



# Memorandum

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## Development Services Department

DATE: May 22, 2015

TO: Honorable Mayor and City Council

VIA: Kelly Broughton, FASLA, Development Services Director *KGB*

FROM: Steve Power, Principal Planner *BB for SP*

REGARDING: Freeway Commercial North Project and Addendum

This memorandum is being provided in response to concerns that were expressed at the Council meeting of May 12, 2015 regarding the issue areas noted below. Each of the subjects has been addressed through the project's technical studies, the Addendum, and in the staff report and presentation. This information provides further explanation under each area of concern noted.

### Water Availability

The Otay Water District approved a Water Supply Assessment (WSA) and Verification Report for the proposed project on April 1, 2015. The Water Supply Assessment and Verification Report projected an approximately 173 acre-feet per year increase in demand beyond what was estimated in the 2010 Water Resources Master Plan. The demand is accounted for through the Accelerated Forecasted Growth demand increment of the Water Authority's 2010 Urban Water Management Plan. The WSA concluded that there is sufficient water supply to serve the long term water needs of the project. The WSA accounts for multiple drought years and uncertainty in supply sources. An approved WSA constitutes substantial evidence of adequate water supply for CEQA compliance purposes. Staff has invited a representative from the Otay Water District to the continued hearing on May 26 should there be further technical questions.

### Traffic and the 15 Percent Trip Reduction

The current commercial use approved for the site results in 12,145 trips. As proposed, the project would result in 7,506 trips. The 7,506 trip figure includes a 15% reduction in trips pursuant to the SANDAG trip generation rate table. The SANDAG table calls out a 5% trip reduction for transit access within a 1/4 mile of a transit station, and a 10% reduction for a mixed use project. The FC North project qualifies for both reductions as it is within the noted distance from the future Otay Ranch Town Center BRT station, and is a mixed use project; hence the resulting trip reduction of 15%. Although the traffic study mentions that up to 30% could be applied, staff went with the more

conservative SANDAG criteria of 15%. Please note that a 15% trip reduction equates to about 1,125 trips, based on the conservative estimate of 7,506 project trips. The project would have a trip generation of about 8,625 trips without the reduction, which is still significantly lower than the 12,145 trips that the approved project generates.

#### Adequacy of Parking

Concerns were expressed regarding the adequacy of parking to be provided on site. A site specific parking analysis has not been performed yet since the project being considered at this time is a General Plan and General Development Plan Amendment (GPA/GDPA), rather than a specific development project. Should the GPA/GDPA be approved, a subsequent Sectional Planning Area (SPA) Plan amendment would be required to move toward implementation. Parking standards are established within the SPA Plan, with final parking quantities and design determined when specific, individual development projects are evaluated through the Design Review process. This latter process is when details necessary to determine actual parking demand are known, such as final unit counts and the number of bedrooms.

#### Adequacy of Public Services

**Police** – the project site will be adequately served by existing police facilities. Development Impact Fees will be paid consistent with City requirements. The project is required to pay all applicable impact fees, assuring that there is no adverse impact to public services. Construction of the City's main police facility was completed in 2004. This project included the construction of a new Police Department Headquarters, parking structure, and necessary on-site and off-site improvements. When compared with the previous facility, the new Police facility added 98,000 square-feet for a total of 148,000 square feet, in addition to a 150,000 square foot parking facility. This additional usable area will house all of the additional staff necessary to attain police service thresholds. At build out, this facility will house 326 sworn officers and 207 civilian personnel. The proposed project will not result in the need for the construction of any new police facilities, thus not causing any environmental impacts not previously analyzed in the Freeway Commercial EIR.

**Fire** – the project site will be adequately served by fire facilities. A Fire Facility Master Plan was approved by the City Council in January of 2014. The approved master plan calls for a total of 12 fire station city-wide. The master plan calls for new stations in the Millenia and Village 8 areas. The project is required to pay development impact fees for fire facilities. The proposed project will not result in the need for the construction of any new fire stations, thus not causing any environmental impacts not previously analyzed in the Freeway Commercial EIR.

**Library** – the current Chula Vista Public Library Strategic Vision plan was completed in February of 2014. This plan identifies the need for 60,000 square-feet of additional library space for the City to support buildout. If General Plan amendments involving new

residential units are approved, which has occurred on multiple occasions over the years, subsequent updates to master plans, such as the Library Master Plan, are warranted in order to accordingly incorporate and reflect any associated new demand resulting from the approved GPA. Following action on any revised Master Plan, the City then makes any according adjustment to the associated Development Impact Fee (DIF) amounts as necessary to ensure that the needed facilities in the updated Master Plan are sufficiently funded. This is our standard practice since the establishment of the DIF programs in the early 1990s.

The FC North project results in the incremental demand for an additional approximately 855 square-feet of library space (applying the 500 sq.ft./1000 population standard). This figure represents about 1% of the 60,000 square-feet of additional library space in the current Library Master Plan (LMP). The LMP current identifies two sites for meeting those needs; Rancho Del Rey and Millenia. Both of these sites have been analyzed in project EIRs, and the physical environmental effects of future library facilities on those sites disclosed. The associated, small net incremental demand from the FC North Project can be accommodated one or both of those sites, and no new library sites are needed, resulting in no new physical impacts beyond those previously evaluated. Accordingly, and as with other, similar public facility needs, library requirements will be addressed through the payment of associated development impact fees and will not result in any physical impact on the environment.

CEQA Guidelines Section 15164 Addendum, states the lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Section 15162 (a)(2) states an addendum is appropriate when there are no new *significant* environmental effects. *Significant environmental effect* is defined in CEQA as a substantial or potentially substantial adverse change in the physical conditions of the environment. The disclosure and imposition of an impact fee, including a library impact fee, does not rise to this level, and is, therefore, not a significant environmental effect.

cc: Gary Halbert, City Manager  
Glen Googins, City Attorney  
Ed Batchelder, Planning Manager  
Stan Donn, Project Manager