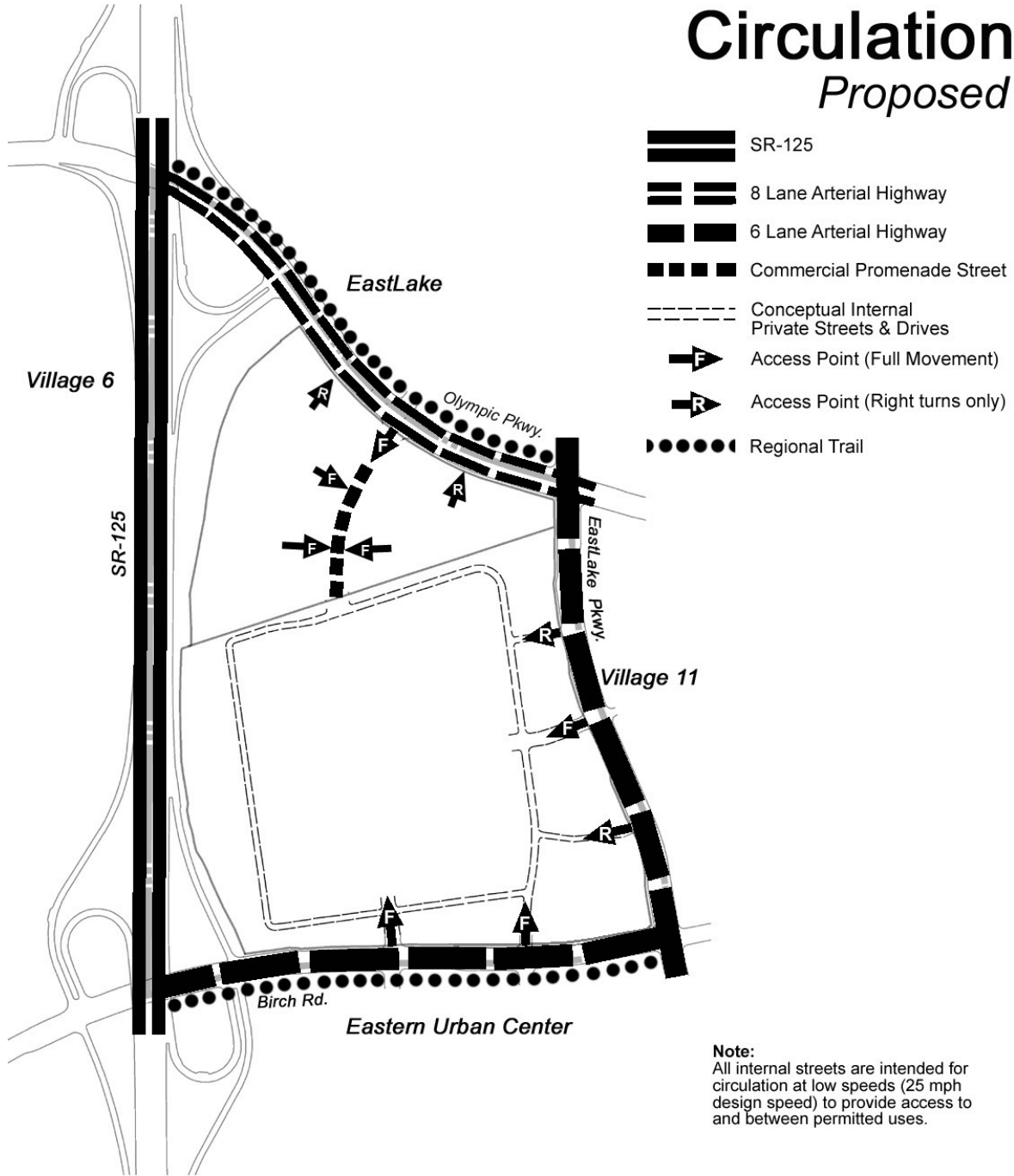
Project access is taken from each of the perimeter highways. Entries from each arterial are identified on the Site Utilization and Circulation Plans, and further illustrated on Exhibits 12 and 13. Anticipated intersection locations are also shown in Exhibit 9.

It is anticipated that each of the full movement project entries will be signalized, as well as some "internal" intersections. However, the final determination of which intersections are to be signalized or have stop signs shall be determined during the Tentative Subdivision and/or Design Review processes.

Circulation



Circulation *Proposed*



Note:
All internal streets are intended for circulation at low speeds (25 mph design speed) to provide access to and between permitted uses.



Freeway Commercial

OTAY RANCH



Exhibit 9

D. Street Standards

This section describes in more detail each of the street types associated with the Freeway Commercial SPA. The proposed right-of-way sizes and street sections are based on standards adopted in the Otay Ranch GDP, and street standards adopted by the City. The final improvement designs will be determined as a part of the tentative map and final design approval process.

All circulation improvements shall meet the following requirements:

- No visibility obstruction (slope, tree, shrubs, wall, *etc.*) greater than $3\frac{1}{2}$ 3 feet in height measured from street grade, shall be placed within the sight visibility lines on corner lots unless otherwise approved by the City Engineer.
- Sight visibility lines, per City of Chula Vista Municipal Code and **Chula Vista Design Standards**, will be required on all plan submittals (grading, improvement and final maps).
- All proposed sidewalks, pedestrian ramps and handicapped parking shall be designed to meet ADA standards and California Building Code requirements.
- Adequate bicycle facilities on arterial streets, acceptable to the City Engineer, shall be incorporated in the design of the project to encourage bicycle transportation. Interior streets and access routes shall have mixed flow.

1. Arterials & Major Roads

Street standards for the roads at the perimeter of the SPA have been established in the Otay Ranch GDP, Circulation Element of the Chula Vista General Plan and previous project development approvals. Roadway sections for the major perimeter streets are shown on Exhibits 10 and 11.

These large streets provide the regional transportation system. They are designed to operate at maximum efficiency and provide for automobile and bus access to regional destinations including freeways. Prime Arterials and major roads cross each other at intervals of three-quarter miles or greater. Intersections on to these roads is restricted to village/planning area entries. The following facilities within the Freeway Commercial SPA project area are designated prime arterials:

- Olympic Parkway - 8-Lane (Enhanced Prime) Arterial
- EastLake Parkway - 6-Lane (Major) Arterial
- Birch Road - 6-Lane (Prime) Arterial

The Otay Ranch GDP recognizes two types of arterial/major roads:

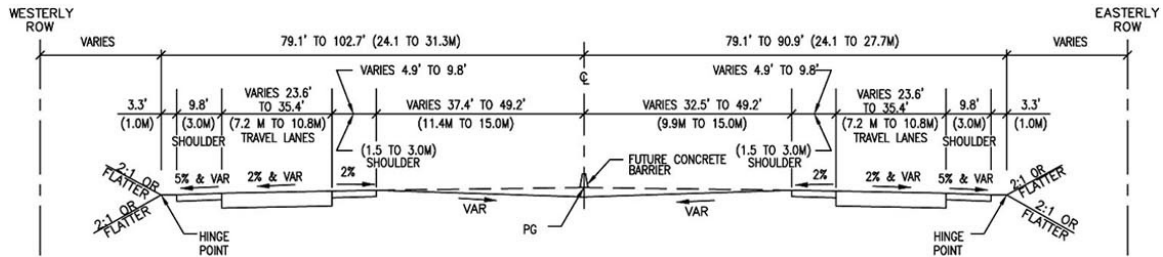
- Scenic Corridor (road within an open space scenic corridor)
- Prime Arterial or Major Road (road outside of an open space corridor)

Olympic Parkway is designated as a scenic highway. The Olympic Parkway scenic corridor concept is detailed in Exhibit 8, in the previous chapter. Landscape treatment of this facility is an especially important design and aesthetic consideration because it provides the identity for the Otay Ranch community and the Eastern Territories. It will be informally landscaped with naturalized plantings complimenting existing and naturalized land forms consistent with previously approved designs for Village 6 to the west, Village 11 to the east, and EastLake II Land Swap area to the north.

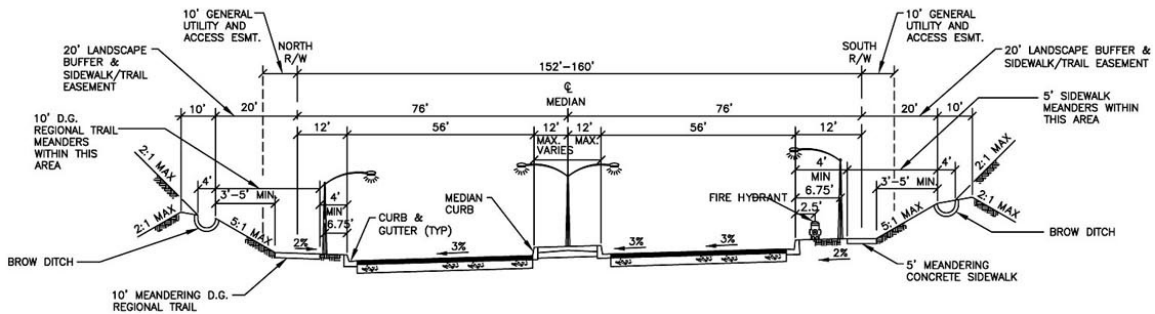
Non-scenic corridors within the Freeway Commercial SPA project area include EastLake Parkway and Birch Road. These are similar in appearance to the scenic corridors in that they provide identity to Otay Ranch, and are dominated by native or naturalized vegetation and land forms. However, these roadways also provide a transition from the informal ranch-wide character to the more formal character typical of the urban villages. Landscape treatment and design elements of these roads are addressed more fully in the Freeway Commercial SPA Design Plan.

Street Sections

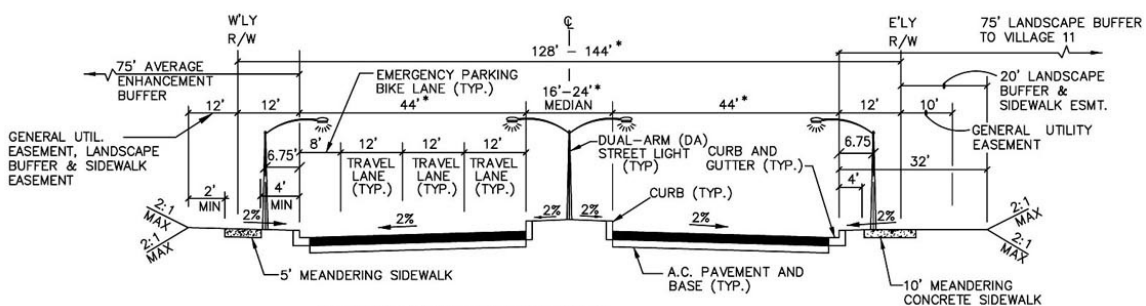
SR-125, Olympic Pkwy., & EastLake Pkwy.



State Route 125



Olympic Parkway



EastLake Parkway

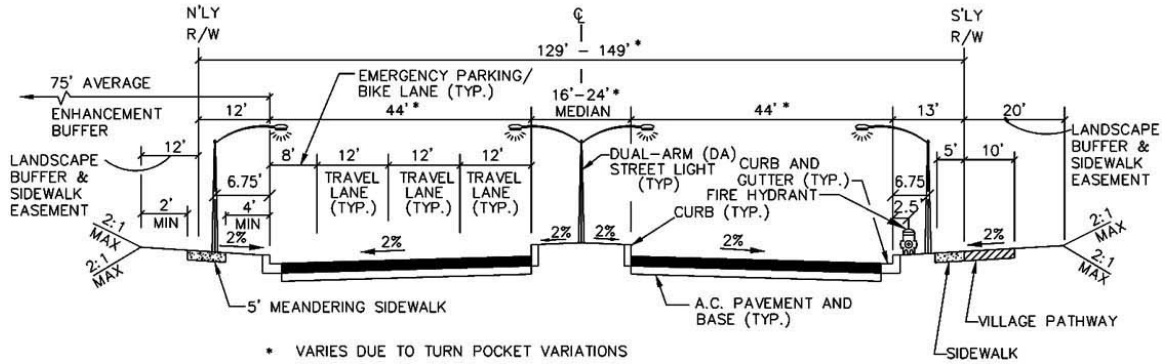
Note: Street Sections provided in the SPA Plan are subject to refinement by the City Engineer during the Tentative Map process.

Source: P&D Consultants
Not to Scale
7/16/04

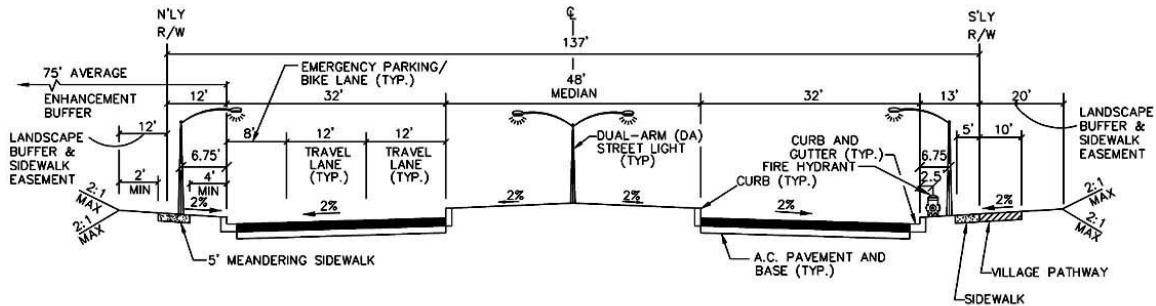
Exhibit 10

Street Sections

Birch Road



Birch Road
Between SR-125 and Street "C"



Birch Road
Between "C" Street and EastLake Parkway

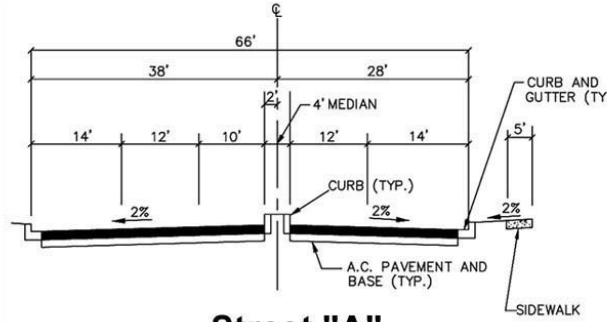
Note: Street Sections provided in the SPA Plan are subject to refinement by the City Engineer during the Tentative Map process.

Source: P&D Consultants
Not to Scale
7/16/04

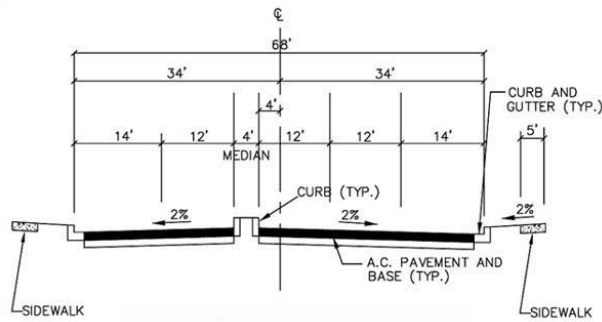
Exhibit 11

Street Sections

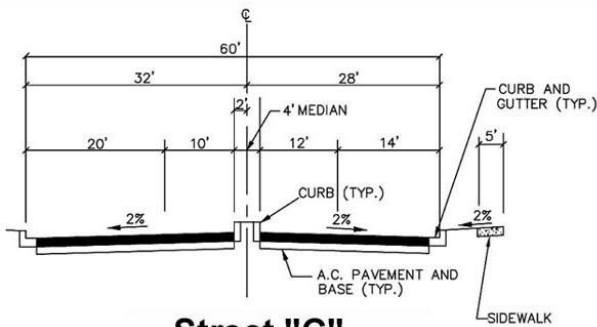
FC-1 Entry Streets & Ring Road



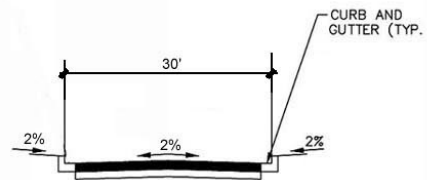
Street "A"
(West Birch Rd. Entry)



Street "B"
EastLake Pkwy. Entry



Street "C"
East Birch Rd. Entry



"Ring Road"
Private Drive in FC-1

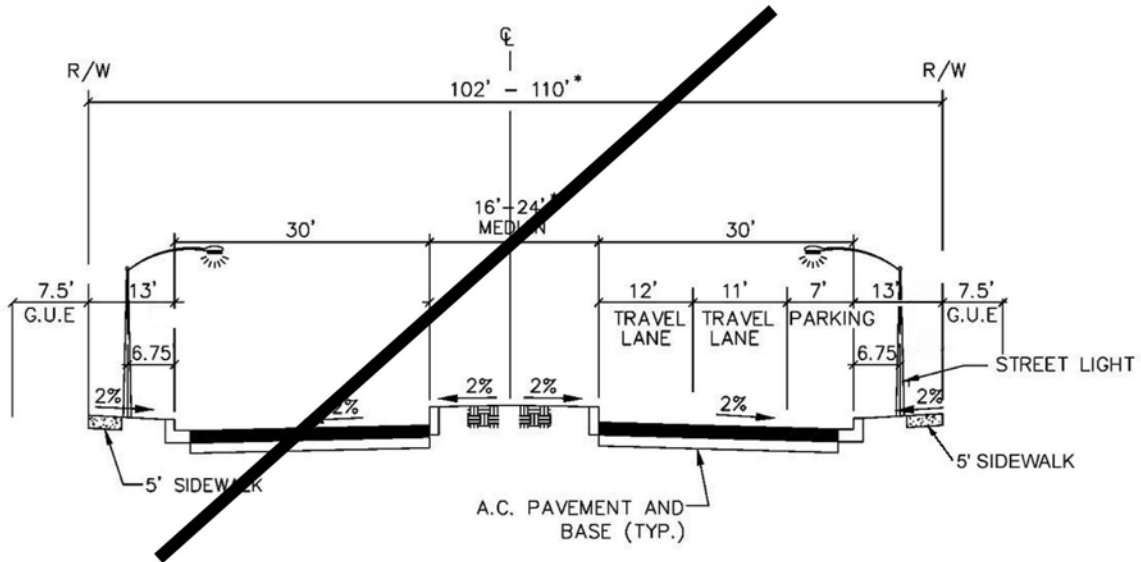
Note: Street Sections provided in the SPA Plan are subject to refinement by the City Engineer during the Tent. Map and Design Review processes.

Source: P&D Consultants
Not to Scale
8/1/04

Exhibit 12

Street Sections

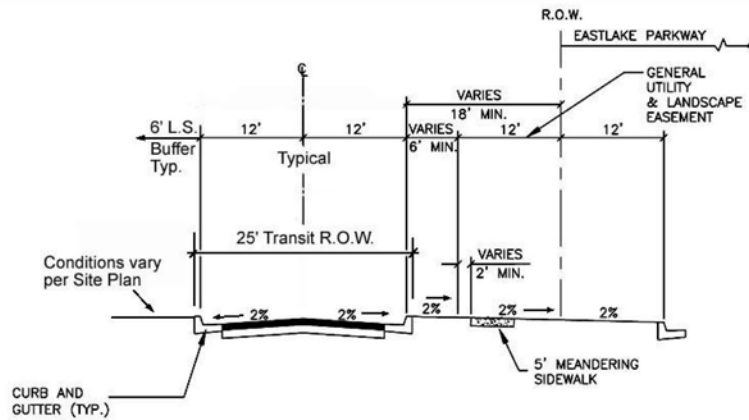
FC-2 Entry Street & Transit Lanes



* VARIES DUE TO TURN POCKET VARIATIONS

FC-2 Entry Street

From Olympic Pwky to FC-1



Transit Lanes

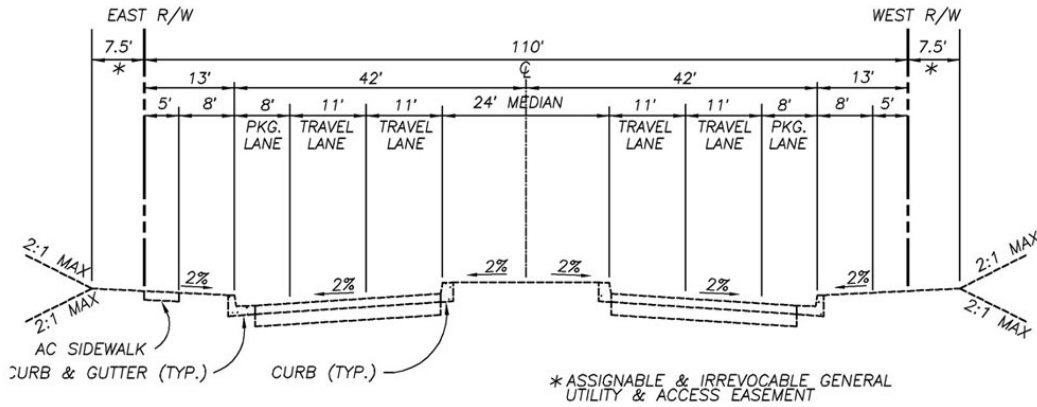
Shown adjacent to EastLake Parkway

Note: Street Sections provided in the SPA Plan are subject to refinement by the City Engineer during the Tent. Map and Design Review processes.

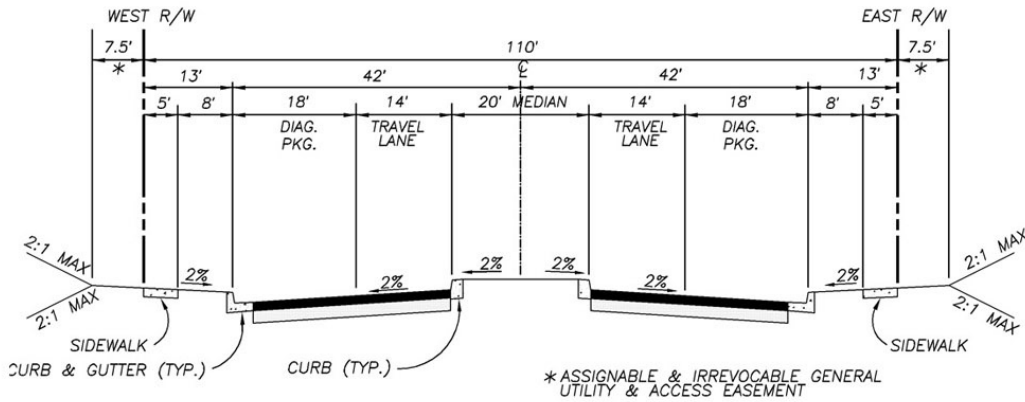
Source: P&D Consultants
Not to Scale
8/1/04

Exhibit 13

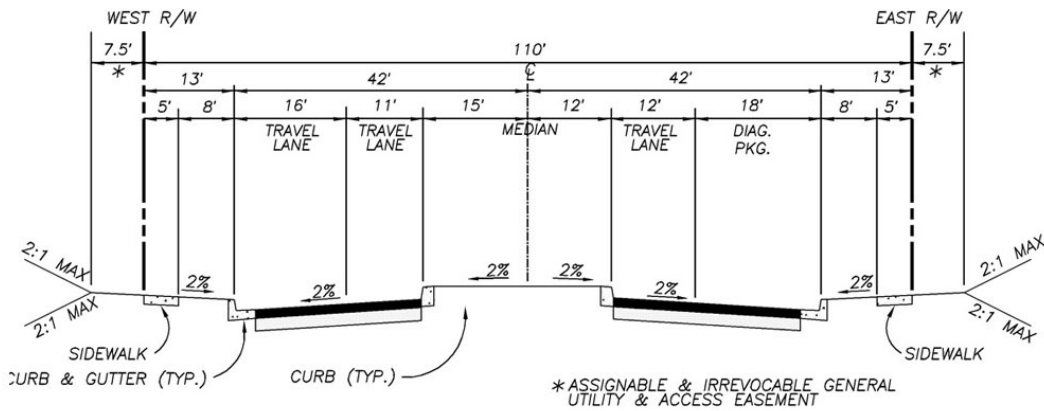
Street Sections FC-2 Town Center Drive



Town Center Drive (Existing)



Town Center Drive (from Public Street "A" south)

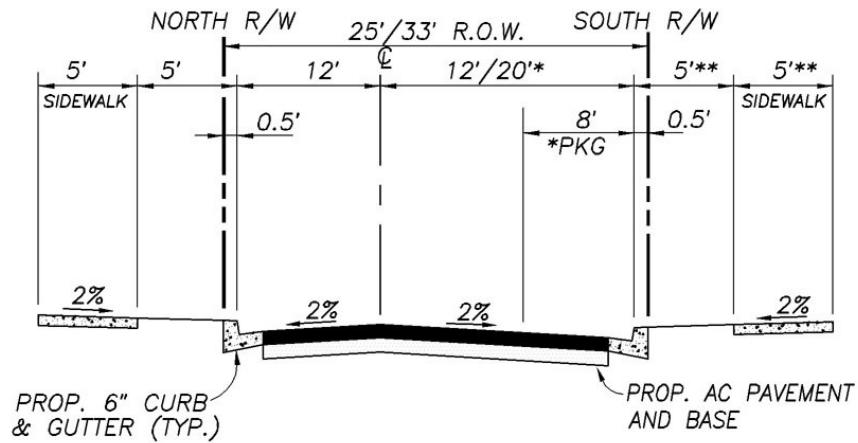


Town Center Drive (from Olympic Pkwy. to Public Street "A")

Exhibit 13b

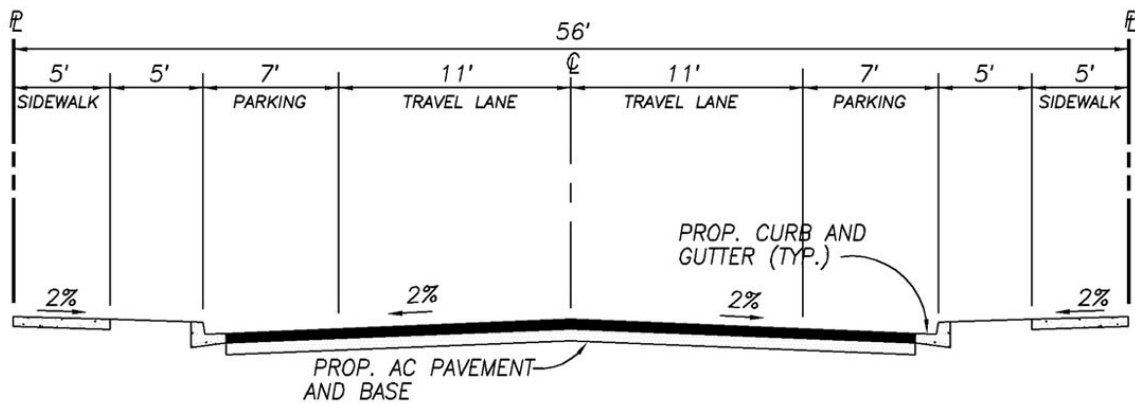
Street Sections FC-2

Local Streets & Drives



*ADDITIONAL WIDTH ALONG PARK FRONTAGE
 **NO SIDEWALK OR PARKWAY ADJACENT PARK FRONTAGE

Public Street "A."

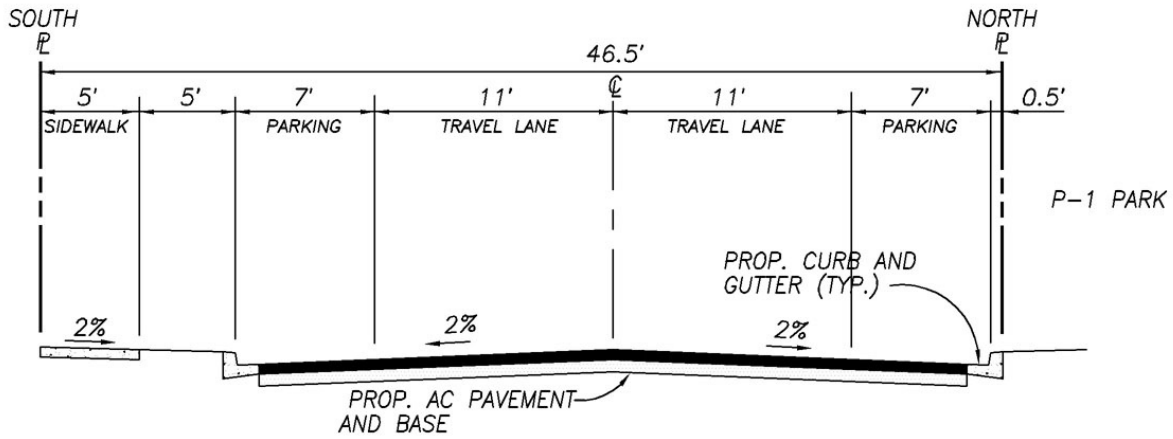


Private Drive "A"

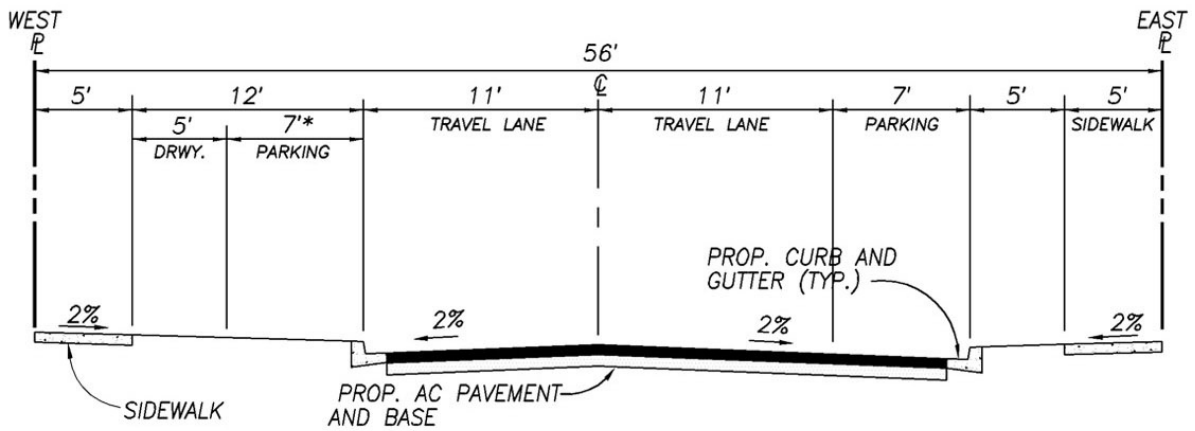
Exhibit 13c

Street Sections FC-2

Local Streets & Drives



Private Drive "A" (Adjacent to Park P-1)



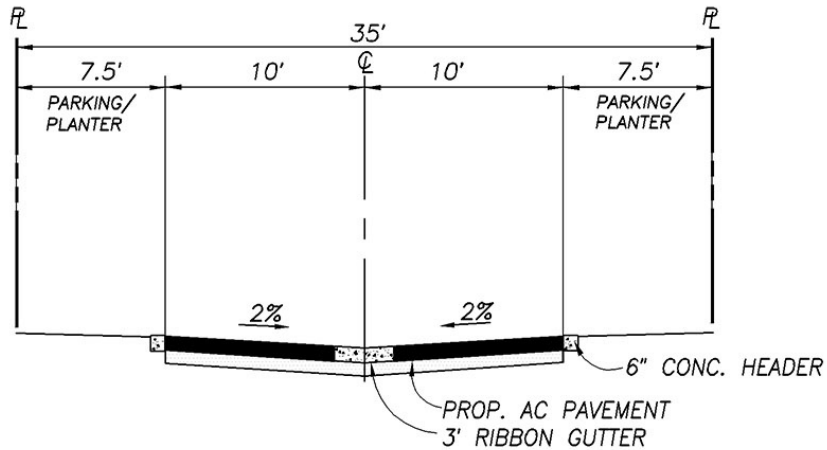
*PARKING AT DRIVEWAYS OF FUTURE MULTI-FAMILY UNITS

Private Drive "B"

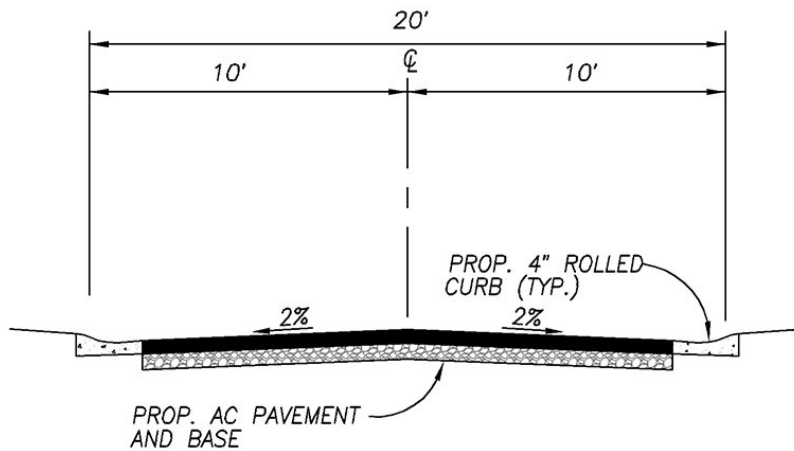
Exhibit 13d

Street Sections FC-2

Shared Street & Typical Drive



Typical One-way Shared Street (*Resid. West*)



Typical Private Drive for Multi-family

Exhibit 13e

2. Commercial Promenade Street

The Commercial Promenade Street is the entry to FC-2 from Olympic Parkway. It is a modified Village Entry Street. It has been modified to accommodate on-street **diagonal** parking, and other pedestrian features described in this SPA Plan and the Freeway Commercial Design Plan.

The Commercial Promenade Street shall meet the adopted Otay Ranch ~~Transit Village~~ Entry **Street** standards to the satisfaction of the City Engineer with the exception that the design standard shall be ~~35~~ **25** mph (posted and as modified by the Street Section provided herein as Exhibit 13. In addition, the Commercial Promenade Streets shall be designed to meet the following criteria: 1) in special cases, as determined by the City Engineer, the raised median can be replaced by a painted median to allow for future modifications to the left turn pockets based on actual left turn movements; and, 2) parking on this facility will be allowed as determined by the City Engineer subject to sight distance studies.

The section of the Commercial Promenade Street varies by location to accommodate adequate turn pockets. Additionally, all details of the Commercial Promenade Streets will be subject to approval by the City Engineer at the tentative subdivision and final design stages to insure compliance with the functional and safety standards of all public streets. The typical Street Section is shown on Exhibit 13 as FC-2 Entry Street.

E. Phasing of Road Improvements

The phasing of community development concurrent with provision of adequate road capacity and access improvements is fully described in the Public Facilities and Financing Plan (PFFP). These improvements have been phased and designed to maintain an adequate level of service in the circulation system serving the Otay Ranch Freeway Commercial SPA throughout the development process. The provision of adequate internal circulation improvements is expected to be controlled via subdivision map conditions. The required level of improvements and phasing is fully addressed in the Freeway Commercial SPA PFFP.

F. Transit Planning Principles

The Freeway Commercial SPA is designated by the Otay Ranch GDP to eventually be served by extension of the SANDAG regional transit system. As specified in the Otay Ranch GDP, the development area will reserve area for the transit line, a transit stop and a park-and-ride facility.

The planned transit Route 628 enters the Freeway Commercial SPA from Village Six, west of SR-125. The transit route enters by bridging over SR-125 and then continues at grade to the transit station in FC-1. From there, the route extends south within the transit lanes, crossing Birch Road and entering the EUC SPA, where, according to the Otay Ranch GDP, an additional transit station

is to be located. Planned Transit Route 635 enters the project at the intersection of Birch Road and the transit lanes. It extends north through the project and ultimately continues north on EastLake Parkway. The third route, Route 627 does not enter the project, but travels on Birch Road where it joins the other routes entering the EUC to the south. The Freeway Commercial SPA Plan provides for the approximate location of these transit way alignments and station (see Exhibit 14). The tentative map will be conditioned for dedication of a ROW or easement for the transit system in accordance with the Otay Ranch GDP.

In addition to transit way service, bus service is planned to be provided to the project area by Chula Vista Transit (CVT). Currently, CVT provides bus service through the Eastern Territories, including the EastLake Business Center and nearby Southwestern College. Expansion of CVT service into the Freeway Commercial SPA project area is anticipated.

The planned transit system within the Freeway Commercial SPA is based on the service concepts that were adopted by SANDAG in the Regional Transportation Plan (RTP). The plan identifies Yellow, Green, Blue and Red Car levels of transit service.

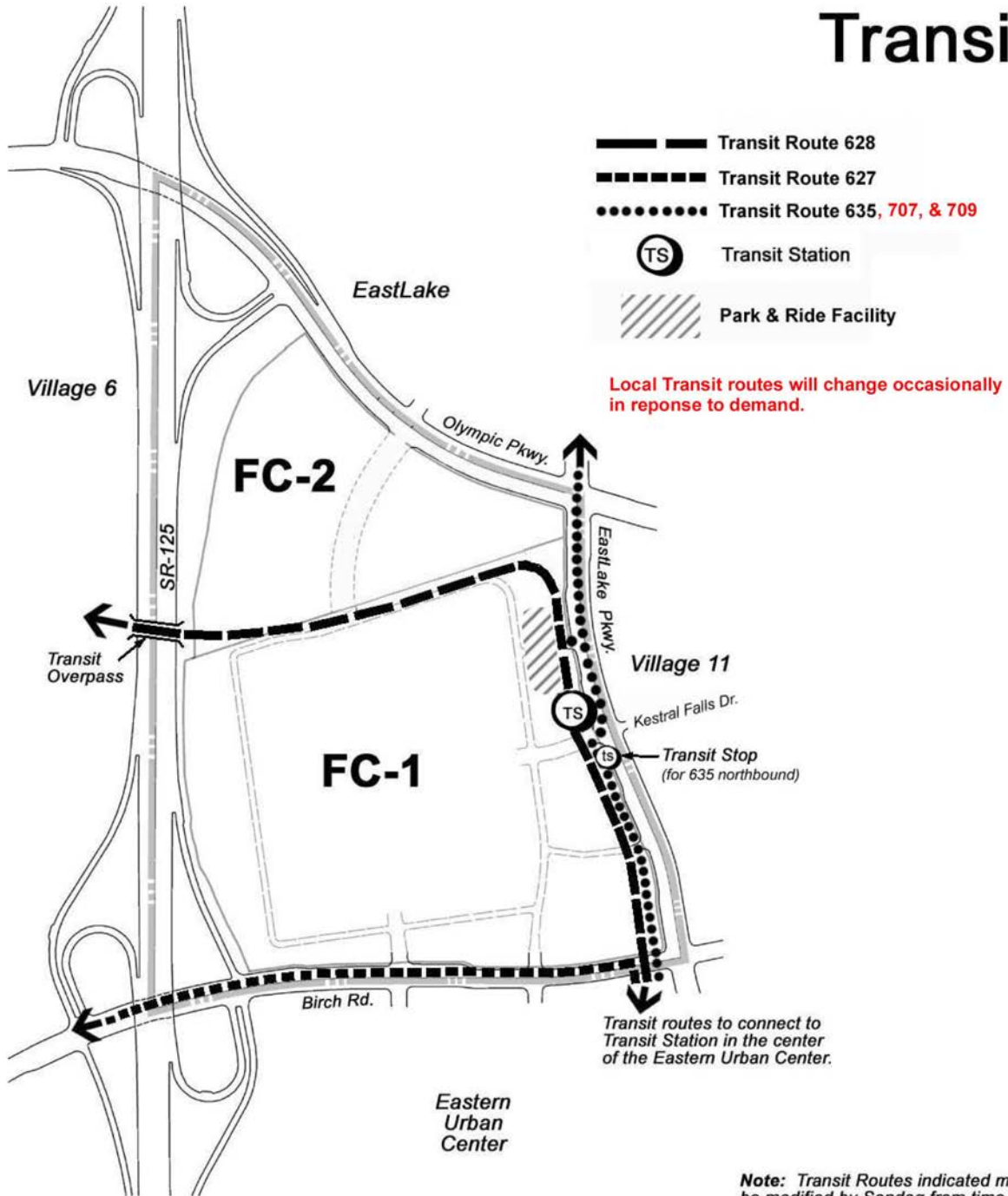
The Transit Plan for the Freeway Commercial SPA provides a ~~25' wide~~ transit corridor and an area for the transit station, which shall be offered for dedication in accordance with the Otay Ranch General Development Plan. In addition, a park-and-ride facility, for 200 shared parking spaces, is provided in close proximity and within visual site distance to the transit station in FC-1.

Per SANDAG's South Bay Transit First Study, "Tier One Plan", transit facilities will be developed based on demand for transit services and the following principles:

- Level of transit facilities: Low = bus stop sign/pole; Medium = bus stop sign/pole/bench; Medium-high = bus stop sign/pole/bench/shelter; and, High = bus stop/sign/pole/bench/shelter/turnout.
- Where there are numerous major pedestrian generators, access to stops for transit vehicles moving in both directions is facilitated by locating transit stops near striped or pedestrian enhanced intersections.
- Transit stops should be located and walkways designed to provide access as directly as possible without impacting residential privacy.
- At intersection points of two or more transit routes, stops should be located to minimize walking distance between transfer stops.
- Transit vehicle conflicts with automobile traffic can be mitigated by locating bus pullouts/bus stops at the far side of intersections in order to permit right-turning vehicles to continue movement.

- Transit stops should be provided with adequate walkway lighting and well-designed shelters.
- ADA compliant walkway ramps should be provided at transit stops to ensure accessibility to the handicapped.

Transit



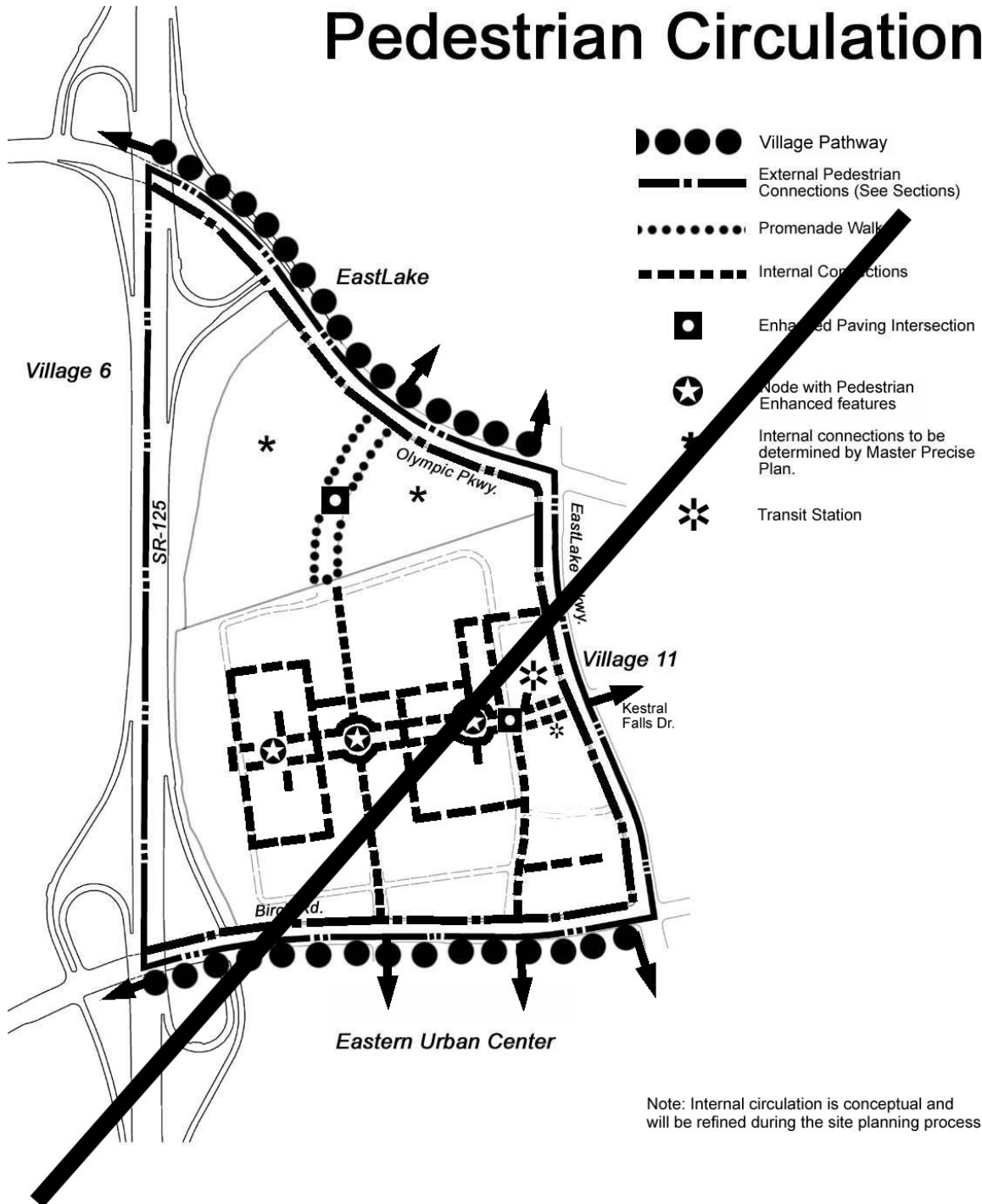
Note: Transit Routes indicated may be modified by Sandag from time to time. Park & Ride facilities will be included in FC-1 as shared parking.

G. Bicycle Routes & Pedestrian Trails

Off-street trail routes which connect to the community-wide system of Otay Ranch as well as the regional system described in the Circulation Element of the Chula Vista General Plan are included as components of the perimeter arterials of the Freeway Commercial Center. As noted previously, the developed project area, due to its large-scale commercial **and residential** nature, **there is an opportunity to connect uses via** ~~is not expected to be a major destination for pedestrians and bicyclists. However,~~ pedestrian routes and pedestrian oriented design features ~~will be provided~~ within the project along the internal streets, including and extending from the project entries to major destinations within the commercial center. The intersections of the internal streets are designated as “pedestrian enhanced intersection,” where pedestrian oriented features (such as pedestrian plazas, shop fronts on sidewalk, etc.) will be provided. Minor pedestrian nodes with similar features on a smaller scale, are designated at pedestrian route intersections on Exhibit 15.

In addition, the “Village Pathway” providing community-wide pedestrian and bicycle circulation connections will be located off-site, on the south side of Birch Road, and a regional trail is located along Olympic Parkway. ~~Carts and~~ Bicycles will share the traffic lanes with motor vehicles on the internal streets due to the low (25 mph) speed limit. The proposed Pedestrian Circulation system, based on the current conceptual site plan for parcel FC-1 is illustrated in Exhibit 15.

Pedestrian Circulation



Note: Internal circulation is conceptual and will be refined during the site planning process.

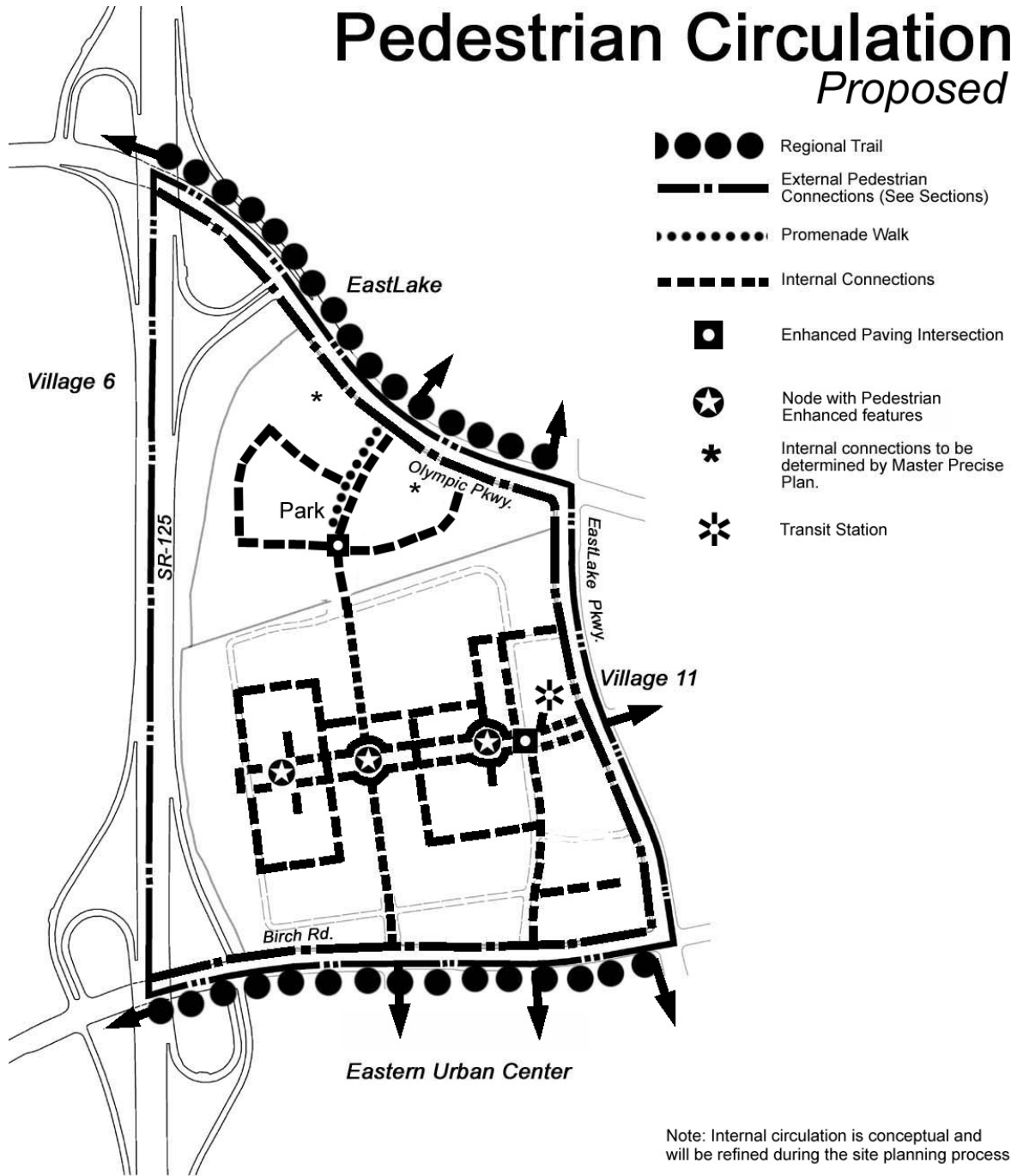

Freeway Commercial
 CITY OF CHULA VISTA
 OTAY RANCH

Cinti Land Planning
 San Diego, CA (619) 223-7408

 0 200 400 600
 8/1/04

Pedestrian Circulation

Proposed



Freeway Commercial

OTAY RANCH



Exhibit 15

IV. Grading

A. Introduction

The Land Use Element of the Chula Vista General Plan states that the mesas, hilltops and gently rolling topography in the Chula Vista area offer the best conditions for development. Steeply sloped hillsides and valleys can serve as resources, linking the developed regions and the important natural features in the area. The goal of the Otay Ranch General Development Plan is to concentrate urban development on the flatter areas and retain the sensitive natural topographic features. For the Freeway Commercial SPA, the arterial road corridors along the northern, eastern and southern edges of the project have been identified as scenic/greenbelt corridors and include adjacent areas designated for landscaped open space use. Development sites within the remainder of the SPA should be graded to blend with and create an aesthetically pleasing setting respecting these edges.

The Otay Ranch GDP requires:

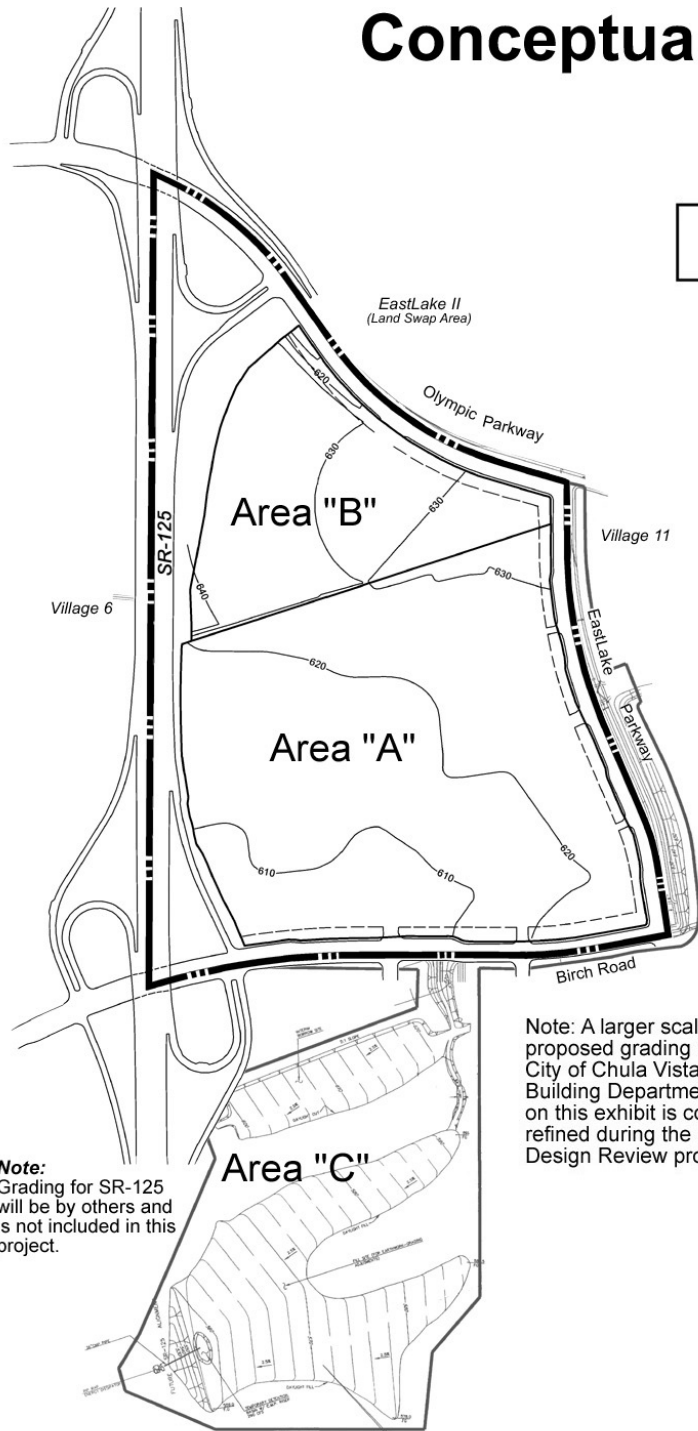
- Geotechnical investigations shall be provided with each SPA plan.
- Relate development to topography and natural features, and strive to retain the character of the land forms to the extent feasible.
- Naturalized buffering be provided as a transition between development and significant existing landforms.
- Variable slope ratios not exceeding 2:1 should be utilized when developing grading plans.
- Eighty-three percent of existing steep slopes greater than 25% should be preserved.

B. Grading Concept

The SPA level grading plan for the Otay Ranch Freeway Commercial Center is intended to provide a preliminary grading concept, identifying slope bank locations and necessary maintenance provisions. The overall grading concept is to create one large continuous graded pad between FC-1 and FC-2, with no significant grade changes or need for permanent walls. The preliminary grading design is as indicated on the Grading Concept, Exhibit 16 and Site Cross Sections provided in Exhibit 17.

The Freeway Commercial SPA earthwork is intended to be balanced or an equal amount of cut for an equal amount of fill. The estimated earthwork quantity is 1.5 million cubic yards of cut and fill within a graded area which encompasses the entire planning area of approximately 160 acres. The grading quantities for parcels FC-1 and FC-2 are projected to be 0.995 millions cubic yards of cut and fill (balanced), and 0.47 million cubic yard of cut requiring export, respectively. An off-site location in the EUC to the south is available to meet the export requirements of parcel FC-2 that requires its pad to be as close as possible to the pad elevation of FC-1. Other sites could also be available for export, subject to additional environmental analysis. The EUC site is also available to balance grading quantities in parcel FC-1 in the event that unforeseen circumstances require a net import or export of material, and parcel FC-2 is not involved.

Conceptual Grading Plan



Area	Quantities (000's cu. Yds.)	
	Cut	Fill
"A"	995	995
"B"	470	
"C"	86*	570*

* Area "C" is an area available for balancing grading quantities as may be required.

Note: A larger scale version of the proposed grading is on file with the City of Chula Vista Planning and Building Department. Grading shown on this exhibit is conceptual and will be refined during the Subdivision and Design Review processes.

Note: Grading for SR-125 will be by others and is not included in this project.

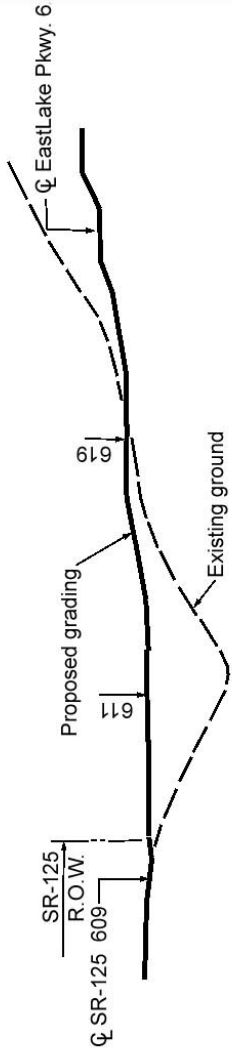
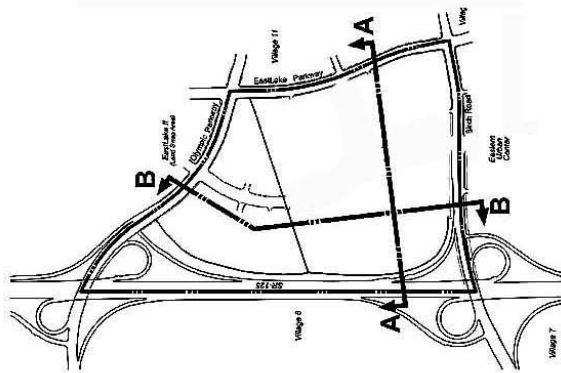


Source: P&D Consultants

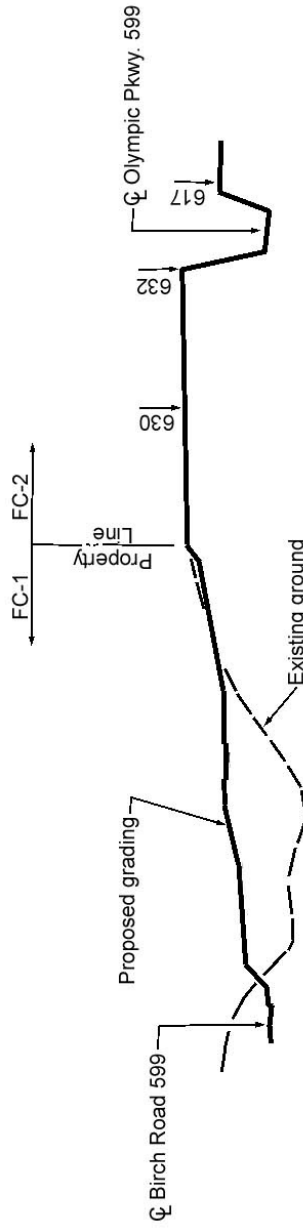


Exhibit 16

Site Sections



Section "A-A"
Vertical to Horizontal 10:1




Section "B-B"
Vertical to Horizontal 10:1

Note: Elevations are approximate



Exhibit 17

Freeway Commercial OTAY RANCH

Source: P&D Consultants, Inc.
Cinti Land Planning
 San Diego, CA (619) 223-7406

 6/14/04

The Otay Ranch GDP requires the preservation of 83% of existing steep slopes with gradients of 25% or greater. Otay Ranch has been determined to contain 7,651 acres of land with gradients of 25% or greater. Application of the 83% preservation standard means that 6,350 acres of steep slopes must be preserved ranch-wide and 1,301 acres of steep slopes may be developed. The approved Otay Ranch land plan anticipates that approximately 984 acres of steep slopes will be developed. This falls within the 83% (1,301 acres maximum) standard ranch-wide. The Phase 2 Resource Management Plan (RMP) provides that SPA level analysis of the impacts to steep slopes needs to be completed only when a SPA proposes development outside of the GDP approved development areas. The Otay Ranch Biota Monitoring Program establishes a system to ensure that this standard is achieved ranch-wide.

There are no steep (greater than 25%) slopes within the Freeway Commercial SPA. The development areas proposed in the SPA land plan are consistent with the developable areas depicted on the approved GDP land use plan (as amended). Because of the consistency between the proposed SPA development plan and the adopted Otay Ranch GDP, the ranch-wide slope preservation goal will be maintained.

C. Grading Policies

Larger manufactured and natural slopes generally occur along and adjacent to the proposed arterial road system. The pads between FC-1 and FC-2 should not have significant grade changes or need permanent walls and be as close as practical to the same elevation. The design of these major slopes, particularly in highly visible areas, will utilize landform grading techniques.

The following guidelines shall be considered in implementation of the conceptual grading plan:

- With approval of the City Engineer, rounding of the tops and toes of slopes shall be accomplished. When slopes cannot be rounded, vegetation shall be used to alleviate sharp angular appearances.
- When significant landforms are modified for project implementation, the landform should be graded to blend with the natural grade.
- A 30 to 75-foot enhancement buffers shall be maintained along arterials, where indicated on the Site Utilization Plan.
- Manufactured slope faces greater than 25 feet in height shall be varied or an additional low slope area provided at the toe of the slope to avoid excessive “flat planed” surfaces.
- Grading shall be sensitive to significant and/or sensitive vegetation and habitat areas.
- To complement landform grading, landform re-vegetation techniques shall be utilized. As in a natural setting, major elements of the landscape are concentrated largely in the concave “drainages,” while convex portions are planted primarily with ground cover and

smaller materials. Vegetation should consist of drought-tolerant native or naturalized species, requiring little or minimal irrigation, deep rooted and well suited to the on-site soils. Final plans should be based on coordinated input from a licensed landscape architect.

- Based on actual field conditions encountered, the erosion potential of slopes should be reduced with berms at the tops of all slopes, paved interceptor ditches and terrace drains and vegetation. Spray-on applications and coatings, combined with jute or hemp mesh can be effective methods for stabilizing soils.

Internal slopes are typically lower than the perimeter slopes. If however, at the tentative map stage, large slopes of 25 percent (4:1) or greater, in highly visible locations are proposed, landform grading techniques should be considered on a case-by-case basis. Small interior slopes between lots may be graded at 1.5 to 1, with approval of the City Engineer.

Preliminary soils and geotechnical reports have been prepared for the Otay Ranch Freeway Commercial SPA and have identified the site as being suitable for development (see Geotechnical Investigation McMillin Otay Ranch, Village 12 Freeway Commercial Site, Chula Vista, California; dated January 26, 2001; with an update letter dated February 26, 2004 by both Geotechnics, Inc.; and, another for the Otay Ranch Company portion by Geocon, August 30, 2002). The updates indicate that the project as adopted in April 1, 2003 and as currently configured are substantially the same. More detailed and refined studies will be provided at the final engineering stages of this project.

D. Storm Water Quality Requirements During Construction

A Storm Water Quality Study has been prepared for the project by Rick Engineering Company, dated May 28, 2002 and revised August 12, 2002 and October 4, 2002. An update letter was issued by Rick Engineering on March 3, 2004, which indicated that the project as adopted in April 1, 2003 and as currently configured, are substantially the same. **An updated grading study was prepared by Hunsaker & Associates, dated October 7, 2014, which concludes that the proposed project will not present any hydrologic concerns.** The following discussion is taken from ~~that~~ **these** reports.

During the construction phase, the project is subject to the requirements of the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS00002 (General Construction Permit) and the modifications to the General Construction Permit Order No. 2001-046, adopted by the SWRCB.

For coverage by the General Construction Permit, the project owner is required to submit to the SWRCB a Notice of Intent (NOI) to comply with the General Construction Permit, and develop a Storm Water Pollution Prevention Plan (SWPPP) describing best management practices (BMPs) to be used during and after construction to prevent the discharge of sediment and other pollutants in storm water runoff from the project.

Typical temporary BMPs that may be used during construction include good housekeeping practices, erosion control, and sediment control measures. Good housekeeping practices include street sweeping, waste disposal, vehicle and equipment maintenance, materials storage, minimization of hazardous materials and proper handling and storage of hazardous materials. Typical erosion control and sediment control measures include use of silt fences, fiber rolls, gravel bags, temporary desilting basins, velocity check dams, temporary ditches or swales, storm water inlet protection, soil stabilization measures such as erosion control mats, tackifier, or hydroseed. The project's SWPPP will be required to identify the specific BMPs to be used on the project site during construction. The City of Chula Vista and the California Storm Water Management Handbooks will set the design standards for BMPs on project.

Prior to approval of the first Tentative Map and/or Site Plan by the Design Review Committee, whichever occurs first, the applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the National Pollutant Discharge Elimination System (NPDES) Municipal Permit (including the Final Model SUSMP for the San Diego Region). The applicant shall obtain the approval of the City Engineer of a report that includes the following elements:

- Description of project characteristics, site conditions, flow patterns, pollutants emanating from the project site, and conditions of concern,
- Description of the site design and source control BMPs considered and to be implemented,
- Description of applicable treatment control BMPs considered and to be implemented to reduce or treat the identified pollutants,
- Justification for selection of the proposed treatment control BMP(s) including 1) targeted pollutants, justification, and alternatives analysis, 2) design criteria (including calculations), 3) pollutants removal information (other than vendors specifications), and 4) literature references,
- Site plan depicting locations of the proposed treatment control BMPs; and
- Operation and maintenance plan for the proposed treatment control BMPs.

Prior to issuance of grading permits, a SWPPP shall be prepared to the satisfaction of the City Engineer to insure implementation of the BMPs required by the erosion control plan. Potential BMPs that could be used include all those listed in the Freeway Commercial SPA Plan EIR, and any other BMPs that would meet the requirements of the NPDES.

V. Parks, Recreation & Open Space

A. Introduction

The Otay Ranch GDP establishes the following goal for parks and recreation facilities:

GOAL: PROVIDE DIVERSE PARK AND RECREATIONAL OPPORTUNITIES WITHIN OTAY RANCH WHICH MEET THE RECREATIONAL, CONSERVATION, PRESERVATION, CULTURAL AND AESTHETIC NEEDS OF PROJECT RESIDENTS OF ALL AGES AND PHYSICAL ABILITIES.

The Otay Ranch GDP also establishes the following policies for parks and recreation facilities:

Policy: Provide 15 acres of regional park and open space per 1,000 Otay Ranch residents.

Policy: Provide a minimum of 3 acres of neighborhood and community park land (as governed by the Quimby Act) and 12 acres per 1,000 Otay Ranch residents of other active or passive recreation and open space areas.

In order to achieve the goal and thresholds, the Otay Ranch GDP establishes a four-tiered system of parks to be provided throughout the community. The four tiers are: 1) park amenities in town square parks; 2) active play facilities in neighborhood parks; 3) community-level playing fields in community parks; and, 4) region-wide active and passive recreational areas in designated regional parks. Open space, community and regional parks are designated at the GDP level and only the perimeter open space adjacent to the arterial roads is identified in the Freeway Commercial SPA at this level.

~~Since the Freeway Commercial Center does not include any residential development, it has no park land or park improvement requirements. GDP designated open space will be provided along the arterial roads; this completes the park, recreation and open space requirements for the project.~~

B. Required Park Land & Improvements

~~New development is required to provide public parkland, improved to City standards, and dedicated to the City, based on established standards. The dedication requirements implement the 3 acre/1000 population standard noted above. Since the Freeway Commercial Center does not include residential development which would trigger these requirements, there is no park requirement for this SPA.~~

Otay Ranch GDP:

In compliance with the City's park requirements, the owner shall grant a highly amenitized "turnkey" park on the site located on the Site Utilization Plan to the satisfaction of the Director of Development Services. In order to create an extraordinary public space, the park shall be 2.0 acres in size and generally consist of the elements described in Exhibit "E" in the Development Agreement between the City and Owner. Owner shall invest substantially more to the development and granting of the 2.0 acre park than would be typical for a City standard park, up to and including the value equivalent

required to achieve the owner’s full park obligation, as calculated at the time park obligation for the project become due. Construction shall commence on the park prior to the issuance of the 300th residential building permit.

Chula Vista Municipal Code

The City of Chula Vista Municipal Code, Chapter 17.10, Parklands and Public Facilities (06/12), establishes the method by which actual required park acreage is to be calculated, based on the number and type of residential determined at the Final Map level. The City's 2002 Park Acquisition and Development Fee Update determined that each single family dwelling unit generates a need for 460 square feet of developed parkland and each multi-family unit generates a need for 341 square feet of developed parkland. Based on 600 multi-family units, the parkland obligation for FC2 is approximately 4.7 acres, but the exact calculation shall be made at the time the park obligation is due. The requirement shall satisfied by a highly amenitized 2.0 acre park and in-lieu fees should the actual cost of the park, after City audit, not meet the Owner’s baseline park obligation, per the Development Agreement.

**Table 2
Estimated Required Park Land Dedication**

UNIT TYPE	TARGET NUMBER OF UNITS	PARK AREA/DU	TOTAL AC
<i>Single Family</i>	<i>0</i>	<i>460 sf</i>	<i>0.0 ac</i>
<i>Multiple Family</i>	<i>600</i>	<i>341 sf</i>	<i>4.7 ac</i>
<i>Total</i>	<i>600</i>		<i>4.70 ac</i>

City of Chula Vista Landscape Manual

Part Three of the City Landscape Manual addresses the requirements and criteria of public projects, including parks, open space and streetscapes (whether a City Public Works project or a private “turnkey” project). The Manual provides the requirements for submittals, graphics and standards, design standards and criteria, landscaping, irrigation and trails.

SPA Plan

The GDP requires that the SPA-level planning include definition of the location, acreage and boundaries of neighborhood and Community Parks and open space. A component of the SPA Plan includes a Public Facilities Finance Plan (PFFP) which further analyzes and determines park requirements and phasing.

C. Open Space

While generally accepted standards have been established for the provision of acreage and the function of a hierarchy of parks, the “need” for open space is more difficult to quantify. Usually the need, amount and location of open space is determined by the natural environmental conditions of the land and facility related needs such as detention basins, future road rights-of-way, and buffer space between unrelated land uses, *etc.* Steep slopes and sloping lands with unstable geologic conditions are obvious candidates for open space, as are noise buffer areas along major traffic ways.

The location and general extent of open space within Otay Ranch is determined at the GDP level of planning. Open space within the Freeway Commercial SPA is to be provided for buffer areas, slopes, and landscaping along arterial roads as required by the Otay Ranch GDP. An area is identified on the Site Utilization Plan as a “30 to 75 Foot Enhancement Buffers” along each of the arterial roads.

Improvement standards for the enhancement area are provided in the Freeway Commercial Design Plan. Generally, this area is limited to landscaping and accessory uses and structures which enhance the visual character of the streetscape (*e.g.*, a landscaped parking area) or provide pedestrian oriented facilities (*e.g.*, walkways, an outdoor plaza or dining area with overhead structure). Large commercial buildings shall not intrude into the buffer area. The buffer area is not intended to be implemented as a rigid, 75-foot linear setback; it should be a meandering low intensity development edge blending into streetscape landscaping. All proposed improvements will be subject to Design Review approval.

Landscaping within open space/buffer areas shall comply with all requirements of the City of Chula Vista Landscape Manual.

D. Preserve Conveyance

Preservation of sensitive habitat is not a significant issue for the Otay Ranch Freeway Commercial SPA. There are no sensitive habitat areas requiring protection, preservation or enhancement in the planning area. The property has been historically used for agriculture production and cattle grazing, is crossed by a system of dirt roads and old cattle trails, and consists of bare dirt and non-native grasslands.

The Otay Ranch Resource Management Plan (RMP) established guidelines for preservation of sensitive land. The RMP2 set up a conveyance schedule for SPA One and indicated that subsequent SPAs would set up their own conveyance schedule consistent with the RMP guidelines. Land shall be conveyed within the RMP Preserve at a ratio of 1.188 acres for each acre of development area, as defined in the RMP, for a total of 157.88 acres. Parcel FC-1 in this SPA intends to convey lands as depicted in Exhibits 18 and 19, which are consistent with the RMP guidelines. They are keystone areas of biological significance that are vulnerable and adjacent to property that has already been irrevocably offered for dedication. Conveyance in an approved Conveyance Plan for parcel FC-2

~~shall be identified at such time as conveyance is required.~~ is projected to be 43.471 acres and will be identified and conveyed upon approval of the first final map.

Preserve Conveyance Land

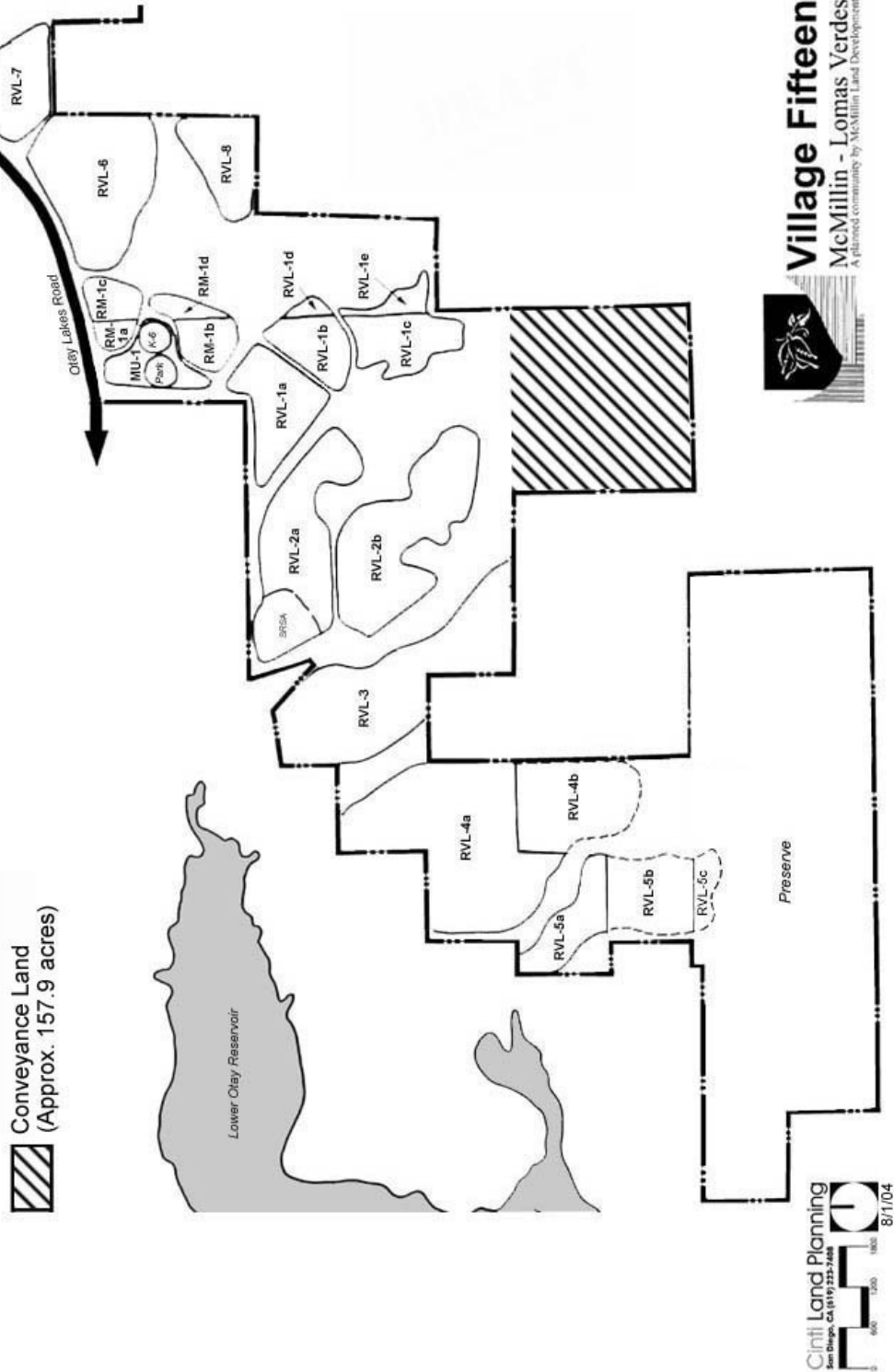
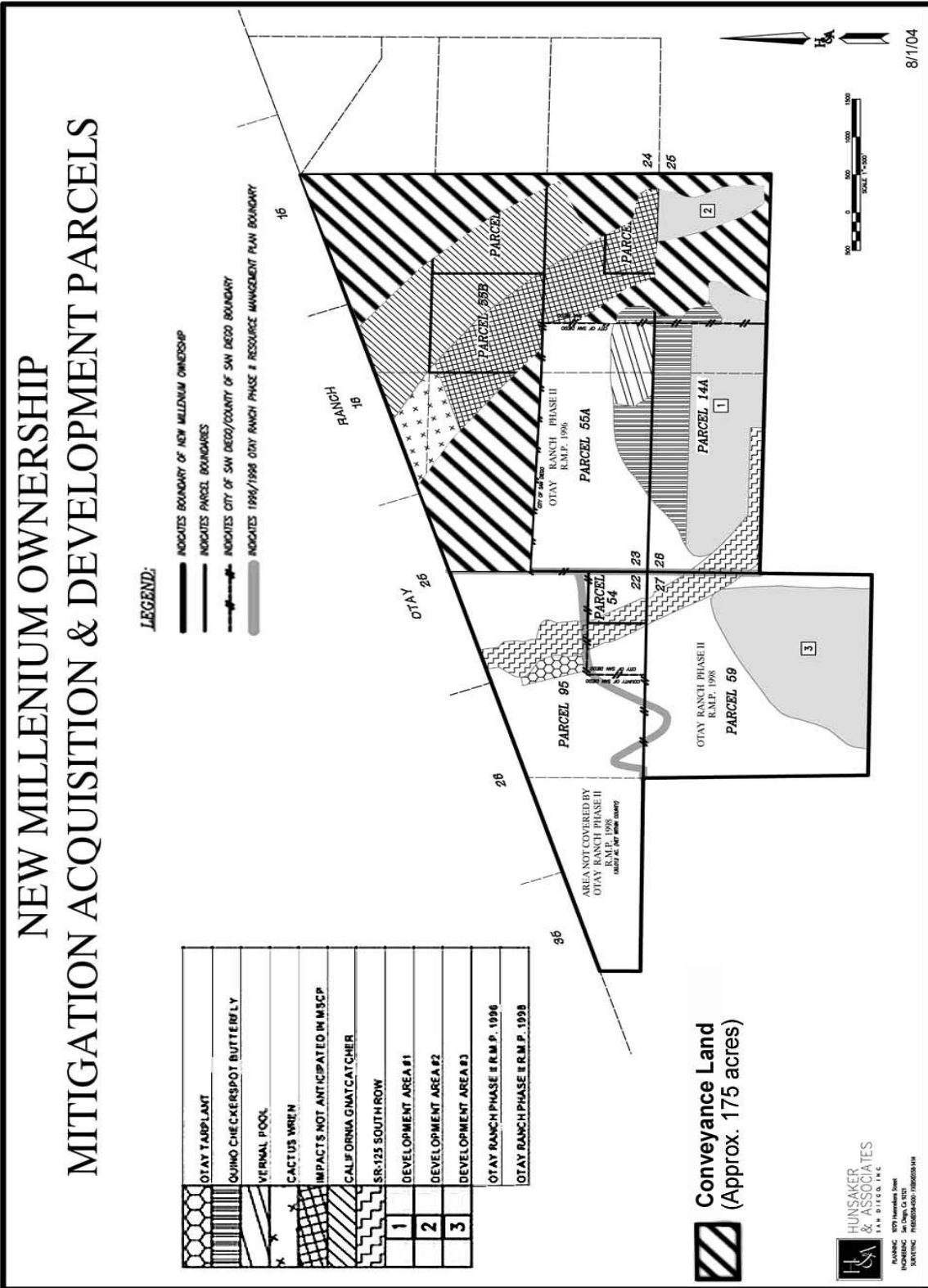


Exhibit 18



E. Park & Open Space Implementation

All of the open space and enhancement buffers will be controlled through open space easements and/or dedication to the City, district or property owners' association. Open Space and/or Landscape Maintenance Districts may be established to ensure proper management and operation of public right-of-way improvements. The project shall also annex to a preserve lands conveyed to the POM. ~~There is no park use in the Freeway Commercial SPA.~~ A public park of approximately 2.0 acre in size will be provided on the FC2 site. The remaining park obligations will be satisfied through provision of facilities offsite, via in-lieu fees used as extraordinary park improvements and enhancements. Method of satisfaction shall be defined with subsequent Final Maps for FC2.

VI. Development Phasing

The development of the Otay Ranch Freeway Commercial SPA will be completed in two primary phases. The Conceptual Phasing Plan (Exhibit 20) reflects anticipated market demand for commercial development and the property ownership patterns within the Planning Area. The Phasing Plan is consistent with the Freeway Commercial SPA Public Facilities Finance Plan (PFFP).

The Phasing Plan is non-sequential. Sequential phasing is frequently inaccurate because of unforeseen market changes or regulatory constraints. Therefore, the Freeway Commercial SPA PFFP permits non-sequential phasing by imposing specific facilities requirements, per the PFFP, for each phase to ensure that new Freeway Commercial SPA development is adequately served and City threshold standards are met. Construction of the on-site Village Entry street from Olympic Parkway, which serves both ownerships/parcels, shall be phased according to the provisions of the PFFP.

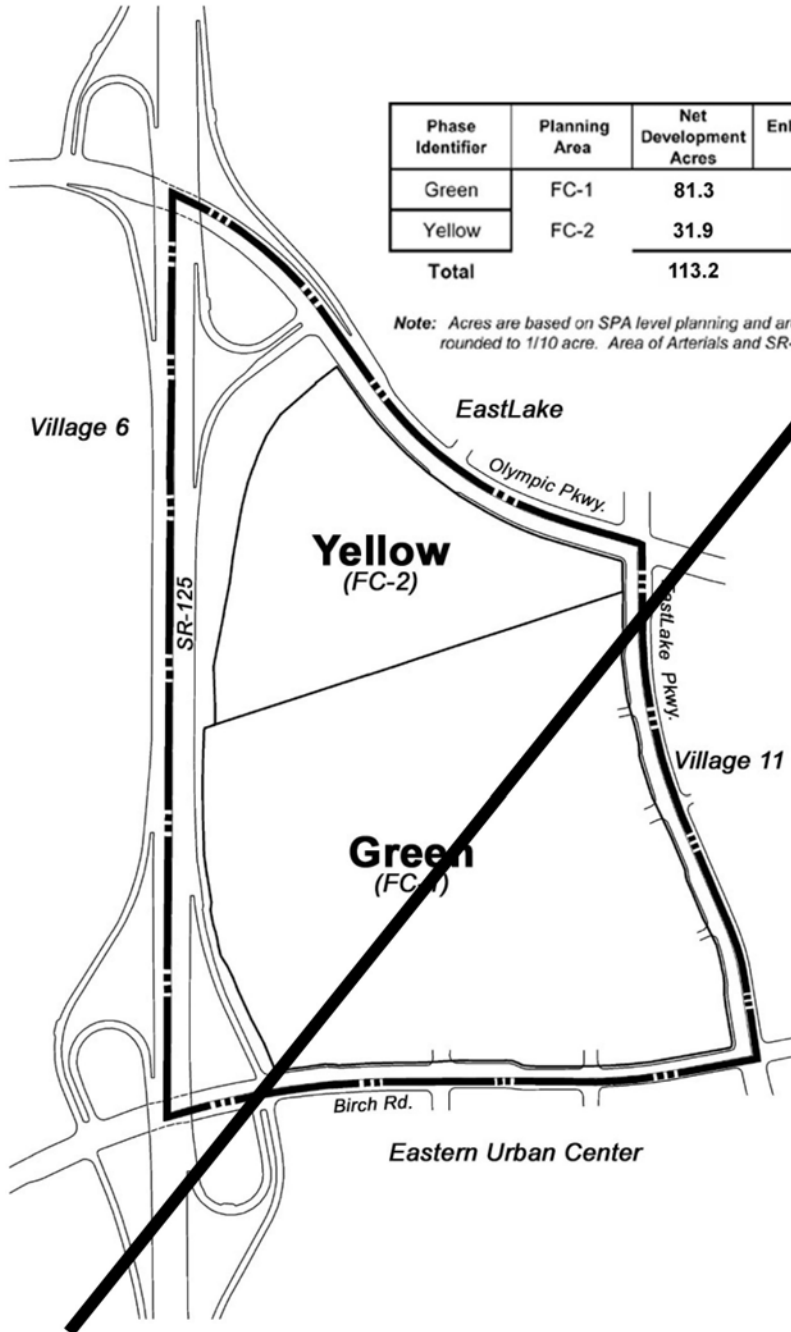
Table B
Anticipated Development Phasing

Parcel	Land Use	Green	Yellow	Blue	Orange
FC-1	Freeway Commercial	X			
FC-2	Freeway Commercial		X		
FC-2	Residential			X	X

Phasing

Phase Identifier	Planning Area	Net Development Acres	Enhancement Buffer	Internal Streets	Gross Area
Green	FC-1	81.3	4.9	0.3	86.2
Yellow	FC-2	31.9	2.6	2.2	34.5
Total		113.2	7.5	2.6	120.7

Note: Acres are based on SPA level planning and are subject to refinement. Statistics are rounded to 1/10 acre. Area of Arterials and SR-125 are excluded from above statistics.



Freeway Commercial

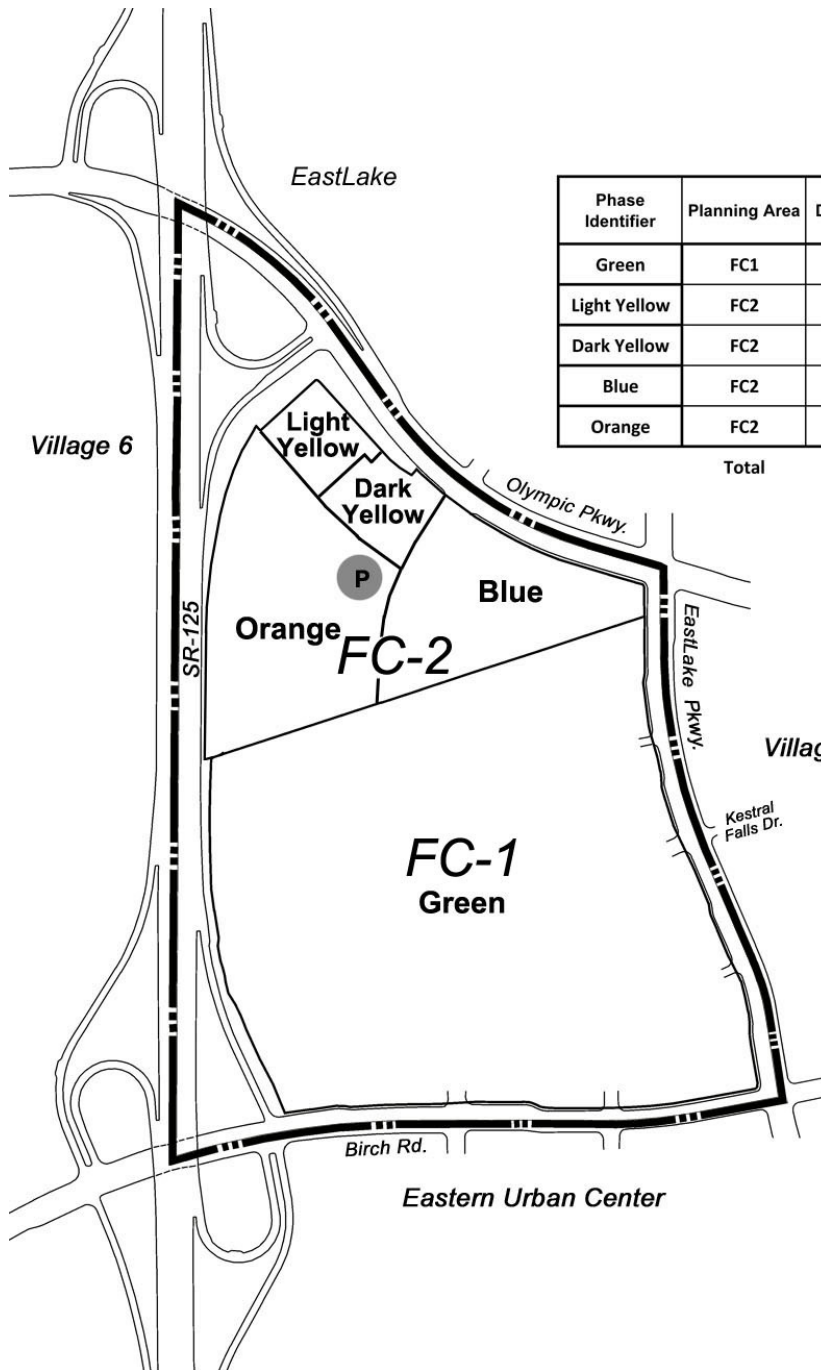
OTAY RANCH



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Exhibit 20

Phasing Proposed



Phase Identifier	Planning Area	Net Development Acres	Interior Streets, Park, & Buffers	Gross Area
Green	FC1	81.3	4.9	86.2
Light Yellow	FC2	3.3	0.0	3.3
Dark Yellow	FC2	3.0	0.0	3.0
Blue	FC2	10.4	2.3	12.7
Orange	FC2	16.3	2.0	18.3
Total		114.3	9.2	123.5

P Park



Exhibit 20

VII. Public Facilities

A. Introduction

~~The inclusion of public facilities issues is a distinguishing feature of SPA Plans. This portion of the plan outlines the public facilities which enable the community to function properly.~~

The Otay Ranch GDP establishes the following goal regarding the provision of public facilities:

GOAL: ASSURE THE EFFICIENT AND TIMELY PROVISION OF PUBLIC SERVICES AND FACILITIES TO DEVELOPABLE AREAS OF OTAY RANCH CONCURRENT WITH NEED.

This chapter outlines the local and regional public facilities necessary to serve the Otay Ranch Freeway Commercial SPA. The Public Facilities Finance Plan (PFFP) provides additional descriptions of public infrastructure and financing mechanisms planned for each facility. The public facilities described in this section have been sized and designed in response to the planned distribution of land uses shown on the Freeway Commercial Site Utilization Plan (Exhibit 5).

This section examines local facilities including water, water conservation, recycled water, sewer, drainage, urban runoff, schools, parks, recreation, open space and trails, law enforcement, fire protection, animal control, civic, library and child care facilities.

This chapter is a summary of the information, recommendations and conclusions contained in other documents. All public services facilities financing and phasing issues are addressed in the Freeway Commercial SPA Public Facilities Finance Plan. Additionally, some facilities are the subject of separately prepared master plans which are included in the Technical Appendices.

B. Potable Water Supply & Master Plan

Water service and facilities are addressed in the Freeway Commercial Conceptual Water and Recycled Water Study prepared by PBS&J and dated September 2002. An update letter dated March 3, 2004 was provided by PBS&J, indicating the original report is still valid for the reconfigured project. **A second update letter, dated December 17, 2014 was provided by Dexter Wilson updating the original report based on the reprogrammed project.** The phasing and financing of water facilities is more thoroughly addressed in the Otay Ranch Freeway Commercial SPA PFFP.

The Otay Ranch GDP establishes the following goal for water service:

GOAL: ENSURE AN ADEQUATE SUPPLY OF WATER FOR BUILD-OUT OF THE ENTIRE OTAY RANCH PROJECT AREA; DESIGN THE OTAY RANCH PROJECT AREA TO MAXIMIZE WATER CONSERVATION.

The Otay Ranch GDP establishes the following threshold for water facilities:

Threshold: Ensure an adequate supply of water on a long-term basis, prior to the development of each Otay Ranch SPA.

The Metropolitan Water District and the County Water Authority plan to provide long term water supplies to member agencies to meet projected water demand based upon regional population forecasts. Development of the Otay Valley Parcel of Otay Ranch, including the Freeway Commercial SPA, is included in the adopted Series 8 regional population forecast.

Approximately 90% of the water used in the San Diego County Water Authority area is imported from the Metropolitan Water District. The Metropolitan Water District transports its water supply through the State Water Project and the Colorado River Aqueduct. The San Diego County Water Authority conveys water from the MWD to local water purveyors within San Diego County.

Potable water is provided to the Central Service Area of the Otay Water District via the Second San Diego Aqueduct. Water is delivered at Aqueduct connections No. 10 and No. 12 and is conveyed by gravity to the Central Service Area emergency/operating reservoirs at a grade of 624 feet. Water is then pumped to the existing 980 service zones.

There are two existing reservoirs in the 980 Zone. These reservoirs are located within the District's Use Area north of the Rolling Hills Ranch development. The reservoirs have a capacity of 5.0 MG each for a total of 10.0 MG.

Emergency storage for the 980 zone is provided in the 624 zone reservoirs. Other than providing a supply of water to the Central Area Pump Station, the 624 zone will not be utilized to serve the Freeway Commercial Center.

The Central Area Pump Station, located at the Patzig Reservoir site, pumps water from the 624 zone to the 711 zone distribution system. The pump station currently has five pumps (including one standby), each rated for approximately 4,000 gallons per minute (gpm) which results in a firm capacity of about 16,000 gpm.

The 980 zone receives potable water from the EastLake Pump Station, which lifts water from the 711 zone to the 980 zone distribution system. This pump station is located on the south side of Otay Lakes Road at Lane Avenue and houses three 4,000 gpm pumps (including one standby) for a firm capacity of 8,000 gpm.

In conjunction with the construction of Village Six, the existing 980 Zone main in EastLake Parkway will be extended, and mains in Olympic Parkway and Birch Road constructed. These will form a backbone distribution loop comprised of a 20-inch pipeline in EastLake Parkway south from Olympic Parkway to Birch Road and then a 12-inch pipe extended westward in Birch Road to future SR-125. The proposed 12-inch potable water mains within the Freeway Commercial SPA will connect to the planned mains in Olympic Parkway, Birch Road and EastLake Parkway (see Exhibit 19). The proposed project will be required to provide all potable water improvements needed to serve the project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements.

C. Potable Water Demand

The Otay Water District has established criteria to determine pressure zone boundaries within new and existing developments. The criteria constitute minimum and maximum allowable pressures and maximum velocity thresholds within the distribution system piping under specified system operating conditions. These were used to determine pressure zone service area boundaries in the area of the project. All of the Freeway Commercial SPA will be served by the 980 pressure zone.

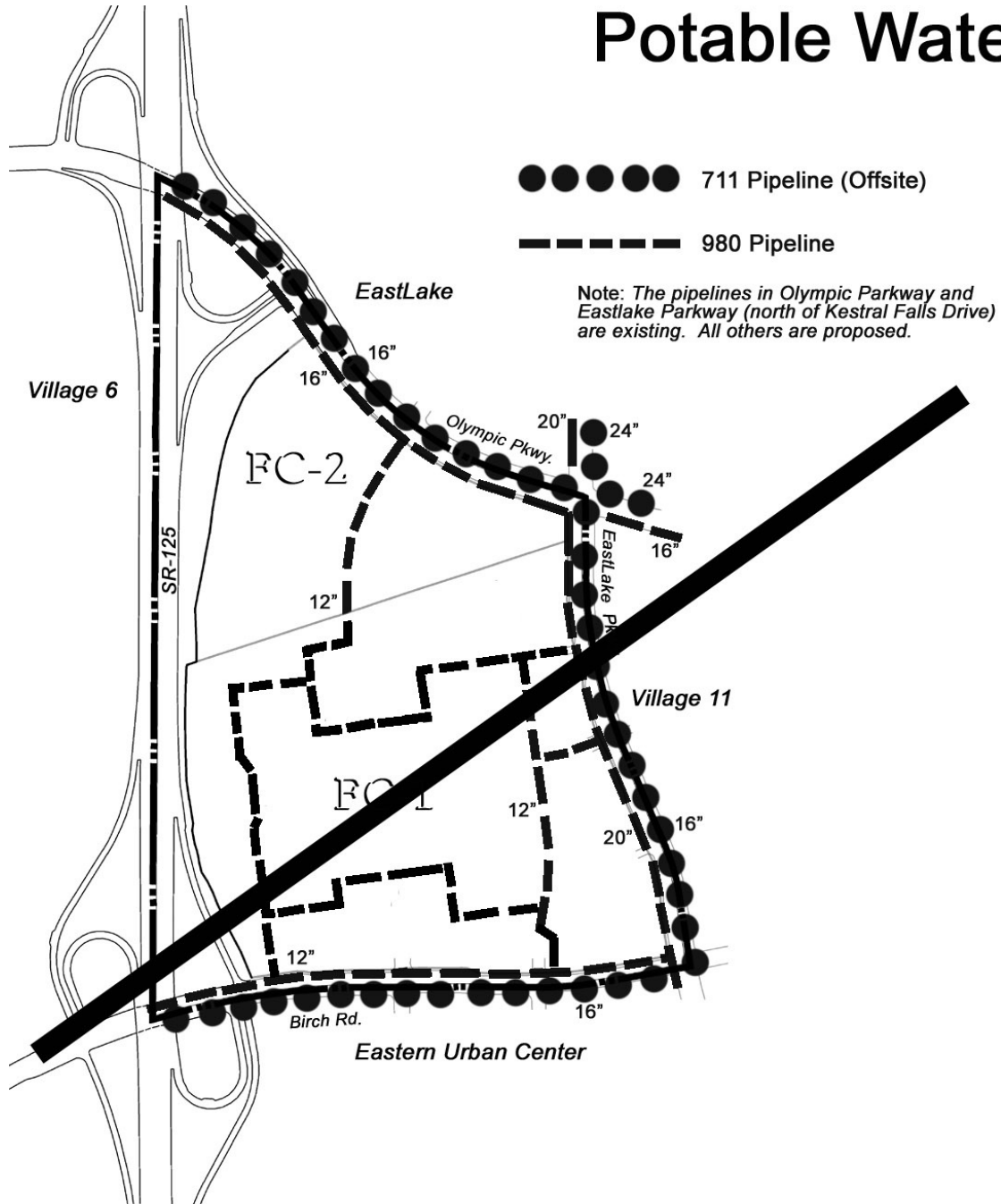
The conceptual Domestic Water distribution system is shown on Exhibit 22. These facilities were sized to meet the anticipated demand from the planned development incorporating average water demand, peak flows and fire flow requirements. Fire flow requirements were based on the 1998, Uniform Fire Code (UFC).

According to the 1991/1992 Capital Improvement Program for the San Diego County Water Authority (CWA), facilities planned by the CWA and Metropolitan Water District (MWD) will increase the filtered water conveyance capacity, permit raw water conveyance capacity within the aqueduct system and enable the CWA to meet projected demand through 2010. Based on the San Diego County Water Authority 1987 Distribution Study, the additional water supply made available from these improvements will allow the Otay Water District to meet projected demands through 2010. Estimated average daily Freeway Commercial Center potable water demand is calculated in Table C, below.

Table C
Potable Water Demand

Land Use	Gross Area (ac)	Demand* (gpd/ac)	Average Annual Day Demand (gpd)**
FC-1	86.2	2,232	192,398
FC-2	34.5 35.3	2,232 varies by use	77,004 183,633
TOTAL	120.7 121.5		0.269 mgd 0.374 mgd
** gpd = gallons per day; mgd = million gallons per day Source: Powell PBS&J, and P&D, and Dexter Wilson			

Potable Water



**Freeway Commercial**
CITY OF CHULA VISTA
OTAY RANCH

Sources: Powell/PBSJ
and P&D

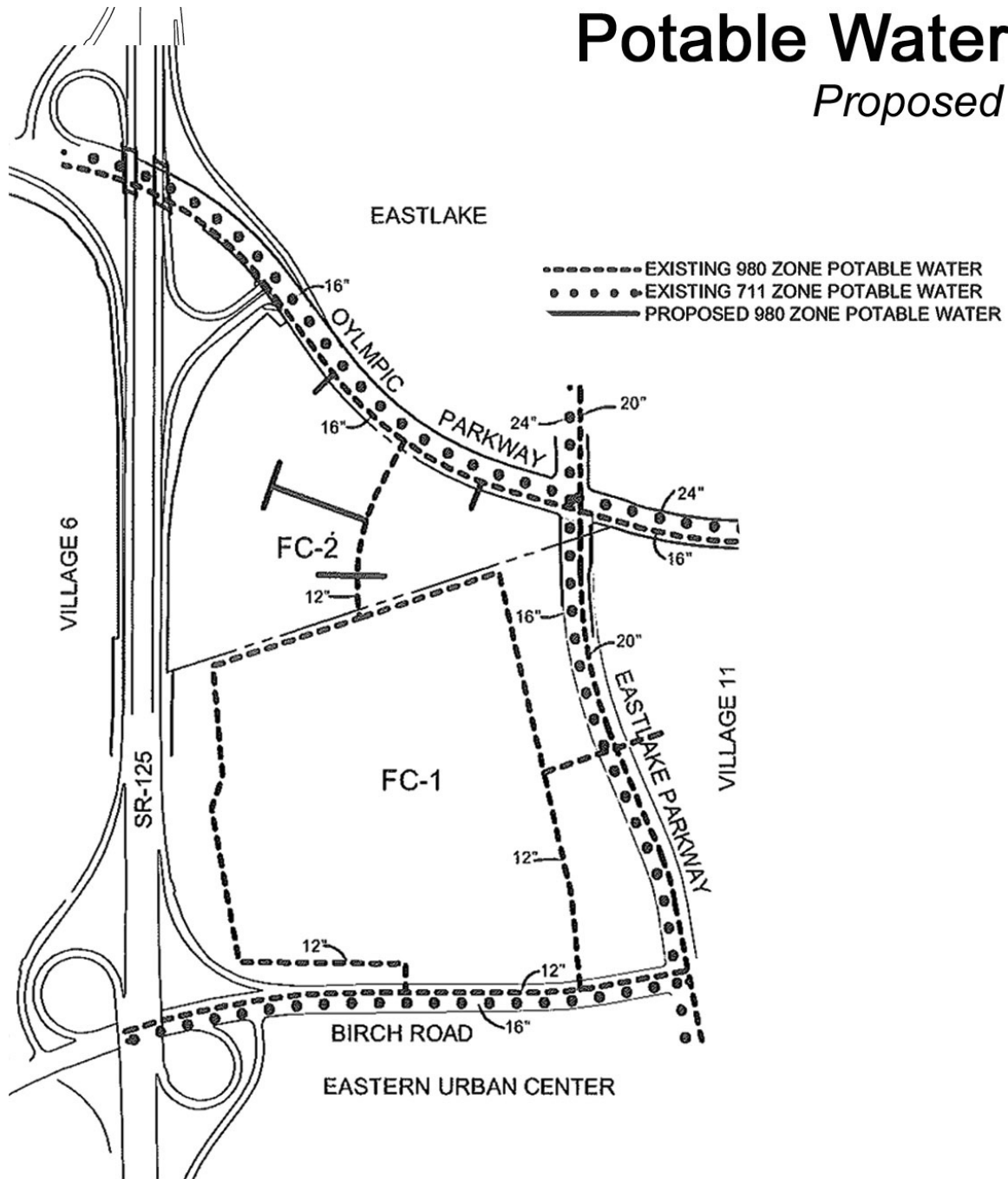

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San Diego, CA (619) 223-7408

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Exhibit 21

Potable Water

Proposed



 **Freeway Commercial**
CITY OF CHULA VISTA OTAY RANCH

Sources: Powell/PBSJ
and P&D


San Diego, CA (619) 223-7408

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Exhibit 21

D. Recycled Water Supply & Master Plan

Recycled water service and facilities are addressed in the Freeway Commercial Conceptual Water and Recycled Water Study prepared by PBS&J, dated September 2002. An update letter dated March 3, 2014 was provided by PBS&J, indicating the original report is still valid for the reconfigured project. The phasing and financing of recycled water facilities is more thoroughly addressed in the Otay Ranch Freeway Commercial SPA PFFP.

The Otay Ranch GDP provides the following goal for water reclamation:

GOAL: DESIGN A SEWERAGE SYSTEM WHICH WILL PRODUCE RECLAIMED WATER. ENSURE A WATER DISTRIBUTION SYSTEM WILL BE DESIGNED AND CONSTRUCTED TO USE RECLAIMED WATER. CONSTRUCTION OF A DUAL SYSTEM OF WATER SUPPLY WILL BE REQUIRED FOR ALL DEVELOPMENT WHERE RECLAIMED WATER IS USED.

The Otay Ranch GDP establishes the following threshold relative to recycled water:

Threshold: Design a sewerage system which will produce reclaimed water. Ensure a water distribution system will be designed and constructed to use reclaimed water. Construction of a “dual system” of water supply will be required for all development where reclaimed water is used.

Consistent with the Otay Ranch GDP, a dual system for potable and recycled water will be constructed. Recycled water will be used to irrigate street parkway landscaping, parking lot landscaping and manufactured slopes along open space slope areas.

Recycled water supply is currently available to the Otay Ranch area from the 1.3 mgd capacity Ralph W. Chapman Water Recycling Facility (WRF) located near the intersection of Singer Lane and Highway 94. Recycled water supply is also anticipated to be available from the City of San Diego’s 15.0 mgd South Bay Water Reclamation Plan. It is anticipated that the Freeway Commercial project will receive recycled water via proposed connections to the 944 Recycled Water Zone distribution systems.

Two existing lined and covered ponds, totaling 28.3 MG located within the Otay Water District Use Area provide operational storage for the 944 Recycled Zone. The ponds are connected to an existing 20-inch transmission main in Lane Avenue which runs south to an existing main in Otay Lakes Road.

Recycled water will be supplied to the Freeway Commercial Center through connections to the existing 12 ~~16~~-inch 944 recycled zone main in EastLake Parkway. The District's current capital improvement plan includes the extension of the 944 recycled zone main in EastLake Parkway south to Birch Road, and construction of 944 recycled zone mains in Birch Road and along SR-125. The proposed project will be required to provide all recycled water improvements needed to serve the

project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements.

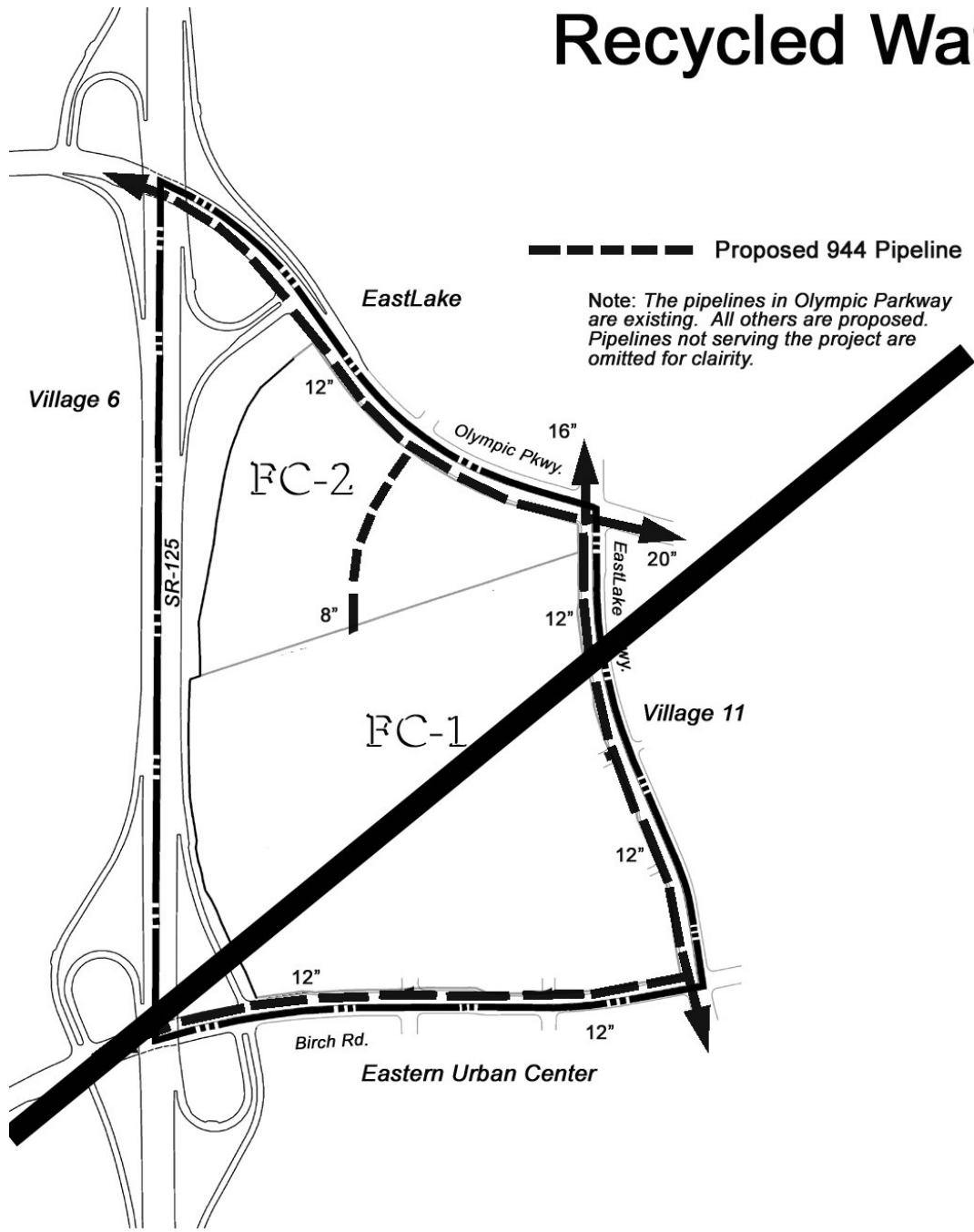
The recommended recycled water distribution system for the Freeway Commercial SPA is shown in Exhibit 23 Recycled Water Plan. As specified in current District design criteria, all on-site pipelines will be 6-inch minimum diameter. Recycled water pipelines will be installed concurrent with the phased construction of the potable water system. Recycled water consumption within the Freeway Commercial Center is calculated in Table D below.

Table D
Recycled Water Demand

Land Use	Gross Area (ac)	Percent Irrigated	Irrigated Area (ac)	Irrigation Rate (gpd/ac)	Average Day Demand (gpd)*
FC-1	86.2	10%	8.62	2,232	19,240
FC-2	34.5	10%	3.45	2,232	7,700
Circulation ¹	39.3	10%	3.93	2,232	8,772
TOTAL	160.0		16.0		0.036 mgd
* gpd = gallons per day; mgd = million gallons per day					Source: PBS&J

¹ SR-125 and arterials

Recycled Water



Sources: Powell/PBSJ and P&D

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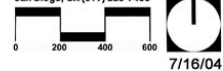


Exhibit 22

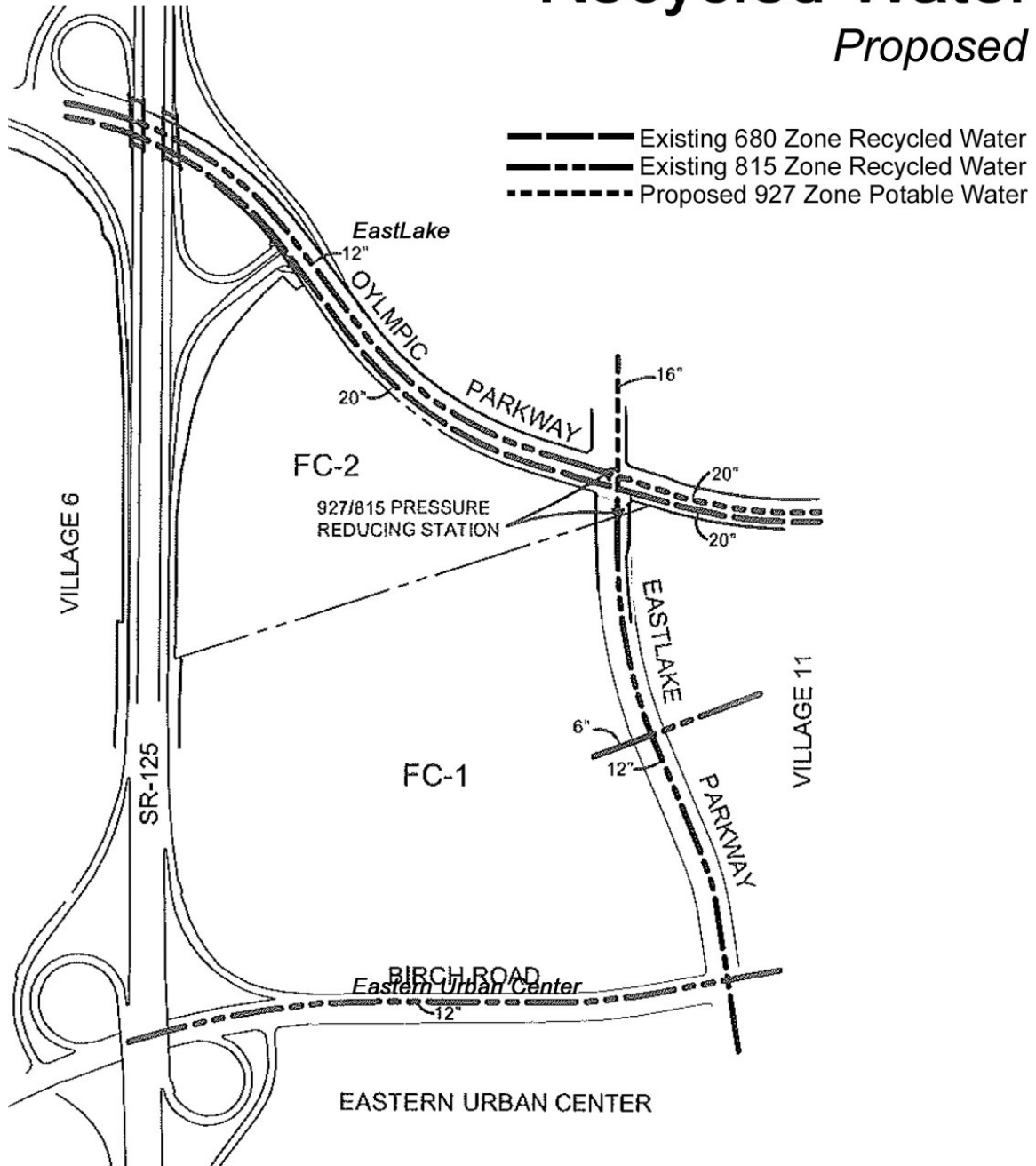


Freeway Commercial

OTAY RANCH

Recycled Water

Proposed



Freeway Commercial

OTAY RANCH

Sources: Powell/PBSJ
and P&D



Exhibit 22

E. Sewer Service

Sewerage services and facilities are addressed in the Freeway Commercial Conceptual Sewer Study prepared by PBS&J and dated July 2002. An update letter dated March 3, 2004 was provided by PBS&J, indicating the original report is still valid for the reconfigured project. **A second update letter dated December 17, 2014 was provided by Dexter Wilson updating the original report based on the reprogrammed project.** The phasing and financing of sewerage facilities is more thoroughly addressed in the Otay Ranch Freeway Commercial SPA PFFP.

The Otay Ranch GDP establishes the following goal for sewerage facilities:

GOAL: PROVIDE A HEALTHFUL AND SANITARY SEWERAGE COLLECTION AND DISPOSAL SYSTEM FOR THE RESIDENTS OF OTAY RANCH AND THE REGION, INCLUDING A SYSTEM DESIGNED AND CONSTRUCTED TO ACCOMMODATE THE USE OF RECYCLED WATER.

The Otay Ranch GDP establishes the following threshold relative to the sewerage system:

Threshold: Design a sewerage system which will produce reclaimed water. Ensure a water distribution system will be designed and constructed to use reclaimed water. Construction of a “dual system” of water supply will be required for all development where reclaimed water is used.

The City of Chula Vista provides wastewater services in the project vicinity. Chula Vista operates and maintains its own sanitary sewer collection system which connects to the City of San Diego’s Metropolitan Sewer System. The Otay Ranch Master Plan of Sewerage prepared in October 1993 by Wilson Engineering documented the feasibility of providing sewer service to the project area.

There are three existing sewer interceptors that collect and convey flow from the Otay Ranch area: the Telegraph Canyon Interceptor, located in Telegraph Canyon Road north of the proposed development, the Poggi Canyon Interceptor, located in Olympic Parkway west of the proposed development, and the Date-Fairve Trunk Sewer which ends just west of the Otay Ranch GDP boundary. These interceptors, which are owned and maintained by the City of Chula Vista convey sewage westerly to the San Diego Metropolitan Sewerage System (Metro), which collects and treats sewage at the Point Loma Wastewater Treatment Plant. Alternatives for providing new water reclamation facilities to serve the South Bay area are being considered. If a water reclamation facility is constructed in this area, the sewage flows from Otay Ranch maybe redirected to that facility.

The Poggi Canyon Interceptor extends to EastLake Parkway and will able to serve parcel FC-2. Sewage flows generated in parcel FC-1 will be conveyed south to planned trunk sewers in Birch and La Media Roads which will also connect to the Poggi Canyon Interceptor. The proposed sewage

system is shown in Exhibit 21. The proposed project will be required to provide all sewer service improvements needed to serve the project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements.

The City of Chula Vista Engineering Staff prepared a study entitled Threshold Capacity of Poggi Canyon Trunk Sewer Memorandum (February 19, 2001), which evaluated the available capacity of the Poggi Canyon Interceptor and the Date-Faivre trunk sewer. The analysis indicated that the Date-Faivre reach was the most constrained sewer segment in Poggi Canyon basin.

To alleviate the Date-Faivre constraint, the City completed construction of a parallel trunk sewer, referred to as "Reach 9", which is actually the lower portion of the planned Sal Creek Interceptor. Further evaluation indicated that Reach 205, will be the next constrained section. The City of Chula Vista has already included this project in their Capitol Improvement Program, and will monitor development rates to determine the timing of this project.

All phasing of sewer improvements, including temporary connections, is subject to approval by the City Engineer.

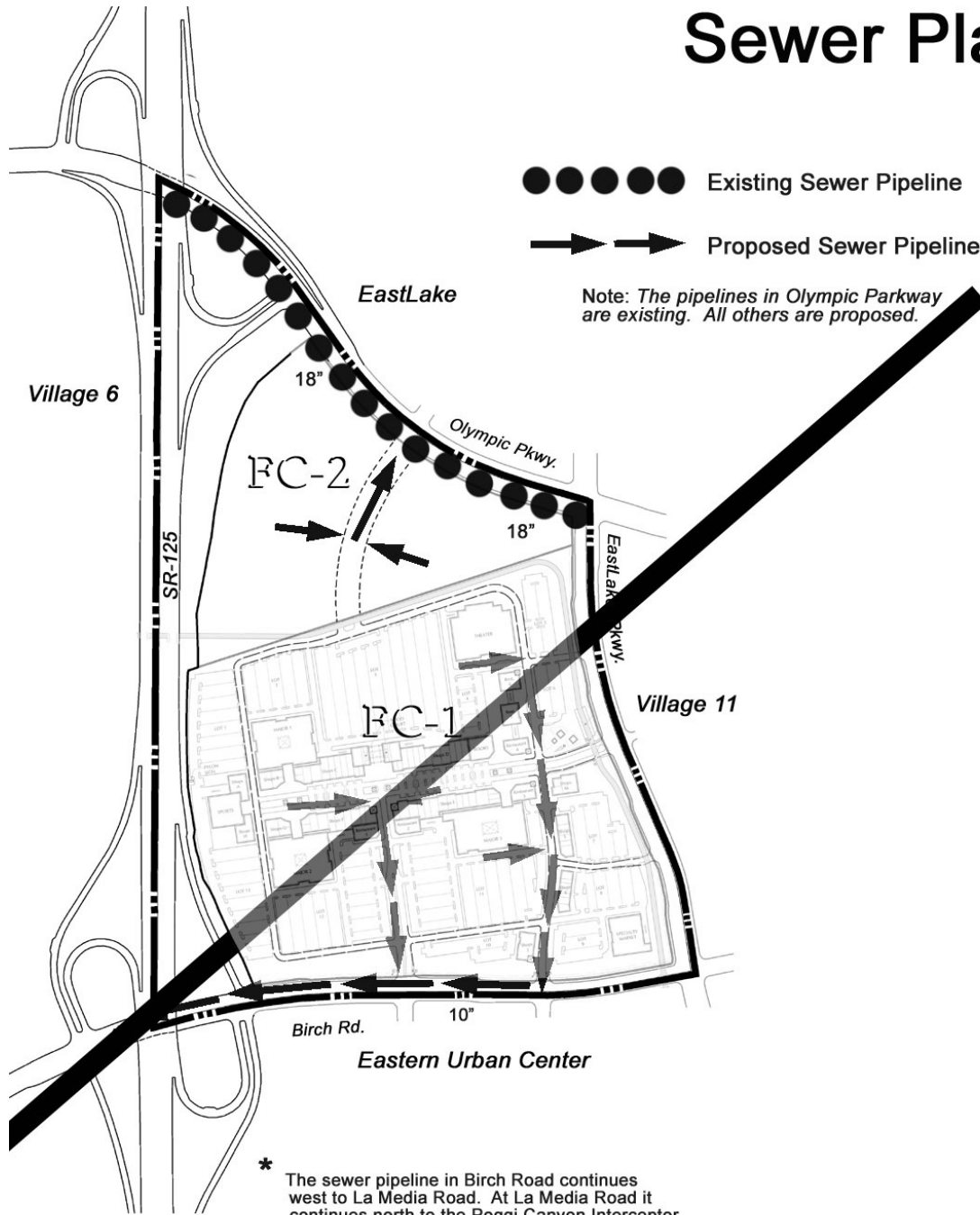
Sewage generation from the developed uses within the Freeway Commercial Center are estimated in Table E below.

Table E

Sewage Generation

Land Use	Gross Acres	Avg. Flow (gpd)/Acre	Average Day Flow (gpd)*
FC-1	86.2	2,500	215,500
FC-2	34.5 35.3	2,500 varies by use	86,250 163,310
TOTAL	120.7 121.5		0.302 mgd 0.379 mgd
* gpd = gallons per day; mgd = million gallons per da			Source: PBS&J and Dex ter Wilson

Sewer Plan



Freeway Commercial

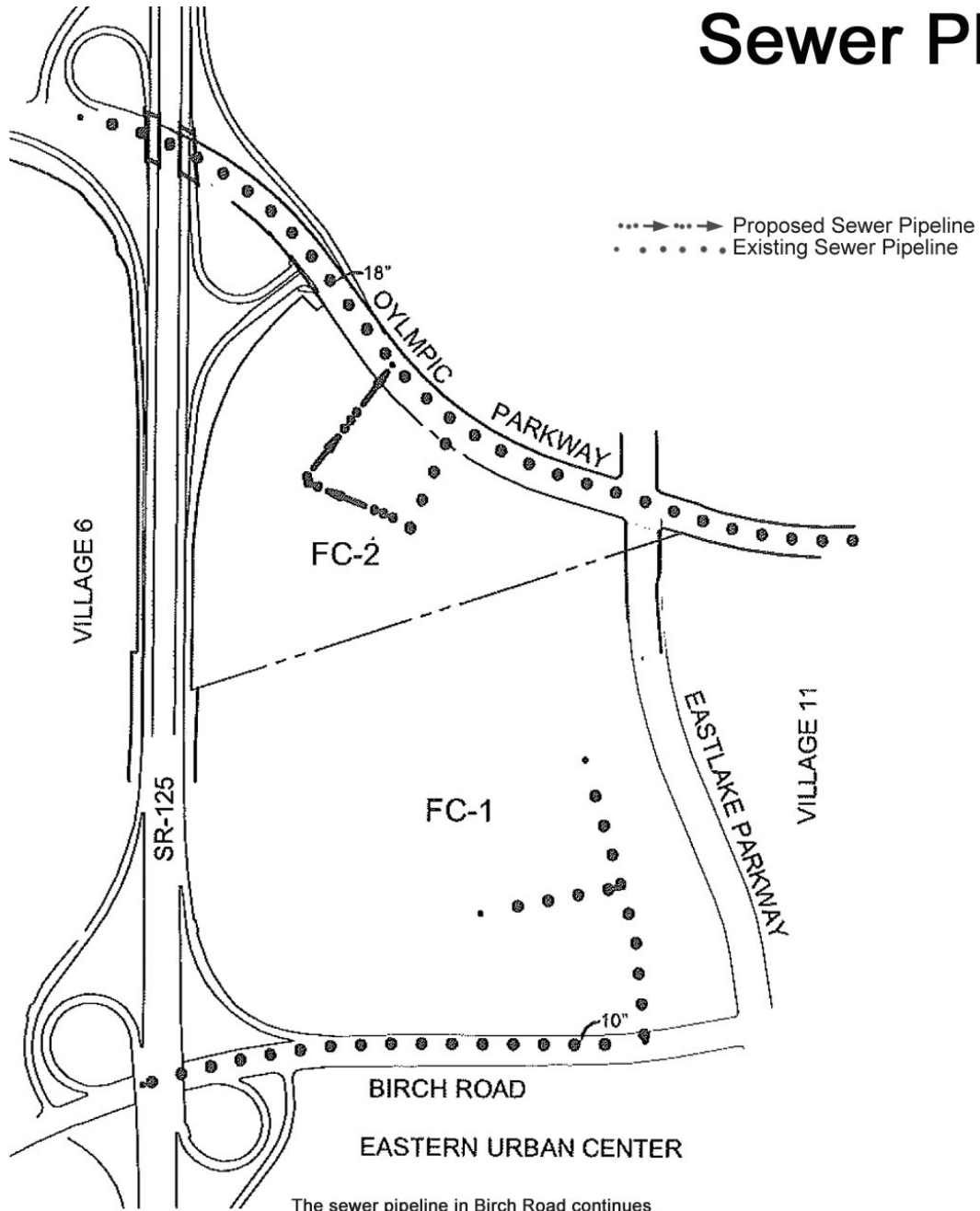
OTAY RANCH

Sources: Powell/PBSJ and P&D



Exhibit 23

Sewer Plan



The sewer pipeline in Birch Road continues west to La Media Road. At La Media Road it continues north to the Poggi Canyon Interceptor.

Sources: Powell/PBSJ and P&D



Exhibit 23



Freeway Commercial

OTAY RANCH

F. Storm Water Drainage System

Drainage facilities are addressed in the Otay Ranch SPA Freeway Commercial (FC) Preliminary Regional Drainage Study Major Drainage Patterns and Facilities prepared by P&D Consultants, Inc., October 1, 2002 (4th Revision). An update letter dated March 3, 2004 was provided by P&D Consultants, indicating the original report is still valid for the reconfigured project. **A second update letter dated October 7, 2014 was provided by Hunsaker & Associates indicating the method of satisfying storm water drainage requirements.** The phasing and financing of drainage facilities is more thoroughly addressed in the Otay Ranch Freeway Commercial SPA PFFP.

The Otay Ranch GDP establishes the following goal for drainage facilities:

GOAL: PROVIDE PROTECTION TO THE OTAY RANCH PROJECT AREA AND SURROUNDING COMMUNITIES FROM FIRE, FLOODING AND GEOLOGIC HAZARDS.

The Otay Ranch GDP establishes the following threshold for drainage facilities:

Threshold: Storm water flows and volumes shall not exceed Engineering Standards of the governing land use jurisdiction.

The City of Chula Vista is the governing land use jurisdiction for the Freeway Commercial project so the project drainage system will need to meet city standards for drainage.

The Freeway Commercial SPA hydrologic planning area is predominately rolling hills with arroyos draining into canyons flowing to the west, away from the Otay Reservoir Basin. These canyons converge into one major canyon, Poggi Canyon, which ultimately discharges into the Otay River, 4½ miles to the southwest. The natural drainage basin is through Village Six to Poggi Canyon and an unnamed tributary canyon. This unnamed tributary canyon then flows into Poggi Canyon just west of Village Six.

The limits of the developed drainage basins, based on preliminary grading plans, do not exactly follow the natural basin limits. However the differences are small and no significant diversion of runoff is proposed. No detention basins are proposed within the project area as a regional basin exists downstream that will serve the proposed project.

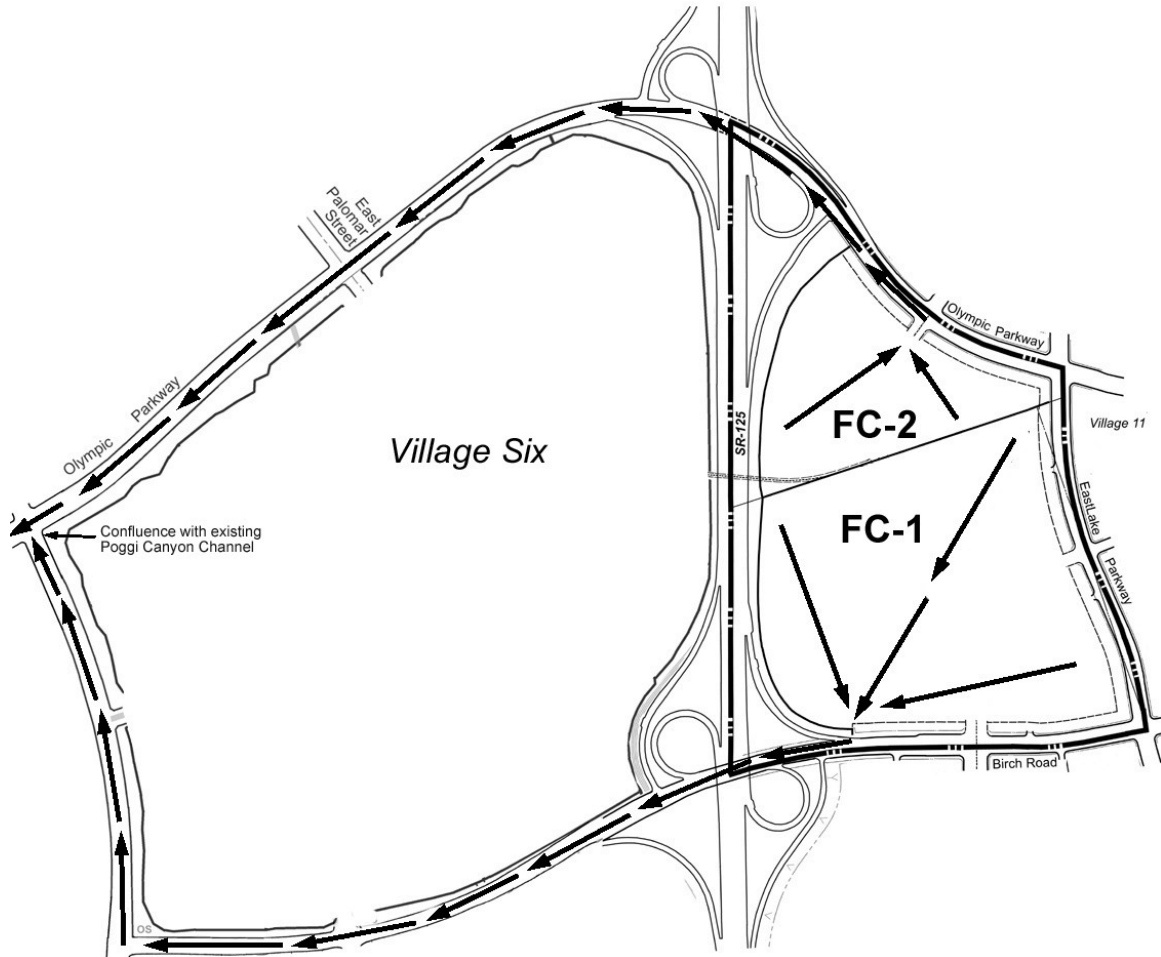
The study area is divided into three major drainage basins to establish general drainage patterns and define master drainage facilities. There are four master drainage facilities identified. They are an open channel drainage system located along the north side of proposed Olympic Parkway, two storm drain systems located in proposed La Media Road, and a storm drain system located in the proposed Birch Road.

The open channel along the north side of Olympic Parkway is an integral part of the study area hydrology, although it is not part of the Freeway Commercial SPA master facilities. The storm drain located in Olympic Parkway is a master facility as it is part of the culvert system ~~proposed~~ by CalTrans to convey drainage from the east side to the west side of SR-125. The channel is the extension of the CalTrans facility to the Poggi Canyon open channel. The northern portion of the SPA (Parcel FC-2) has been designed to drain to the Olympic Parkway storm drain.

A master facility in Birch Road flows into a proposed storm drain system in La Media Road (off-site to the west). The Birch Road storm drain is considered a master facility because it will replace to the culvert system proposed by CalTrans to convey drainage from the east side to the west side of SR-125 at the Birch Road overpass. The southern portion of the SPA (Parcel FC-1) has been designed to drain to the Birch Road storm drain. The ~~proposed~~ project will be required to provide all drainage improvements needed to serve the project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements.

The proposed major facilities were estimated/tested using a computerized rational method from the County of San Diego Hydrology Procedure Manual. Based on the findings of the regional-level study, the development of the Freeway Commercial SPA will not adversely impact the existing natural drainage courses. The project will result in increased runoff but this will be mitigated by the existing detention basin in Poggi Canyon which has adequate capacity for the project's impacts. Any existing downstream drainage structures will also be protected, since naturally occurring flows will not be increased.

Drainage Plan



→ Drainage Flow Direction

G. Urban Run-off

The Otay Ranch GDP requires that applicants prepare an Urban Run-off Plan for the first SPA within the drainage area of the Otay Reservoir. The Otay Ranch Freeway Commercial SPA does not drain into the Otay Reservoir drainage basin, thus there is no requirement for additional Otay Reservoir urban run-off planning as a condition of this SPA.

In addition, a Storm Water Quality Technical Report has been prepared for the project by Rick Engineering Company, dated May 28, 2002 and revised August 12, 2002. An update letter dated March 3, 2004 was provided by Rick Engineering, indicating the original report is still valid for the reconfigured project. The following discussion is taken from that report.

In order to terminate coverage under the General Construction Permit, the developer must submit a Notice of Termination form (NOT) and a Post-Construction Storm Water Operation and Management Plan (PCSWOMP) to the RWQCB. The PCSWOMP requires permanent BMPs be established to prevent the discharge of sediment or other pollutants in storm water runoff from the completed project. A detailed description of funding and maintenance for post-construction BMPs is also required.

In addition to the requirements for termination of coverage by the General Construction Permit, the project is subject to the requirements of the Municipal Storm Water Permit (Municipal Permit) adopted by the San Diego Regional Water Quality Control Board (SDRWQCB), Order No. 2001-01, National Pollutant Discharge Elimination System (NPDES) No. CAS0108758. The Municipal Permit requires new developments in priority development categories to comply with the Model Standard Urban Storm Water Mitigation Plan (SUSMP) and to consider storm water quality and watershed protection principles and policies in planning and design.

The Model SUSMP identifies the storm water BMP selection procedure, which provides direction for identifying the project's pollutants and conditions of concern, and establishing storm water BMPs. As required by the Model SUSMP, the project must provide methods to treat, infiltrate, or filter runoff from the development site based on numeric sizing criteria described in the Municipal Permit. The Municipal Permit provides several criteria for calculating treatment volume of runoff for volume-based BMPs or treatment flow for flow-based BMPs. The Municipal Permit also requires that new developments maintain or reduce pre-development erosion and protect stream habitat. This may be accomplished by controlling peak discharge rates and velocities.

To meet the requirements for termination of coverage under the General Construction Permit and the Municipal Permit requirements, the project will incorporate a treatment train of non-structural and structural BMPs to the maximum extent practicable (MEP). The Model SUSMP requires that four types of BMPs be implemented: site design, source control, category specific, and treatment

control.

Site design BMPs are designed to maintain or reduce pre-development erosion and protect stream habitat. Several BMP options include minimizing impervious areas and directly connected impervious areas, increasing rainfall infiltration, maximizing rainfall interception, and protecting slopes and channels. Appropriate site design BMPs will be selected for the proposed project when possible.

Source control BMPs are generally non-structural and are intended to reduce the quantity of pollutants entering the storm drain system. This can be accomplished through public education (*e.g.*, storm drain stenciling and signage, pollution prevention literature), covenants, conditions, and restrictions (CC&Rs), providing covered outdoor material and trash storage areas to prevent exposure to rainfall, utilizing efficient irrigation systems to prevent runoff from landscaping, as well as street and parking lot sweeping.

Category specific BMPs are required in specific areas for each priority category, as identified below:

- Commercial development - Dock areas, maintenance bays, vehicle wash areas, and outdoor processing areas
- Restaurants - Dock areas and equipment wash areas
- Parking lots - Parking areas
- Streets, highways, and freeways - Roadways

Source control and category specific BMPs for parking, loading and storage areas, *etc.* are included in the applicable development standards provided in the Freeway Commercial SPA PC District Regulations.

Treatment control BMPs treat, infiltrate, or filter an amount of runoff from the development site based on the numeric sizing criteria described in the Model SUSMP. The amount of runoff that must be treated may be calculated using either the volume-based criteria or flow-based criteria, depending on the type of BMP selected to meet this requirement.

Three treatment options were analyzed in the Rick Engineering report. However, the technical report is a planning phase report only and only identified options for treatment of storm water from the developed site. Because the project is still in the preliminary design phase, hydrologic or hydraulic calculations have not been prepared to determine storm drain inlet sizes and final locations. Therefore, filtration devices, hydrodynamic separators, and catch basin inserts were only

sized on a preliminary basis to provide the necessary treatment required by the Municipal Permit. A final determination of site specific site design and treatment control BMPs to be used will be based on the final storm drain layout and will take into account inlet sizes, construction costs, operation and maintenance costs, requirements and responsibilities, and treatment efficiency of the device.

Prior to approval of the first Tentative Map and/or Site Plan by the Design Review Committee, whichever occurs first, the applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the National Pollutant Discharge Elimination System (NPDES) Municipal Permit, and the City of Chula Vista SUSMP .

The applicant shall obtain the approval of the City Engineer of a report that includes the following elements:

- Description of project characteristics, site conditions, flow patterns, pollutants emanating from the project site, and conditions of concern,
- Description of the site design and source control BMPs considered and to be implemented,
- Description of applicable treatment control BMPs considered and to be implemented to reduce or treat the identified pollutants,
- Justification for selection of the proposed treatment control BMP(s) including 1) targeted pollutants, justification, and alternatives analysis, 2) design criteria (including calculations), 3) pollutants removal information (other than vendors specifications), and 4) literature references,
- Site plan depicting locations of the proposed treatment control BMPs; and
- Operation and maintenance plan for the proposed treatment control BMPs.

Prior to issuance of grading permits, a SWPPP shall be prepared to the satisfaction of the City Engineer to insure implementation of the BMPs required by the erosion control plan. Potential BMPs that could be used include all those listed in the Freeway Commercial SPA Plan E.I.R., and any other BMPs that would meet the requirements of the NPDES.

H. Roads

Roads and other circulation components of the Freeway Commercial development plan are fully described in Chapter III of this SPA Plan. The phasing and financing of roads is more thoroughly addressed in the Otay Ranch Freeway Commercial SPA PFFP.

The Otay Ranch GDP establishes the following goals for the transportation system:

GOAL: PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM WITHIN OTAY RANCH WITH CONVENIENT LINKAGES TO REGIONAL TRANSPORTATION ELEMENTS ABUTTING THE OTAY RANCH.

GOAL: ACHIEVE A BALANCED TRANSPORTATION SYSTEM WHICH EMPHASIZES ALTERNATIVES TO AUTOMOBILE USE AND IS RESPONSIVE TO THE NEEDS OF RESIDENTS.

The roads and other components of the Freeway Commercial SPA transportation system described in Chapter III of this SPA Plan provide a range of transportation facilities consistent with these goals and other provisions of the Otay Ranch GDP.

I. Schools

The Otay Ranch GDP requires the preparation of a School Master Plan for each SPA. ~~However, the Freeway Commercial SPA does not include any school sites, and is comprised entirely of commercial employment uses; it will not directly create any demand for new or additional school facilities which are associated with new residential development.~~

Construction of 600 multi-family dwelling units is planned for FC2. Based on Chula Vista Elementary School District and Sweetwater Union High School district student generation factors (student/dwelling unit) used in the Eastern Urban Center (the other portion of Planning Area 12), there is a need to accommodate approximately 126 elementary students, 38 middle school students, and 57 high school students, for a total of 221 students.

The Freeway Commercial SPA is located within the Chula Vista Elementary School District (grades K - 6) and the Sweetwater Union High School District (grades 7 - 12). Adult school services are found within the existing facilities of the high school district as well. ~~Since none of these services are expected to be affected by development of the Freeway Commercial Center, this SPA does not need a School Master Plan.~~ The project will be required to pay school fees to both school districts per existing agreements with each, which shall mitigate any ~~indirect~~ impact the project may have on schools. **However, the Freeway Commercial SPA does not include any school sites.**

To meet the elementary, middle, and high school requirements, students will be accommodated in existing school facilities. School district boundaries are subject to change. As a result, students from within the project area will attend specific schools as established by Chula Vista Elementary School District (Elementary) and Sweetwater Union High School District (Middle, High School). Demand for adult school facilities will be satisfied within existing facilities in the Sweetwater

Union High School District, until a new facility can be constructed in the Otay Ranch Otay Valley Parcel on a site reserved pursuant to the Otay Ranch GDP.

J. Child Care Facilities

The Otay Ranch GDP establishes the following goal for child care facilities:

GOAL: PROVIDE ADEQUATE CHILD CARE FACILITIES AND SERVICES TO SERVE THE OTAY RANCH PROJECT AREA.

The Otay Ranch GDP establishes the following threshold for child care facilities:

Threshold: Identify sites for child care and pre-school facilities adjacent to or as part of public and private schools, religious assembly uses, village center employment areas, residential areas, and other locations deemed appropriate.

The City of Chula Vista adopted the Chula Vista General Plan Child Care Element in March, 1995. The purpose of the Child Care Element is “to provide comprehensive policy direction for the provision of adequate child care facilities necessary to serve existing and future developed areas in the City in a coordinated and effective manner.”

~~Although there will be no demand for child care spaces directly created by the non-residential uses of the Freeway Commercial Center, child~~ **Child** care providers may locate within the commercial area to serve employees **and residents**. Child care uses may be allowed as a primary or an accessory use. Facility-based (not in a home) child care may be conducted by non-profit, quasi-public organizations or commercial providers. In addition, day nurseries, daycare schools or nursery schools are permitted uses in the FC District (see Chapter III Freeway Commercial SPA PC District Regulations).

The State has adopted regulations related to licensing, application procedures, administrative actions, enforcement provisions, continuing requirements and physical environment for child day care and day care centers. All child care facilities within the SPA will need to comply with state, as well as local regulations.

K. Police & Fire Services

1. Law Enforcement

The Otay Ranch GDP establishes the following goal for law enforcement facilities:

GOAL: PROTECTION OF LIFE AND PROPERTY AND PREVENTION OF CRIME OCCURRENCE.

The Otay Ranch GDP also establishes the following threshold for law enforcement services within urban areas which apply to the Freeway Commercial SPA. Updated GMOC thresholds, shown in parentheses, have been inserted in the following quote from the Otay Ranch GDP.

Threshold: Urban Service: Properly equipped and staffed law enforcement units shall respond to 84 (81) percent of “Priority One” emergency calls within 7 minutes and maintain an average response time for all “Priority One” emergency calls of 4.5 (5.5) minutes or less. Urban Service: Properly equipped and staffed law enforcement units shall respond to 62 (57) percent of “Priority Two Urgent” calls within 7 minutes and maintain an average response time to all “Priority Two” call of 7 (7.5) minutes or less.

The Chula Vista Police Department (CVPD) currently provides police service to the project site from its existing police facility at 315 Fourth Avenue. ~~Although~~ **Because** the commercial **and residential** uses proposed in the Freeway Commercial SPA will require some level of law enforcement services, ~~the Otay Ranch Facility Implementation Plan describes increases in demand as tied to population increases associated with residential development. There is no projected resident population increase with the commercial only uses of this SPA, but the~~ **the** project will pay DIF fees to cover the cost for additional police ~~officers~~ **facilities**, if required, as indicated in the PFFP.

2. Fire Protection & Emergency Medical Services

The Otay Ranch GDP establishes the following goal for fire protection facilities and emergency medical services:

GOAL: PROVIDE PROTECTION TO THE OTAY RANCH PROJECT AREA AND SURROUNDING COMMUNITIES FROM LOSS OF LIFE AND PROPERTY DUE TO FIRES AND MEDICAL EMERGENCIES.

The Otay Ranch GDP also establishes the following threshold for fire protection facilities and emergency medical facilities in urban communities which applies to the Freeway Commercial SPA:

Threshold: Provide sufficient fire and emergency services facilities to respond to calls within the Otay Ranch urban communities within a 7 minute response time in 80% of the cases.

The project is within the City of Chula Vista and is served by the City of Chula Vista Fire Department (CVFD). ~~The closest CVFD stations to the project site are: Fire Station 4, located~~

at 850 Paseo Ranchero, near East H Street; and, Fire Station 6, located at 975 Lane Avenue, in the EastLake Business Park. **The closest CVFD station to the site is Fire Station Number 7, located at 1640 Santa Venitia, Chula Vista, CA 91914. This station and the other eight fire stations are shown on Exhibit 25. The Fire Facility Master Plan will provide a 12 station network at buildout.**

~~The Fire Master Plan for the City of Chula Vista provides for a nine fire station network at build-out. The Master Plan proposes new station in Otay Ranch Village Two, west of the project site. This station is planned to be under construction by July 2003.~~

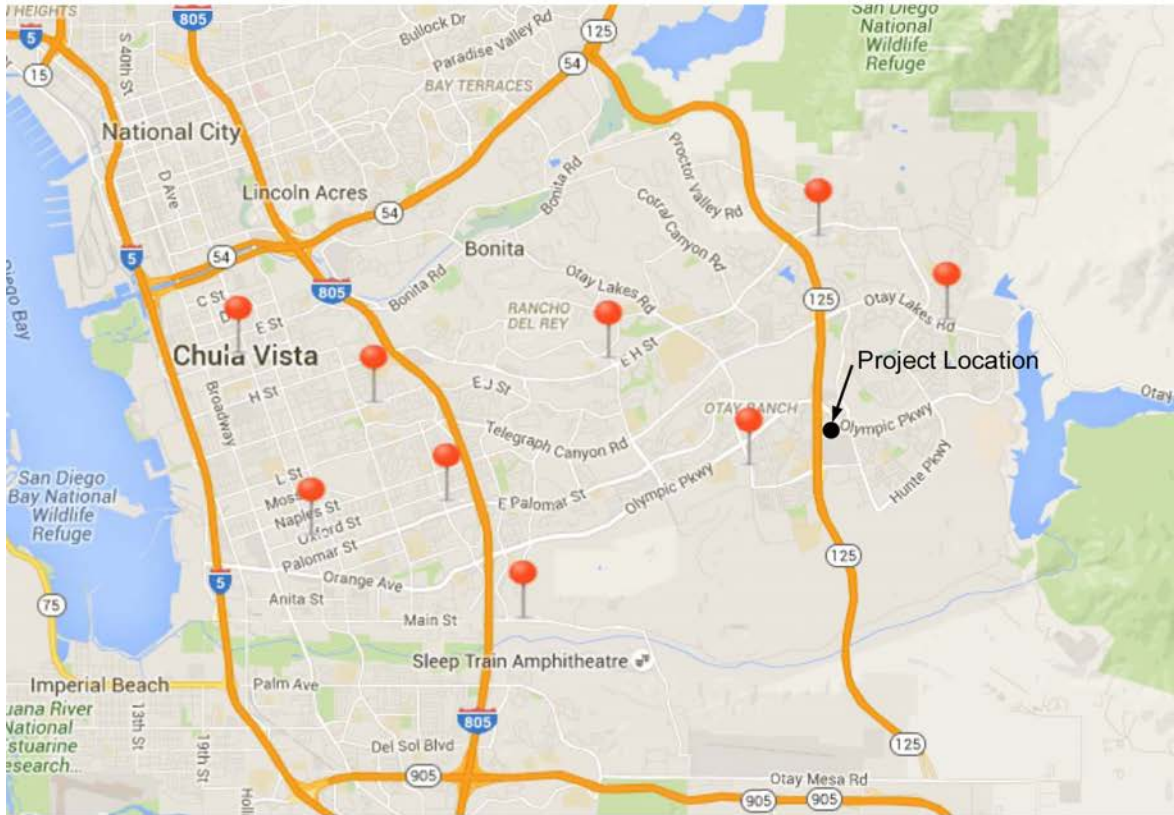
~~The Otay Ranch GDP plans for the location of fire stations in Otay Ranch Villages Two and Nine of the Otay Valley Parcel and within Village Thirteen of the Proctor Valley Parcel. Construction, equipping and staffing new fire stations will meet the anticipated demand for fire protection services throughout Otay Ranch.~~

The Otay Ranch GDP requires that as a condition of SPA plan approval, the Fire Department review fuel modification plans. The Draft Brush Management Program, an addendum to the City of Chula Vista's Landscape Manual, prepared by the Chula Vista Fire Department was the basis for information included in the Fuel Modification and Brush Management section of the SPA One Parks, Recreation, Open Space and Trails Master Plan, which will also be implemented as applicable in the proposed project.

As a fire prevention measure, all commercial buildings within the commercial center four stories tall or 40 feet in height will be required to be equipped with fire sprinklers, per City ordinance.

Emergency medical services are provided by American Medical Response on a contract basis for the City of Chula Vista, National City and Imperial Beach. There are five South County paramedic units. Two are located in Chula Vista, two in National City and one unit serves Imperial Beach. The Otay Ranch Freeway Commercial Center will be served by these existing emergency service facilities, which will expand as the population of Otay Ranch increases, and a new facility planned in conjunction with the future fire station in Village Two.

Fire Station Locations



LOCATION SERVICE AREA

- Fire Station 1: 447 F Street, Chula Vista, CA 91910
Service Area: Downtown, Bayfront, Northwest City, Interstates 5, 54 & 805/North
- Fire Station 2: 80 East J Street, Chula Vista, CA 91910
Service Area: Central City, Interstate 805/Central, Hilltop, Country Club
- Fire Station 3: 1410 Brandywine Ave. Chula Vista, CA 91910
Service Area: Interstate 805, East Main Street, South/East Chula Vista
- Fire Station 4: 850 Paseo Ranchero, Chula Vista, CA 91910
Service Area: Rancho Del Rey, Bonita Long Canyon, Southwestern College
- Fire Station 5: 391 Oxford Street, Chula Vista, CA 91911
service Area: Montgomery, Harborside, Otay, Interstate 5/South Southwest City, West/Main Street
- Fire Station 6: 605 Mt. Miguel Road, Chula Vista, CA 91914
Service Area: Eastlake, Rolling Hills Ranch, San, Miguel Ranch
- Fire Station 7: 1640 Santa Venetia, Chula Vista, CA 91913
Service Area: Otay Ranch, Village of Heritage, Heritage Hills, Village of Countryside
- Fire Station 8: 1180 Woods Drive, Chula Vista, CA 91914
Service Area: Eastlake, Rolling Hills Ranch, San Miguel Ranch, Tour De Elegance, The Woods
- Fire Station 9: 266 E Oneida, Chula Vista, CA 91911
Service Area: Sunbow, Woodlawn Park

Exhibit 25

L. Library Services

The Otay Ranch GDP establishes the following goal for library facilities:

GOAL: SUFFICIENT LIBRARY FACILITIES TO MEET THE INFORMATION AND EDUCATION NEEDS OF OTAY RANCH RESIDENTS.

The Otay Ranch GDP establishes the following threshold for library facilities:

Threshold: 500 square feet (gross) of adequately equipped and staffed regional library facilities per 1,000 population.

The Otay Ranch Facility Implementation Plan calls for the location of an approximately 36,750 square foot. “main” library in the Eastern Urban Center and/or one or more village libraries, reducing the size of the main library in the EUC.

~~The commercial center is not expected to increase the demand for library services. As with many public services and facilities, increases in library service demand are associated with residential development and population increases which will not occur with development of the Freeway Commercial SPA.~~

Library services are provided by the City of Chula Vista as described by the City Library Master Plan. Using the threshold of 500 square feet of adequately equipped and staffed regional library facilities per 1,000 residents, the population of Freeway Commercial SPA generates a demand for approximately 834 square feet of library facilities. The demand for library facilities generated by the build out of Freeway Commercial SPA will be satisfied through participation in the City’s Public Facilities Development Impact Fee Program as identified in the PFFP.

M. Community Purpose Facilities (CPF)

The Otay Ranch GDP establishes the following goal for community and regional purpose facilities.

GOAL: DESIGNATE AREAS WITHIN THE OTAY RANCH PROJECT AREA FOR RELIGIOUS, ANCILLARY PRIVATE EDUCATIONAL, DAY CARE, BENEVOLENT, FRATERNAL, HEALTH, SOCIAL AND SENIOR SERVICES, CHARITABLE, YOUTH RECREATION FACILITIES, AND OTHER COUNTY REGIONAL SERVICES.

The Otay Ranch GDP establishes the following threshold for community and regional purpose facilities:

Threshold: Implement a Community Purpose Facility zone and a Regional Purpose Facility zone to provide land for religious, day care, health, social, and senior and youth

recreation facilities.

The Otay Ranch GDP establishes the following SPA processing requirement for community and regional purpose facilities.

- Specific acreage requirements identified and land designated for Community Purpose Facility and Regional Purpose Facility uses. (Land Plan)

The City of Chula Vista Community Purpose Ordinance requires that new planned communities identify 1.39 acres of net usable land per 1,000 proposed residents for community purpose facilities. ~~Since the Freeway Commercial project does not increase the residential population in the project area, it does not create a need for CPF facilities.~~ The build-out population will require approximately 2.2 acres of CPF uses. These uses will be provided on site, or in adjacent villages. CPF uses may include gathering areas, meeting rooms, recreational facilities, that are consistent with the mix of uses proposed provided in hotels or recreation spaces on site. If the final design of land uses that can accommodate CPF uses on-site, or in adjacent villages, are insufficient to satisfy the requirements of CVMC 19.48.025, then off-site facilities shall be identified prior to approval of the final permit. Exhibit 25 shows an off-site CPF site in Village 7 that could be used to satisfy the CPF requirement.

~~There are no Community Purpose Facilities located within the Freeway Commercial SPA.~~ The Regional Purpose Facility zone is expected to be implemented in the Eastern Urban Center SPA where regional purpose facilities are to be clustered per the Otay Ranch GDP.

Off-site CPF Site in Village 7 *Proposed*

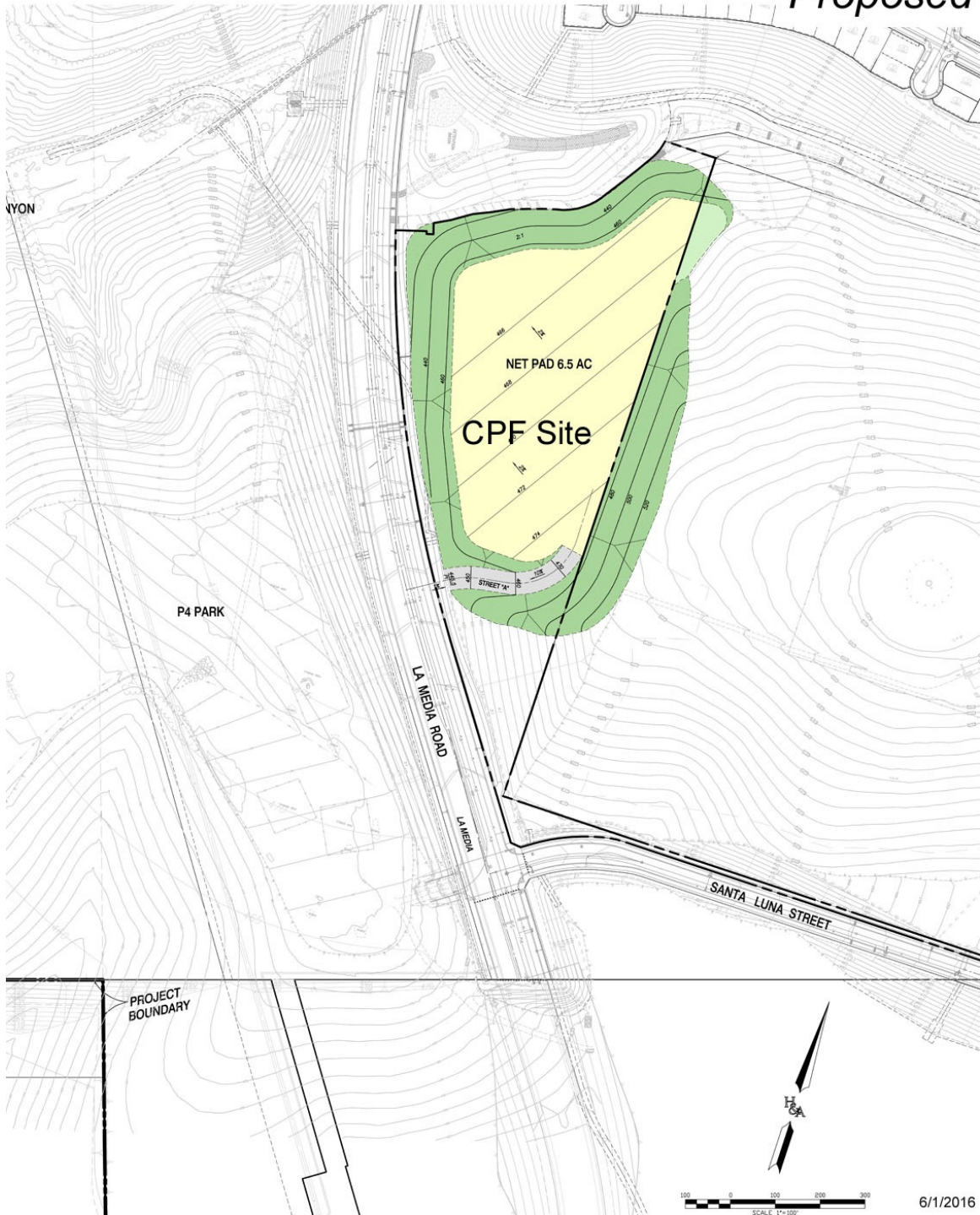


Exhibit 25