

# Promenade

AT OTAY RANCH TOWN CENTER

OTAY RANCH GDP AMENDMENT  
FREEWAY COMMERCIAL SPA PLAN AMENDMENT  
MASTER PRECISE PLAN AMENDMENT

PROJECT APPLICANT:

BALDWIN & SONS  
610 W. Ash St., Ste. 1500  
San Diego, CA 92101  
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## INTRODUCTION

The state of California has pledged to reduce its greenhouse gas emissions to 40% below 1990 levels by 2030. The state has placed the onus on municipalities to concentrate their growth and limit expansion of their urban boundaries. Chula Vista has demonstrated leadership in environmental stewardship by becoming the first public agency in San Diego County to receive the “Climate Action Leader” designation from the California Climate Action Registry and the “Climate Registered” designation from The Climate Registry. As the development industry shifts in response to this directive, more intensive land uses and taller buildings are developed not only downtown San Diego, but throughout the County metro area centers. Greenhouse gas reductions are achieved by walking, biking and use of mass transit, but more importantly through the development of new, higher density housing near jobs and commercial centers.

Implementing “smart growth” does not mean that all new development must intensify, or that each intensification area should intensify in the same fashion. There is a hierarchy of development areas where such growth should occur, centered upon existing built-out areas, in proximity to transit and services. As demonstrated in detail below, Promenade at Otay Ranch Town Center mixed-use district is the logical place for a more intensive use and has all the necessary characteristics to be a successful transit-oriented development.

Baldwin and Son is proud to submit our plan for Promenade, a 5-story mixed-use development with screened structured parking, a first of its kind in the City of Chula Vista. Located within walking distance from public transit, along the SR-125 and a major west-west arterial, this community is in an ideal setting for high density urban living. The project’s design is unique in its efficient use of space and creating a high-quality lifestyle. Our proposal fully meets the intent and goals of the General Plan and is consistent with the current land use designation and allowable density. The revised project requires an Otay Ranch General Development Plan (GDP) amendment and a Sectional Planning Area (SPA) Plan amendment to allow construction of 300 additional units.

## PROJECT BACKGROUND

Promenade at Otay Ranch Town Center is located in Freeway Commercial North Sectional Area Plan. When Otay Ranch GDP was originally adopted in 1993, this property was envisioned as regional commercial zone of Planning Area 12. Over the decades, as demographics and economic conditions have changed, freeway commercial use was rezoned to mixed-use to maintain and enable balanced growth. Today, Promenade has full attributes of an Otay Ranch “village” planning concept, which intensifies residential densities and commercial uses to enhance transit use, reduces automotive dependency, consolidates open space, promotes social interaction, and creates a strong sense of community and identity within Otay Ranch.

Promenade mixed-use district is approved for 300 hotel rooms, 600 multi-family units, and a two-acre park. Baldwin & Sons has entered into a Development Agreement for the project. Currently approved site

utilization plan will remain unchanged if the density increase is approved. Up to 300 additional units will be allocated to the future apartment project east of Town Center Drive with ground floor commercial/retail.

Promenade mixed-use district is presently under construction, in various stages of completion. One of the two hotels, Residence Inn by Marriott, opened in October of 2017. The second hotel, Courtyard by Marriott, is in design development phase and will go in for Design Review approval in 2019. Centerpark, a 2-acre public park with enhanced amenities, received City Council approval for a conceptual plan in September of 2018 and is currently in construction permitting phase, anticipated to break ground in the summer of 2019. Two condominium neighborhoods west of Town Center Drive, Suwerte and Alay, which together comprise 212 units, have been approved by Building Division and are currently under construction.

## PROJECT DESCRIPTION

To implement the innovative smart growth design on the east side of Promenade, 300 more units are needed for the desired density and massing.

Two mid-rise “wrap” style buildings will consist of residential units surrounding an above-grade 5-story parking structure. The buildings will have elevators and corridor access, with someone’s parking space being on the same floor as their apartment. This configuration provides accessible parking for occupants as well as security and visual appeal since the parking structure can’t be easily accessed from outside the development or seen from the street. Additionally, this style of architecture eliminates the need for large areas of surface parking lots and encourages pedestrian activity through higher density and enhanced pedestrian-oriented design. Due to efficient use of land, residents can enjoy a central location in a walkable neighborhood.

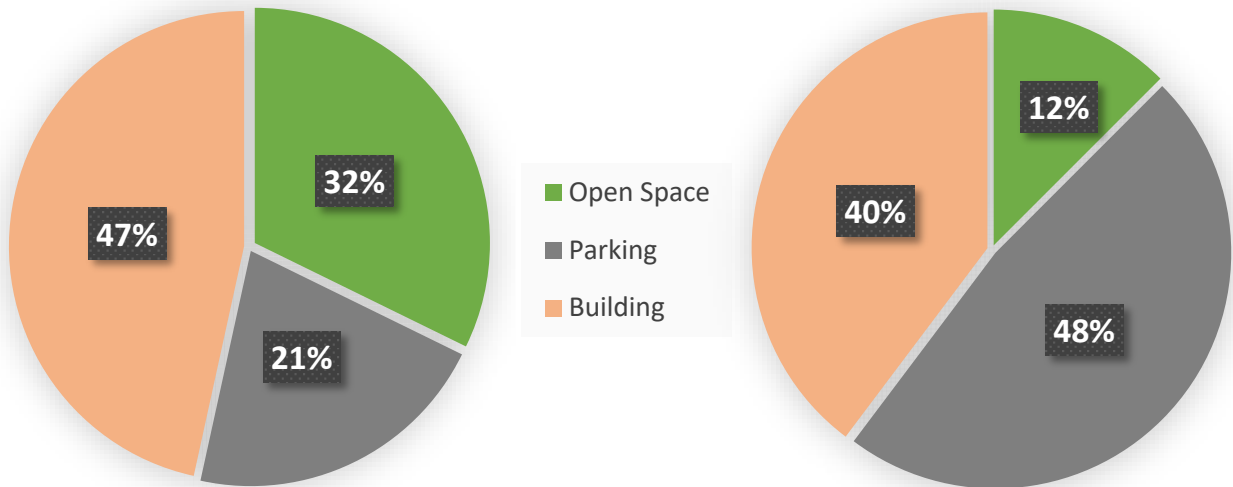
Ground floor retail with extra high ceilings will be located in one of the buildings along Town Center Drive to allow easy access for residents, hotel guests and park users. The retail section will be activated through a 31-foot wide enhanced pedestrian plaza with landscaping and street furniture, which allows for greater volumes of pedestrian movement and a more comfortable pedestrian shopping experience. Retail parking will be provided both in the parking garage and in diagonal back-in parking on Town Center Drive. A bike lane on Town Center Drive will connect Promenade mixed-use district to a larger cycling network.

One of the benefits of the innovative “wrap” architecture with stacked parking is a considerable increase in open space compared to a typical multi-family development. With 300 more units, our project’s open space area increased by 180%, from 1 acre in the previous project design to 2.8 acres, not counting interior building amenities. Conversely, parking land area footprint went down by 55%, from 4 acres in the previous design with surface parking to only 1.8 acres of garage footprint. The site plan for the mixed-use apartments now includes two large pools (one for each building), three parks, a playground, a dog run, amenitized outdoors mingling areas with cabanas, fire pits, and hanging day beds, as well as approximately 10,000 sq. ft. of interior recreational space in the clubhouse. The community’s open space,

security, and privacy are comparable to that in low-density neighborhoods. Combined with high quality interior design, these amenities make for a good quality of life and provide a suitable alternative to large-lot homes.

**Proposed “Wrap” Area Distribution  
(New Site Plan)**

**Area Distribution Without Amendment  
(Old Site Plan)**



## AMENDMENT JUSTIFICATION

**Compact Development.** Chula Vista General Plan is clearly telling us to build close-in, sustainably: “The provision of new housing opportunities within MIXED-USE AREAS and at HIGHER DENSITY LEVELS, particularly in TRANSIT FOCUS areas and identified town centers, is encouraged. MIXED USE and COMPACT DEVELOPMENTS can result in easier access to goods and services, and increased employment and business opportunities, and the creation of vibrant community places.” Promenade exemplifies a smart growth development which provides a way to reduce carbon emissions through its compact design and its easy access to shopping and employment.

**Fiscally Sustainable Development Practices.** Smarter, more compact growth reduces government capital costs and per capita expenses on service delivery, such as maintaining roads and providing water, solid waste, transit, and school bus services. Because Promenade is an infill development, it needs less extensive infrastructure than a new development – features like piped water, sewer services, schools and roads already exist.

The Fiscal Impact Report demonstrates that Promenade development will generate excess net revenue of \$1.2M annually over the next 10 years.

**Public Transit Supportive-Conditions.** The City of Chula Vista is a member of SANDAG and participates in region-wide programs that depend on integrating transit with land use planning. To achieve high rates

of public transit use, mass transit requires a certain population density, which is why Chula Vista General Plan promotes transit in higher density areas. Research shows that riders will typically walk up to ½ mile to access high-capacity transit and ¼ mile or more to access bus transit. Developing a 5-story “wrap” building in Promenade adjacent to BRT station allows us to maximize land use potential within BRT transit walkshed and support use of public transit.

*Support Surrounding Commercial.* The convenient availability of goods and services is a key factor that people consider when choosing a place to live and promotes healthy neighborhoods and strong communities. Successful retail depends on successful residential neighborhoods. Commercial sector simply cannot survive in an environment of lower density residential. Great shopping districts are always surrounded by dense residential development. Promenade mixed-use development will create a customer base for neighborhood-serving retail.

Promenade mixed-use development is within only a 10-minute walk of Otay Ranch Town Center mall and its 23 restaurants and Eastlake Terrace shopping center containing a Walmart, Home Depot and several cafes; within a 20-minute walk of the Marketplace at Windingwalk containing a Vons grocery store, 8 restaurants and 11 various commercial services. Within a 20-minute bike ride, Promenade residents can reach Southwestern College, Eastlake Business Park, LA Fitness gym, Scripps Coastal Medical Center, Millenia Office Campus, Mattress Firm Amphitheater and the future University and Innovation District.

*Housing.* Chula Vista is expected, and in fact, legislated to provide new housing based on State and Regional Policy. The City of Chula Vista has been assigned a total Regional Housing Needs Allocation (RHNA) of 12,861 for the 2013-2020 Housing Element.

Chula Vista is the second-largest city in San Diego County with a population of over 268,000. Population growth in San Diego County, specifically South Bay, continues at a high level. In the next 30 years, Chula Vista is expected to gain 94,454 new residents and 28,755 new households, per SANDAG forecast. This figure represents 41 percent growth from 2010. Clearly, population growth is an issue of critical importance for Chula Vista.

The age structure and household composition of the new households is expected to tilt demand in the direction of smaller size home, higher density, mixed-use and mixed-income development. Promenade is diversifying Chula Vista’s housing mix by providing smaller units and rental housing, which plays an increasingly important role in “workforce housing,” providing homes for our community’s teachers, firefighters, police officers, nurses, and retail workers.

## Proposed GDP Amendments:

Page II-14	Overall Project Summary table <ul style="list-style-type: none"> <li>Updated the number of MF units in Otay Valley Parcel by adding 300 du's.</li> </ul>
Page II-17	Otay Valley Parcel description <ul style="list-style-type: none"> <li>Updated resident population by 774 persons (300 du's x 2.58).</li> </ul>
Page II-19	Otay Valley Parcel summary table <ul style="list-style-type: none"> <li>Updated the number of units in Planning Area 12 by adding 300 du's.</li> <li>Added park acreage obligation of 2.35 acers (300 du's x 341 sq. ft).</li> <li>Added CPF obligation of 1.08 acers (1.396 ac. x 774 persons/1000). <ul style="list-style-type: none"> <li>Although park and CPF have increased in the table, the acreages shown represent the total obligation for the project, which may be satisfied onsite, off-site or through in-lieu fees, or a combination thereof, as determined in the Development Agreement.</li> </ul> </li> </ul>
Page II-30	Otay Valley Parcel description <ul style="list-style-type: none"> <li>Updated resident population by 774 persons (300 du's x 2.58).</li> </ul>
Page II-138	Planning Area 12 summary table <ul style="list-style-type: none"> <li>Updated the number of units in FC2 by adding 300 du's.</li> <li>Added park acreage obligation of 2.35 acers (300 du's x 341 sq. ft).</li> <li>Added CPF obligation of 1.08 acers (1.396 ac. x 774 persons/1000).</li> </ul>
Page II-143	Freeway Commercial North (FC-2) Policies <ul style="list-style-type: none"> <li>Updated the number of MF units by adding 300 du's</li> <li>Updated the resulting project density (608 units/10.4 acers = 58.5 du/ac).</li> </ul>
Page II-144	Freeway Commercial North (FC-2) Parks and Open Space Policies <ul style="list-style-type: none"> <li>Updated the number of MF units by adding 300 du's.</li> <li>Added park acreage obligation of 2.35 acers (300 du's x 341 sq. ft).</li> </ul>

## Proposed SPA Plan Amendments:

Page I-5	SPA Boundaries Exhibit: <ul style="list-style-type: none"> <li>Revised the exhibit - Roadway network has been revised. No more Lata Road. No La Media Road south of Main Street.</li> </ul>
Page I-7	Community Structure: <ul style="list-style-type: none"> <li>Added differential of uses between Freeway Commercial South and North. The Freeway Commercial South use is commercial, intended for "regional uses which require an automobile orientation near regional transportation systems."</li> <li>Added a sentence: Freeway Commercial North is mixed use commercial and high-density residential, providing hotels and walkable transit-oriented housing opportunities with associated retail and a neighborhood park.</li> </ul>
Page I-15	Table A: GDP Land Use: <ul style="list-style-type: none"> <li>Updated number of dwelling units, density, acreage, park &amp; CPF obligation.</li> </ul>
Page I-18	Exhibit 5, Site Utilization Plan: <ul style="list-style-type: none"> <li>Revised the exhibit with new R/MU density of 58.5 du/ac and resulting overall project density of 33.7 du/ac with 900 units.</li> </ul>
Page II-4	Design Influences: <ul style="list-style-type: none"> <li>Added "FC-1" as having automobile connection as its primary access mode/connection.</li> <li>Added a statement about a strong pedestrian focus of FC-2 site.</li> </ul>

	Land Use Pattern: <ul style="list-style-type: none"> <li>Added “mixed use” land use for Freeway Commercial North.</li> </ul>
Page II-5	Density Transfer: <ul style="list-style-type: none"> <li>Changed total dwelling units to 900</li> </ul> Housing Programs: <ul style="list-style-type: none"> <li>Updated land uses to commercial and residential .</li> </ul>
Page II-6	Freeway Commercial North (FC-2) Policies <ul style="list-style-type: none"> <li>Revised total DUs from to 900</li> <li>Revised overall project density range to 18 - 45 du/ac.</li> </ul>
Page II-7	Freeway Commercial North (FC-2) Parks and Open Space Policies: <ul style="list-style-type: none"> <li>Revised park obligation for 900 units to 7.05 acres.</li> </ul>
Page II-10	Landscape Design Concepts, Entries: <ul style="list-style-type: none"> <li>Changed a unique tree at entry from required to optional</li> <li>Changed minimum Enhancement Buffer to be consistent with Master Precise Plan or Design Review.</li> <li>Revised the Public Park boundary</li> <li>Added pedestrian streetscape along Promenade St. and Centerpark Rd.</li> </ul>
Page III-4	Exhibit 9, Circulation <ul style="list-style-type: none"> <li>Updated the plan (removed non-existent access point from the hotel site).</li> </ul>
Page III-14	Commercial Promenade Street: <ul style="list-style-type: none"> <li>Update street name to Town Center Drive throughout the section.</li> </ul>
Page IV-5	Storm Water Quality Requirements During Construction: <ul style="list-style-type: none"> <li>Added a reference to the latest Storm Water study prepared for the revised project design</li> <li>Updated the latest code requirements.</li> </ul>
Page V-2	Required Park Land & Improvements: <ul style="list-style-type: none"> <li>Updated unit count to 900 and resulting park obligation to 7.05 ac.</li> </ul>
Page VI-3	Phasing Exhibit: <ul style="list-style-type: none"> <li>Added Public Park to Phasing table</li> <li>Adjusted acreage of parcels based on the recorded final map</li> </ul>
Page VII-1	Potable Water Supply & Master Plan: <ul style="list-style-type: none"> <li>Added a reference to the latest update letter to the Conceptual Water and Recycled Water Study.</li> </ul>
Page VII-8	Sewer Service: <ul style="list-style-type: none"> <li>Added a reference to the latest update letter to the Conceptual Sewer Study.</li> </ul>
Page VII-9	Corrected Sewage System exhibit number reference in text.
Page VII-11	Storm Water Drainage System: <ul style="list-style-type: none"> <li>Added a reference to the latest Drainage Study and a SWQMP prepared for the revised project design.</li> </ul>
Page VII-14	Urban Run-off: <ul style="list-style-type: none"> <li>Added a reference to the new Drainage Study and SWQMP</li> <li>Revised the latest code numbers for SDRWQCB.</li> </ul>
Page VII-17	Schools: <ul style="list-style-type: none"> <li>Revised school generations rates for 900 dwelling units.</li> </ul>
Page VII-23	Community Purpose Facilities (CPF): <ul style="list-style-type: none"> <li>Revised CF obligation to 3.24 acres for 900 units.</li> </ul>
Page VII-25	Exhibit 26, OffSite CPF Location in Village 7: <ul style="list-style-type: none"> <li>Included a revised exhibit of off-site CPF site (net pad area of 7.0 ac).</li> </ul>



## Proposed Design Plan Amendments:

Page I-4	Design Concept: <ul style="list-style-type: none"> <li>Added “high-density mixed use” to the project land uses.</li> </ul>
Page I-9	Exhibit 4, Site Utilization Plan <ul style="list-style-type: none"> <li>Revised the exhibit with new R/MU density of 58.5 du/ac and resulting overall project density of 33.7 du/ac with 900 units.</li> </ul>
Page I-13	Exhibit 6, Conceptual Site Plan: <ul style="list-style-type: none"> <li>Revised the exhibit to reflect the new “Wrap” product site plan on the R/MU site.</li> </ul>
Page II-28	Landscape Concepts exhibit: <ul style="list-style-type: none"> <li>Updated the exhibit to match the SPA Plan.</li> <li>Revised the Public Park boundary</li> <li>Added pedestrian streetscape along Promenade St. and Centerpark Rd.</li> </ul>
Page II-45	Exhibit 28, Major Signage Locations: <ul style="list-style-type: none"> <li>Updated the exhibit to reflect one new monument sign on FC-2 site.</li> </ul>
Page II-47	Exhibit 29, Entrance & Identity Signing: <ul style="list-style-type: none"> <li>Added “FC-1” in the exhibit name.</li> </ul>
Page II-49	Exhibit 31, FC-2 Gateway Monument Sign: <ul style="list-style-type: none"> <li>Included a new exhibit showing the FC-2 monument sign concept.</li> </ul>

## Proposed PC District Regulations Amendments:

Page 13	Added a section on Temporary Subdivision Signage regulations.
Page 13 – 14	Revised numbering of multi-level list due to an addition of a section.
Page 17	Comprehensive Sign Program: <ul style="list-style-type: none"> <li>Added a reference to Master Precise Plan for FC-2.</li> </ul>
Page 20	E. Property Development Standards: <ul style="list-style-type: none"> <li>Added a new heading for Commercial Use Districts section.</li> </ul>
Page 21	Table A, Property Development Standards: <ul style="list-style-type: none"> <li>Added “Commercial” in the name of the table. Residential and Mixed-Use standards are in a separate table; struck out RM, R/MU, C/MU columns.</li> </ul> Residential and Mixed-Use Development Standards: <ul style="list-style-type: none"> <li>Moved this section to be sub-section under E. Property Development Standards. It was out of place in the old document.</li> </ul>
Page 22	Table B, Residential Property Development Standards: <ul style="list-style-type: none"> <li>Added “C/MU” to the table since it is a physical component of the same building structure as R/MU.</li> <li>Added a column for R/MU standards for the “wrap” apartments, different from the previously approved RM standards on lower density for-sale products.</li> <li>Architectural projections are allowed into setback up to 2’-0”.</li> <li>Building height limit for the 5-story structure is 75 feet.</li> <li>Common usable open space requirement is 200 sq. ft./unit.</li> <li>Private usable open space (balcony) requirement is 60 sq. ft./unit.</li> <li>Removed Lot Size and Lot Width and depth rows from the table since all residential in the project is multi-family on super pads, there are no individual lots.</li> </ul>
Page 28	Table C, Parking Requirements: <ul style="list-style-type: none"> <li>Added “FC-1 and Hotel” under commercial use to clarify that it does not include Commercial Mixed-Use, which has its own requirements.</li> </ul>
Page 29	Table B, Parking Requirements, continued: <ul style="list-style-type: none"> <li>Added “West” next to Residential Use for clarity</li> <li>Updated R/MU parking requirements to include 1.0 spaces/unit for studios</li> </ul>

	<ul style="list-style-type: none"> <li>Added a parking ratio for C/MU of 4spaces/1000 sq. ft.</li> <li>Added a footnote stating parking on Town Center Drive may be used to satisfy some of the C/MU component.</li> </ul>
p. 38	<p>Section K, Standards for Residential Permitted District</p> <ul style="list-style-type: none"> <li>Struck out entire section as it was merged with Section E and Table B above</li> </ul>

### Proposed Master Precise Plan Amendments:

Title Sheet	Added "North" after Freeway Commercial as this MPP only covers Freeway Commercial North site.
Throughout the document	Conceptual illustrations have been updated through the entire document. The new images better represent the design and character of the community.
Page 4	<p>Background and Purpose:</p> <ul style="list-style-type: none"> <li>Added a reference to the latest SPA Plan amendment in 2016.</li> </ul>
Page 17	<p>Urban Character:</p> <ul style="list-style-type: none"> <li>Added a paragraph regarding the need for high-density housing near mass transit in order to meet the State goals of greenhouse gas reduction.</li> </ul>
Page 19	<p>Exhibit 4, Design Components</p> <ul style="list-style-type: none"> <li>Provided a revised exhibit showing the proposed "wrap" apartments product on the MU site.</li> </ul>
Page 21	<p>Sec. 2. Mixed-Use Residential East</p> <ul style="list-style-type: none"> <li>Changed description of residential stoops from "required" to "possible" as dictated by project design.</li> </ul>
Page 23	<p>Exhibit 5, FC-2 Master Precise Plan Illustration</p> <ul style="list-style-type: none"> <li>Provided a revised exhibit showing the proposed "wrap" apartments product on the MU site.</li> </ul>
Page 27	<p>Mandatory Site Plan Elements:</p> <ul style="list-style-type: none"> <li>Struck out "primary architectural gateway" at the south end of Town Center Drive, at the mall parking lot entry.</li> <li>Updated street names</li> </ul>
Page 30	<p>Exhibit 6, Mandatory Site Plan Elements:</p> <ul style="list-style-type: none"> <li>Revised the location of architectural gateway elements and enhanced elevations based on the site plan designed specifically for the "wrap" apartments</li> </ul>
Page 43	<p>Site Design Guidelines:</p> <ul style="list-style-type: none"> <li>Changed "Private Street A" to Promenade Street in this section and entire document</li> <li>Changed maximum 4 stories to 5 stories for the Apartments</li> <li>Struck out the requirement for residential stoops as existing site topography does not allow it.</li> </ul>
Page 44	<ul style="list-style-type: none"> <li>Changed "Hotel Drive" to Centerpark Road in this section and entire document</li> </ul>
Page 46	Struck out the requirement for residential stoops as existing site topography does not allow it.
Page 48	Revised description of BRT frontage. It will no longer be a wide median, but a landscaped buffer, as it will be located mostly along the parking structure and not residential units.
Page 49	<p>Exhibit 8, Section key map:</p> <ul style="list-style-type: none"> <li>Provided a revised map.</li> </ul>
Page 51	<p>Exhibit 9: Town Center Drive (along Town Center Park)</p> <ul style="list-style-type: none"> <li>Provided a revised cross section.</li> </ul>
Page 56	<p>Exhibit 12, Promenade Street:</p> <ul style="list-style-type: none"> <li>Provided a revised cross section for MU site.</li> </ul>
Page 63	<p>Exhibit 18, BRT</p> <ul style="list-style-type: none"> <li>Provided a revised cross section for MU site.</li> </ul>

Page 65 - 70	Exhibit 19, Olympic Parkway Landscape Concept (East of Town Center Drive) <ul style="list-style-type: none"> <li>• Provided a revised exhibit and four new cross sections.</li> </ul>
Page 71	Exhibit 20, Olympic Parkway Landscape Concept <ul style="list-style-type: none"> <li>• Remove this exhibit as the concept is shown on the previous exhibit.</li> </ul>
Page 72	Exhibit 20, Special Considerations for Buildings: <ul style="list-style-type: none"> <li>• Replaced with a revised exhibit showing updated site plan in the MU site.</li> </ul>
Page 74	Exhibit 21, Key Pedestrian/Bicycle Circulation: <ul style="list-style-type: none"> <li>• Replaced with a revised exhibit showing updated site plan in the MU site.</li> </ul>
Page 76	Exhibit 22, Vehicular Access to the Project: <ul style="list-style-type: none"> <li>• Replaced with a revised exhibit showing updated site plan in the MU site.</li> </ul>
Page 78	Exhibit 23, Wayfinding Signage: <ul style="list-style-type: none"> <li>• Replaced with a revised exhibit showing updated site plan in the MU site.</li> </ul>
Page 103	Signage: <ul style="list-style-type: none"> <li>• Revised monument signs which are perpendicular to the street, shall be allowed up to and abutting the property line in the public right-of-way with an encroachment permit.</li> </ul>
Page 111	Temporary On-Site Subdivision Signage: <ul style="list-style-type: none"> <li>• Added a section with provisions for temporary subdivision marketing signs.</li> </ul>
Page 112	Exhibit 24, Temporary Subdivision Signage Program <ul style="list-style-type: none"> <li>• Added a new exhibit for the section above.</li> </ul>
Page 114	Street Furnishings: <ul style="list-style-type: none"> <li>• Added a provision for deviations to be allowed if determined to be in substantial compliance with the Master Precise Plan.</li> </ul>
Page 120	Exhibit 29, Design Components: <ul style="list-style-type: none"> <li>• Replaced with a revised exhibit showing updated site plan in the MU site.</li> </ul>
Page 122	Mixed Use Residential East: <ul style="list-style-type: none"> <li>• Corrected the description of the location of this component within the project.</li> <li>• Revised mandatory site plan elements to be consistent with Exhibit 7.</li> <li>• Updated street names.</li> </ul>
Page 123	Residential West: <ul style="list-style-type: none"> <li>• Corrected the description of the location of this component within the project.</li> <li>• Updated street names.</li> </ul>

Otay Ranch General Development Plan  
Amendment

## List of Proposed Amendments:

Page II-14	Overall Project Summary table <ul style="list-style-type: none"> <li>Updated the number of MF units in Otay Valley Parcel by adding 300 du's.</li> </ul>
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# ***Otay Ranch***

## General Development Plan

City of Chula Vista  
General Development Plan

County of San Diego  
Otay Subregional Plan, Vol 2

Adopted October 28, 1993  
Amended June 4, 1996  
Amended November 10, 1998  
Amended October 23, 2001  
Amended October 11, 2005  
Amended May 23, 2006  
Amended January 24, 2012  
Amended April 03, 2012  
Amended February 26, 2013  
Amended June 04, 2013  
Amended November 04, 2014  
Amended December 02, 2014  
Amended May 26, 2015  
Amended \_\_\_\_\_, 2019



Overall Project Summary														
Parcel	Dwelling Units			Acreage										Approx. Pop.
	SF Units	MF Units	Total Units	Res. Ac.	Park Ac.	CPF Ac.	Sch Ac.	C'ml. Ac.	Ind. Ac.	Uni. Ac.	Open Sp.	Art. Ac.	Total Ac.	
<b>Otay Valley Parcel</b>	11,152	<del>23,356</del> 23,656	<del>34,508</del> 34,808	3,213.9	<del>262.5</del> 264.9	<del>104.7</del> 105.8	230.5	212.9	423.2	279.3	4,029.6	692.7	9,449	<del>98,880</del> 99,180
<b>Proctor Valley Parcel</b>	2,631	1,558	4,189	1,885.4	12.5	17.1	10.0	252.0	-	-	5,656.7	61.3	7,895	12,391
<b>San Ysidro Mountains Parcel</b>	779	-	779	1,499.8	3.4	2.3	10.0	3.3	-	-	4,036.2	-	5,555	2,494
<b>Total:</b>	14,562	<del>24,914</del> 25,214	<del>39,476</del> 39,776	6,599.0	278.4	124.1	250.5	468.2	423.2	279.3	13,722.5	754.0	22,899	<del>113,765</del> 114,065

Exhibit 18a - Overall Project Summary Table

a. Otay Valley Parcel

The Otay Valley Parcel is the most urban of the three Otay Ranch parcels. The land use plan provides continuity to adjacent developed areas, while creating a unique character. At build-out, this parcel will provide a maximum<sup>4</sup> of ~~34,611~~ 34,911 dwelling units, accommodating approximately ~~99,234~~ 100,008 residents.

The major components of the land use plan for the Otay Valley Parcel include:

- Ten urban villages, with village cores which include mixed use areas, neighborhood parks, and elementary schools.
- A circulation system which includes a planned highway (SR-125), Transit routes, and a system of regional arterials.
- A pedestrian trail system that features a network of trails for walking, bicycles, equestrian travel and potential use of low-speed/neighborhood vehicles utilizing facilities such as neighborhood paseos, the “village pathway”, pedestrian bridges and regional trails providing linkages to the Otay Ranch Village Greenway and the Chula Vista Greenbelt.
- Highest intensity uses along SR-125, including the EUC, more intense urban villages, and freeway commercial areas.
- Industrial uses on the western edge adjacent to existing business park uses and the Otay Landfill, and at the southern edge adjacent to planned industrial uses on the Otay Mesa.
- A university site located on the southeastern portion of the parcel, south of Hunte Parkway, adjacent to Villages Nine and Ten.
- The Eastern Urban Center with regional services and activities, and the highest residential intensities.
- The Otay Valley Regional Park (a portion of the overall regional park currently being planned for the entire length of the Otay River Valley).
- The Otay Valley Parcel land use table below shows the distribution of land use categories.

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<sup>4</sup> The DU number reflects all residential development on the Otay Valley Parcel excluding the University/RTP site, however, a portion of Village Nine and Village Ten have a secondary land use designation of residential which are not included in the maximum DU.



Otay Valley Parcel														
Village	Dwelling Units			Acreage										Approx. Pop.
	SF Units	MF Units	Total Units	Res. Ac.	Park Ac.	CPF Ac.	Sch Ac.	C'ml. Ac.	Ind. Ac.	Uni. Ac.	Open Sp.	Art. Ac.	Total Ac.	
Village 1	2,454	1,522	3,976	703.2	23.1	13.4	10.0	6.3	-	-	264.8	46.5	1,067.3	11,734
Village 2	604	3,941	4,545	346.0	24.0	12.6	19.8	+	82.5	-	226.3	63.5	774.7	14,726
Village 3	1,002	595	1,597	147.5	7.9	4.2	8.3	11.3 <sup>+</sup>	39.9	-	129.5	19.8	368.4	4,873
Village 4	350	-	350	82.6	65.8	1.6	-	-	-	-	233.4	11.4	394.8	1,141
Village 5	1,263	1,550	2,813	370.7	16.6	11.3	10.0	2.0	-	-	70.4	15.4	496.4	7,995
Village 6	941	1,497	2,438	282.0	7.6	13.7	10.0	***	-	-	22.0	58.3	393.6	6,830
Village 7	1,008	448	1,456	234.3	9.3	6.3	60.0	7.2	-	-	38.8	17.1	373.0	4,369
Village 8	1,564	4,046	5,610	356.0	35.2	10.0	42.4	*+	-	-	52.7	40.0	536.3	15,646
Village 9	266	3,734	4,000	177.4	27.5	5.0	19.8	*	-	41.3	6.8	26.1	303.9	10,519
Portion of University/Village 9 (Alternative)**	68**	93**	161**	23.2**	0.9**	0.6**	0.9**	0.8**	-	-	12.4**	2.5**	41.3**	454**
University/RTP	-	-	-	-	-	-	-	-	85.0	238.0	-	-	323.0	-
Village 10	695	1,045	1,740	113.1	7.6	4.3	9.2	-	-	-	16.5	-	150.7	5,010
Portion of University (Alternative)****	291****	213****	504****	71.7****	10.4****	2.1****	8.3****	2.2****	-	-	26.1****	7.8****	128.6****	1,475****
Village 11	1,005	1,385	2,390	306.7	10.0	9.4	35.0	10.0	-	-	51.4	66.5	489.0	6,749
Png. Area 12	-	<del>3,593</del> 3,893	<del>3,593</del> 3,893	94.4	<del>27.9</del> 30.25 <sup>A</sup>	<del>12.9</del> 13.98 <sup>A</sup>	6.0	161.1	-	-	2.8	71.0	376.1	<del>9,288</del> 10,774 <sup>B</sup>
Png. Area 18	-	-	-	-	-	-	-	-	215.8	-	-	-	215.8	-
Png. Area 20	-	-	-	-	-	-	-	15.0	-	-	188.0	6.0	209.0	-
Open Space++	-	-	-	-	-	-	-	-	-	-	2,706.6	-	2,706.6	-
SR-125	-	-	-	-	-	-	-	-	-	-	-	182.0	182.0	-
Public	-	-	-	-	-	-	-	-	-	-	19.6	-	19.6	-
Arterial	-	-	-	-	-	-	-	-	-	-	-	69.1	69.1	-
<b>Total:</b>	11,152	<del>23,356</del> 23,656	<del>34,508</del> 34,808	3,213.9	262.5	104.7	230.5	212.9	423.2	279.3	4,029.6	692.7	9,449	<del>98,880</del> 99,654

+ Commercial development may occur vertically or horizontally within Village 2 (up to 130,000 square feet), Village 3 (20,000 square feet), Village 8 East (20,000 square feet); therefore, actual acreage within each land use will be determined at final map.

\* 1,800,000 square feet of commercial may occur vertically or horizontally within Village 8 West and Village 9; therefore, actual acreage within each land use will be determined at final map.

\*\* Portion of University/Village 9 has a primary land use designation of University and a secondary land use of residential. The secondary land use is not included in the total.

\*\*\* Commercial included as component of residential acreage.

\*\*\*\* Portion of University has a primary land use designation of University and a secondary land use of residential. The secondary land use is not included in the total.

++ Open Space includes open space preserve, undevelopable land, streets, and right-of-way.

<sup>A</sup> Acreage shown represents the total obligation for the project, which may be satisfied onsite, offsite or through in-lieu fees or combination thereof, as determined in the Development Agreement.

<sup>B</sup> Acreage shown represents actual net site acreage not including any additional Park and CPF obligation that may be satisfied offsite.

Exhibit 19 Otay Valley Parcel Land Use Table

Planning Area 12 (EUC & FC2)													
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	41.20	72.6	23.2	10.7	6.0	26.6		33.5	146.0	7,722
Regional Commercial									9.9			26.6	
Visitor Commercial									4.5			9.9	
Cultural									17.2			4.5	
Off-Low Rise/Bus.									10.4			17.2	
Off-Med/high Rise												10.0	
Other+										1.5		1.5	
<i>EUC Subtotal</i>		<b>2,993</b>	<b>2,993</b>	<b>41.20</b>	<b>72.6</b>	<b>23.2</b>	<b>10.7</b>	<b>6.0</b>	<b>68.6</b>	<b>1.5</b>	<b>33.5</b>	<b>216.1</b>	<b>7,722</b>
FC1									86.2		37.5	123.7	
FC2		600_900	600_900	27.50_33.7	21.8_26.7	4.7_7.05 <sup>A</sup>	2.2_3.24 <sup>A</sup>		6.3	1.3		36.3 <sup>B</sup>	1,566_2,340
<i>FC Subtotal</i>		<b>600_900</b>	<b>600_900</b>	<b>27.50_33.7</b>	<b>21.8_26.7</b>	<b>4.7_7.05<sup>A</sup></b>	<b>2.2_3.24<sup>A</sup></b>		<b>92.5</b>	<b>1.3</b>	<b>37.5</b>	<b>160.0<sup>B</sup></b>	
<b>TOTAL</b>		<b>3,593_3,893</b>	<b>3,593_3,893</b>	<b>38.10_41.2</b>	<b>94.4_99.3</b>	<b>27.9_30.25</b>	<b>19.9_13.94</b>	<b>6.0</b>	<b>161.1</b>	<b>2.8</b>	<b>71.0</b>	<b>376.1</b>	<b>9,288_10,062</b>

\* 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

<sup>A</sup> Acreage shown represents the total obligation for the project, which may be satisfied onsite, offsite or through in-lieu fees or combination thereof, as determined in the Development Agreement.

<sup>B</sup> Acreage shown represents actual net site acreage not including additional Park and CPF obligation to be satisfied offsite.

\*\* 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 sq. ft. up to the maximum projected yield of 3,487,000 st. ft. for EUC; 960,000 sq. ft. for FC1; 12,000 sq. ft. for JPB portion within EUC; excludes FC2 area

+ Fire Station

++ 6.3 acres hotel and additional 15,000 to 30,000 sq. ft. of commercial component of Mixed Use Residential

Exhibit 62 Planning Area Twelve (EUC & FC) Land Use Table

- The mix of uses shown in Exhibit 60 are representative of the expectations and intended character for the Eastern Urban Center. The final land use mix and distribution of uses shall be determined at the SPA planning level. Variation from the uses identified in Exhibit 60 may be approved subject to the following findings:
  1. The intended character and purpose of the Eastern Urban Center is maintained;
  2. The distribution of uses is compatible with the adopted uses in adjacent villages; and
  3. The viability of the Eastern Urban Center is maintained or enhanced.

c. *Eastern Urban Center*

A projected Otay Ranch population of approximately ~~114,119~~ 114,893 creates a need for a centralized urban area to provide the regional goods and services which cannot be provided in village cores. Certain goods and services are not available in village cores because of the problems caused by permitting regional traffic into the villages.

The 400-acre Eastern Urban Center and Freeway Commercial area are located east of SR-125, on a rise overlooking the Otay Valley Parcel. This area will provide an intense, vital activity center to include an employment base with office, retail, business park, and visitor-serving commercial uses; cultural, entertainment, civic, recreation activity and residential uses. The bus rapid-transit (BRT) system connects the EUC to the region and some of the villages of the Otay Ranch.

d. *Industrial/Business Park/Freeway Commercial*

The Otay Ranch Land Use Plan designates industrial/business park and freeway commercial uses primarily along the SR-125 corridor. Policies relating to these uses are discussed in Section D, Land Use Design, Character, and Policies. Industrial/commercial uses are located in the following areas:

- There are three areas for industrial uses: one located south of the Otay Valley, adjacent to industrial areas of Otay Mesa, one south of Main Street and one west and north of Heritage Road at the extreme western edge of the parcel near existing industrial development. These light industrial uses total approximately 338.2 acres.
- Mixed Use Commercial: located within Village 3 North, southeast of Heritage Road is additional 11.3 acres of commercial and office uses,
- Commercial/Office: located in the EUC. These uses include the regional retail commercial, hotel, and office uses.
- A business park is located within the EUC.
- Freeway commercial uses are located north of the EUC and east of SR-125. The freeway commercial area includes two planning areas with two types of uses:
  - (1) Freeway Commercial South (FC-1) includes a regional shopping center and other commercial uses dependent on direct highway exposure and access, and
  - (2) Freeway Commercial North (FC-2) is envisioned to include hotels and high density residential in a mixed-use setting with some commercial uses.

These areas total approximately 120 acres.

**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~~ 900-units of high density residential in the mixed-use land use designation category with a density range of 20 to ~~30-60~~ 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.

**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.

**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.

**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~~ 7.05-acres of parks considering the development of ~~600~~ 900 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.

**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.

# SPA PLAN

## Otay Ranch Freeway Commercial Sectional Planning Area (SPA)

Adopted April 1, 2003  
by Resolution No. 2003-132

Amended September 14, 2004  
by Resolution No. 2004-300

Amendment August 14, 2007  
by Resolution No. 2007-226

Amended on May 26, 2015  
by Resolution No. 2015-114

Amendment September 13, 2016  
by Resolution No. 2016-187

**Amendment XXX, 2019**  
**by Resolution No. 2019-XXX**

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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**

Amended on 9/13/2016 by Resolution No. 2016-187 to change land use mix in FC2, specifically to add and permit residential development.

# Regional Vicinity



**Freeway Commercial**  
OTAY RANCH



EXHIBIT 1, Regional Vicinity

### **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



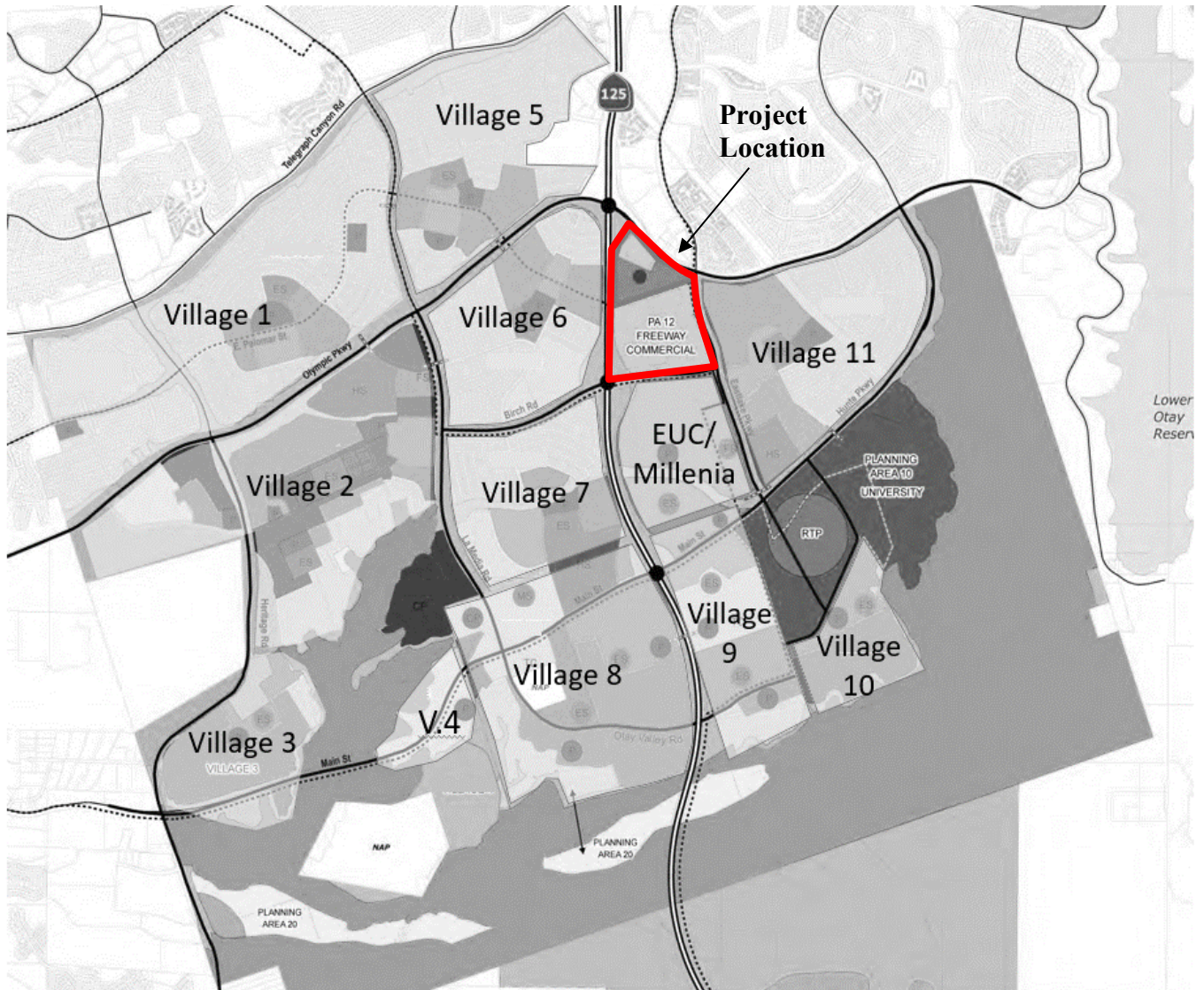
Otay Valley Parcels  
**OTAY RANCH**

Source:  
Adopted Otay Ranch GDP





# Location/SPA Boundaries



Otay Valley Parcels  
**OTAY RANCH**

Source:  
Adopted Otay Ranch GDP



EXHIBIT 2, Location/SPA Boundaries

## 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. The Freeway Commercial **South** use is commercial, intended for “regional uses which require an automobile orientation near regional transportation systems.” **Freeway Commercial North is mixed use commercial and high-density residential, providing hotels and walkable transit-oriented housing opportunities with associated retail and a neighborhood park.** 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 consists of commercial and residential land use designations with 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

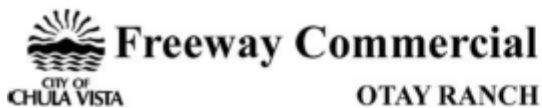
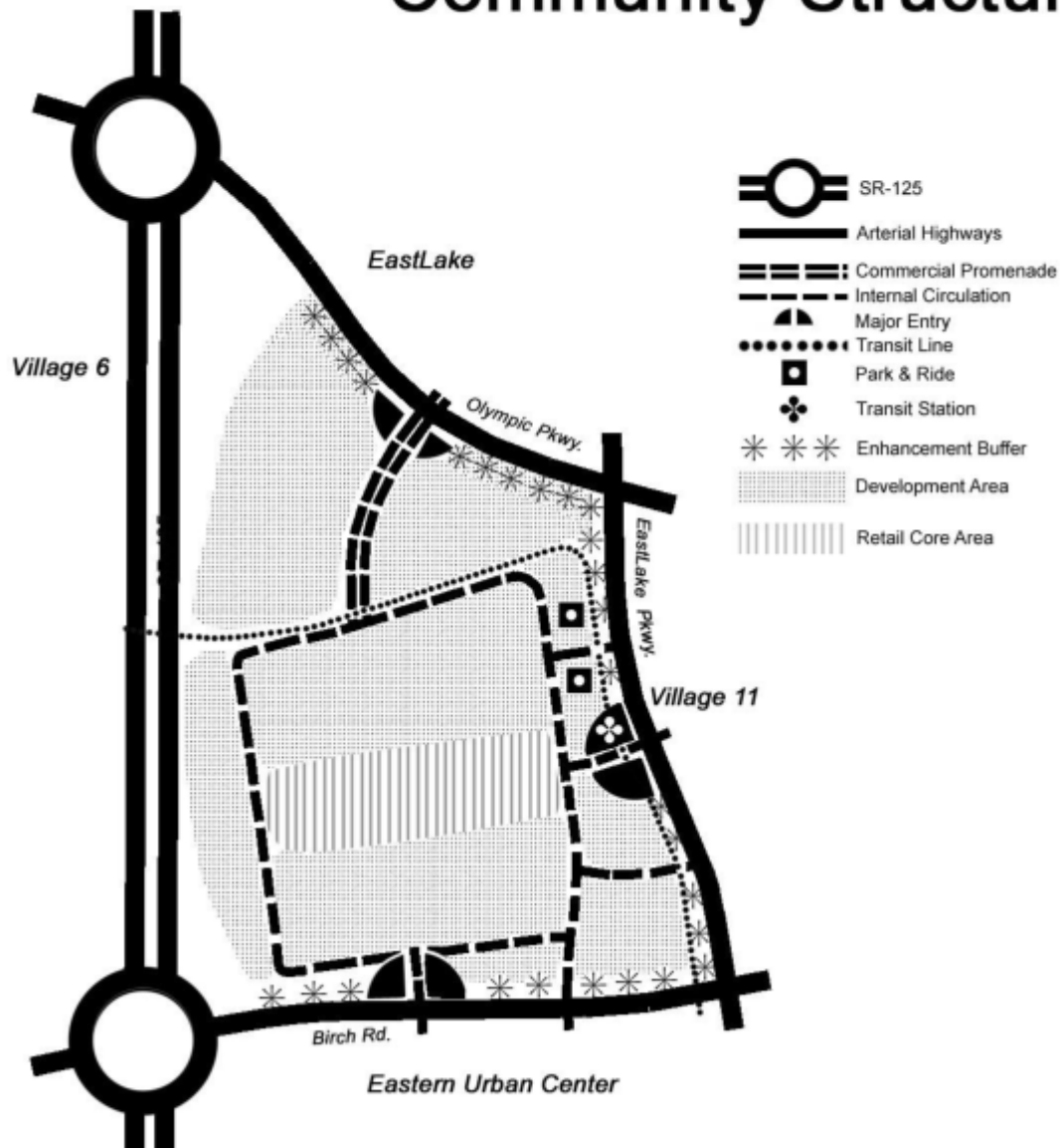


EXHIBIT 3, Community Structure

## **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 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 (i.e., 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. Consistency 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 taken from that document:

*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 developed or developing villages. SR-125 forms the western boundary of the EUC.*

***Visual:*** *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:*** *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.*

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 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 GDP text 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.*

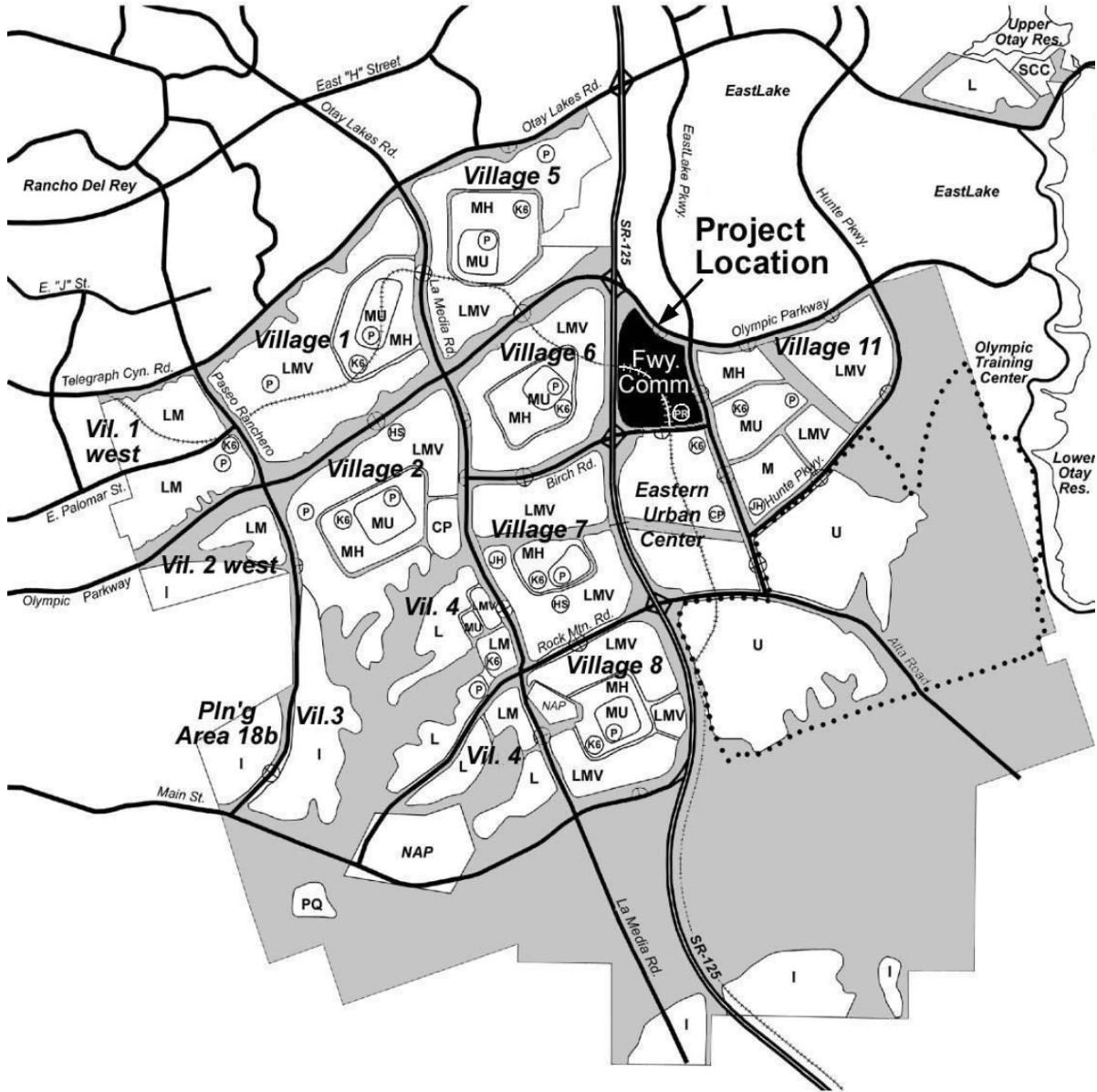
*Freeway Commercial North (FC-2 on Exhibit 62) is envisioned to provide hotels and high density residential in a mixed-use urban character setting that includes ancillary commercial uses and an urban park.*

### *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.*

# Adopted GDP Otay Valley Parcels



Source: Otay Ranch GDP



EXHIBIT 4, Adopted GDP Otay Valley Parcels



Per these GDP polices:

- This Freeway Commercial SPA plan establishes the acreage and location of the Freeway Commercial, and mixed-use residential (see Site Utilization Plan, Exhibit 5).
- Building heights 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.
- 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: GDP Land Use

Planning Area 12 (EUC & FC2)													
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	41.20	72.6	23.2	10.7	6.0	26.6		33.5	146.0	7,722
Regional Commercial									9.9			26.6	
Visitor Commercial									4.5			9.9	
Cultural									17.2			4.5	
Off-Low Rise/Bus.									10.4			17.2	
Off-Med/high Rise												10.0	
Other+										1.5		1.5	
EUC Subtotal		2,993	2,993	41.20	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		900	900	33.7	26.7	2*1	0**2		7.6	0		36.3	2,349
FC Subtotal		900	900	33.7	26.7	2	0		93.8	0	37.5	160.0	
<b>TOTAL</b>		<b>3,893</b>	<b>3893</b>		<b>99.3</b>	<b>25.2</b>	<b>10.7</b>	<b>6.0</b>	<b>162.4</b>	<b>1.5</b>	<b>71.0</b>	<b>376.1</b>	<b>10,071</b>
* 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													
*1 Total park acreage obligation is 7.05 ac. Project will provide 2.0 ac. in land and 5.05 ac. in in-lieu fees.													
** CPF acreage based on ratio of 1.39 acres per 1000 persons. Square footage equivalent may be considered at SPA Plan level.													
**2 Total CPF obligation is 3.24 ac. Project will provide 3.24 ac. of CPF land off-site.													
*** 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 sq. ft. up to the maximum projected yield of 3,487,000 st. ft. for EUC; 960,000 sq. ft. for FC1; 12,000 sq. ft. for JPB portion within EUC; excludes FC2 area													
+ Fire Station													
++ 6.3 acres hotel and additional 15,000 to 30,000 sq. ft. 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 24.1 acres of Freeway use shown on Exhibit 5. Since the net SPA acreage of 135.9 acres is within 15 percent of the GDP acreage (134.5), the acreage is consistent with the GDP (as amended).

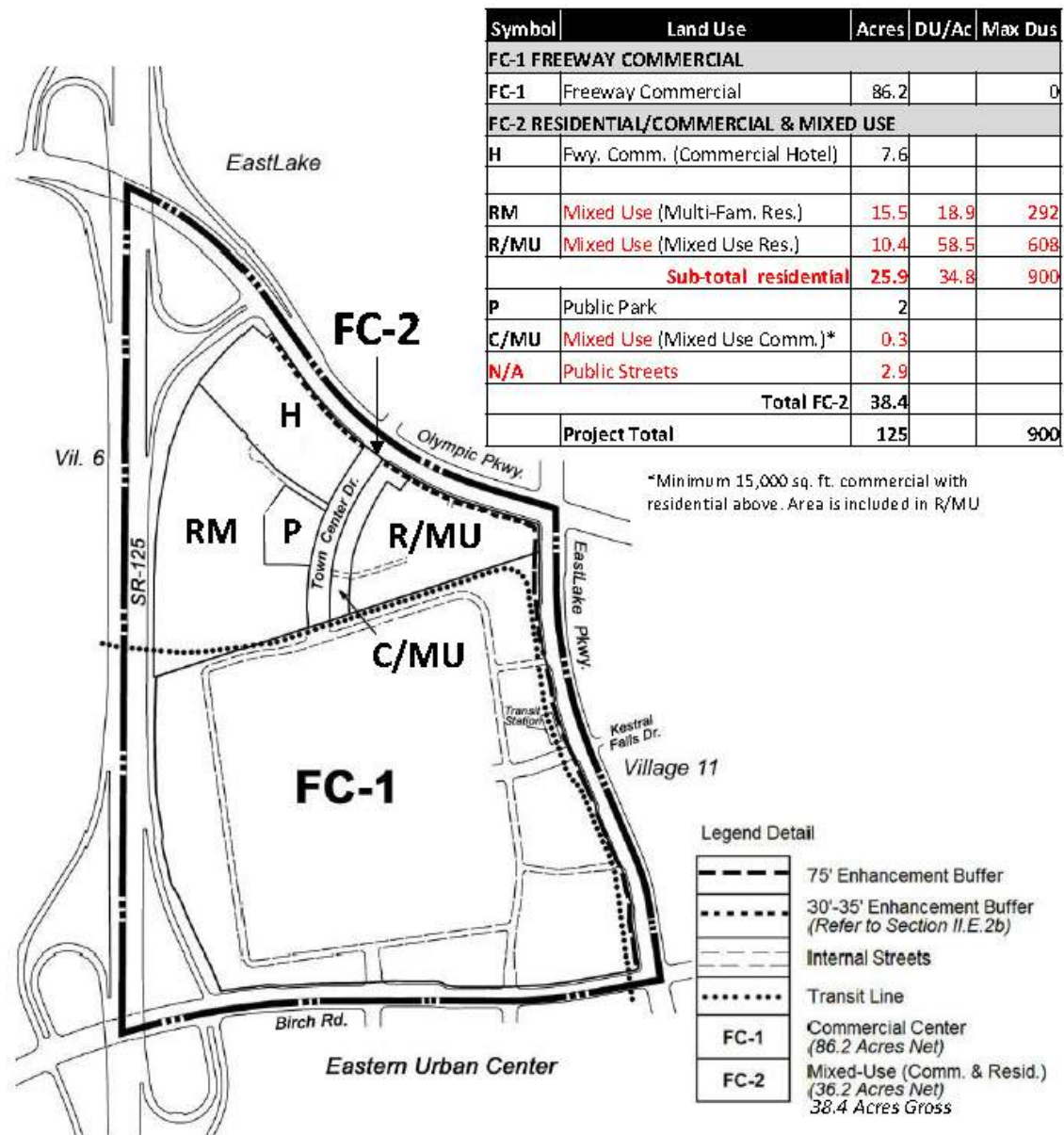
Development statistics for the proposed project are shown on the Site Utilization Plan. The statistics on the Site Utilization Plan are based on planimeter readings to the nearest tenth acre; these statistics may change based on more precise engineering calculations. Minor adjustments to the acreages 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. 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.

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




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

EXHIBIT 5 Site Utilization Plan

## **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 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 alignment of SR-125 and the 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.

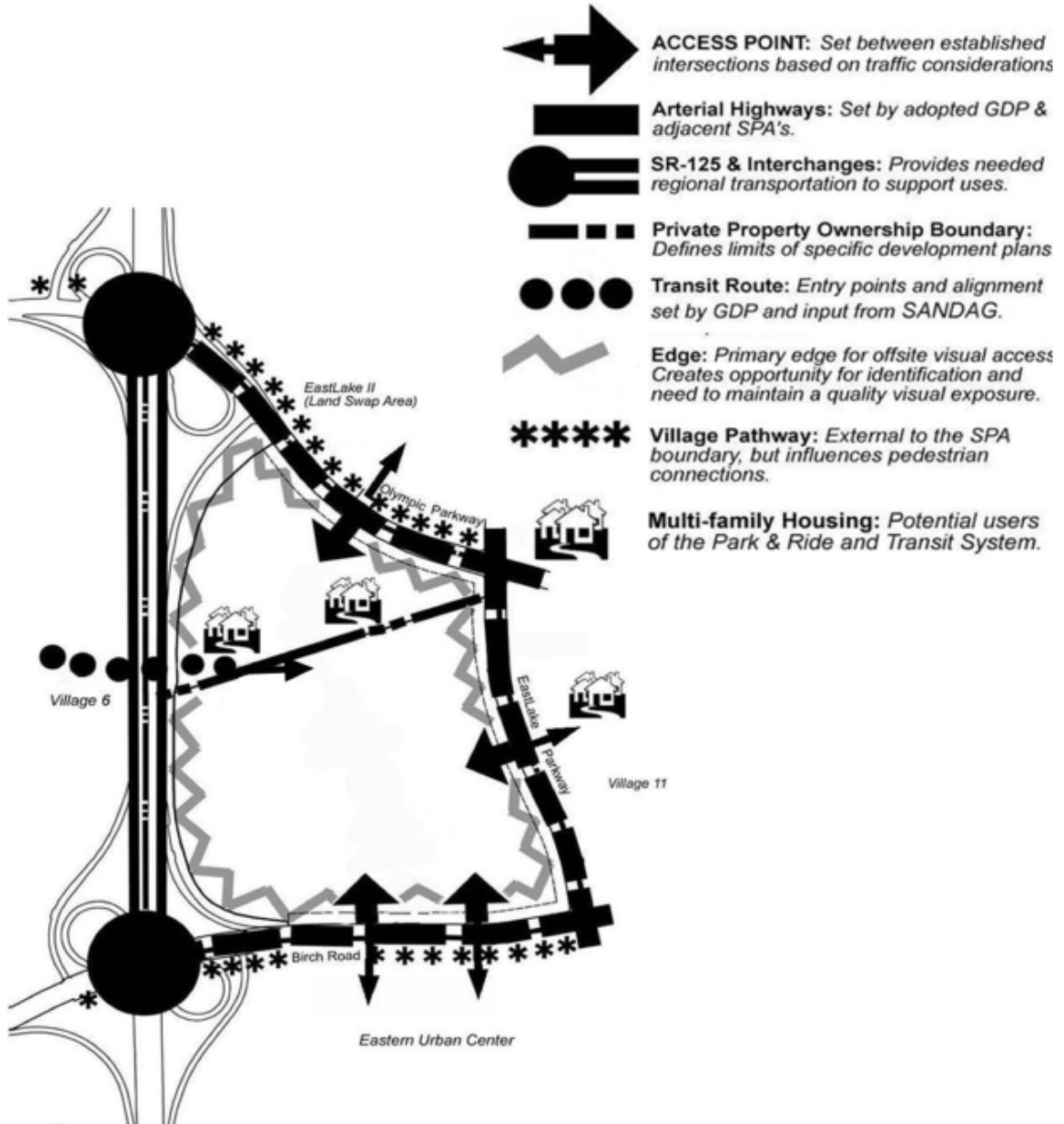
#### 2. *Surrounding Land Uses*




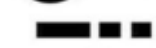


The Freeway Commercial SPA Plan was also influenced by developing and planned surrounding land uses. Planned uses to the north are within the Eastlake Planned Community, while planned uses to the west, south and east are within the Otay Ranch GDP. Property north of Olympic Parkway is within the "Landswap" area of the EastLake Greens




SPA. The approved EastLake Greens SPA plan designates freeway commercial uses between 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:** 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.

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

 Cinti Land Planning  
San Diego, CA (619) 233-7408  
9/13/16

EXHIBIT 6, Design Influences

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 FC-1 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. The mixed-use FC-2 site will have a strong pedestrian focus. To create a pedestrian friendly environment and encourage residents to walk, pedestrian sidewalks and pathways will connect residential, hotel, park, and commercial uses to each other and the adjacent shopping centers and BRT station. On the west side of FC-2, woonerfs, or shared use streets, will create unique walkable urban environments with increased recreational value. On the east side, special passageways through the buildings will provide shortcuts for direct pedestrian access within the mixed-use project. Throughout the FC-2 site, street trees and landscaping will create a beautiful and enjoyable street experience. Intersections at project’s focal points will be enhanced with pavers. Street frontage along ground floor retail on Town Center Drive will be activated through outdoor seating, benches and an extra-wide pedestrian plaza. Additionally, with the construction of the BRT bridge, a pedestrian connection will exist shortening the walk to adjacent neighborhoods to less than a 1/4 mile.

## **B. Land Use Pattern**

The land use pattern for the proposed project is that of a large commercial and mixed use 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, 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**

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 900 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**

The predominant land uses in Freeway Commercial will be commercial and mixed-use residential. This SPA Plan permits multi-family housing in response to market 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 900-units of high density residential in the mixed-use land use designation category with overall project density range of 18 to 45 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 7.05 acres of parks considering the development of 900 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.

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-feet 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.

- 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 may 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

**EXHIBIT 7, Scenic Highway - Olympic Parkway**

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.
- 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 along Olympic Parkway, as determined by Master Precise Plan or Design Review. 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.

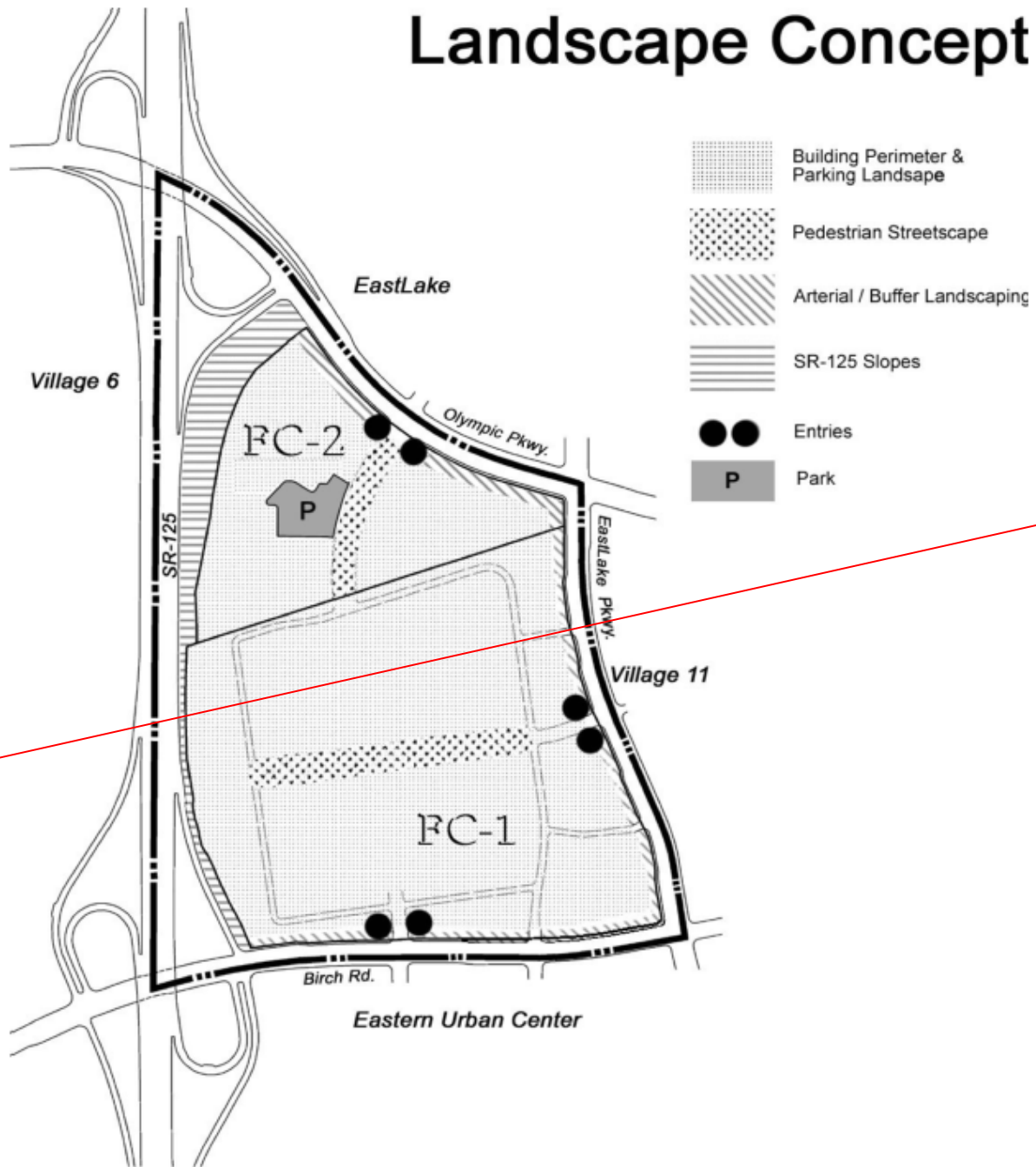
The landscape buffer in FC-2 must have the following features: it must be heavily landscaped, urban environment along the scenic corridor will be activated with plazas in openings between buildings, provide pedestrian connections from Olympic to the project and commercial along Town Center Dr., landscaping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



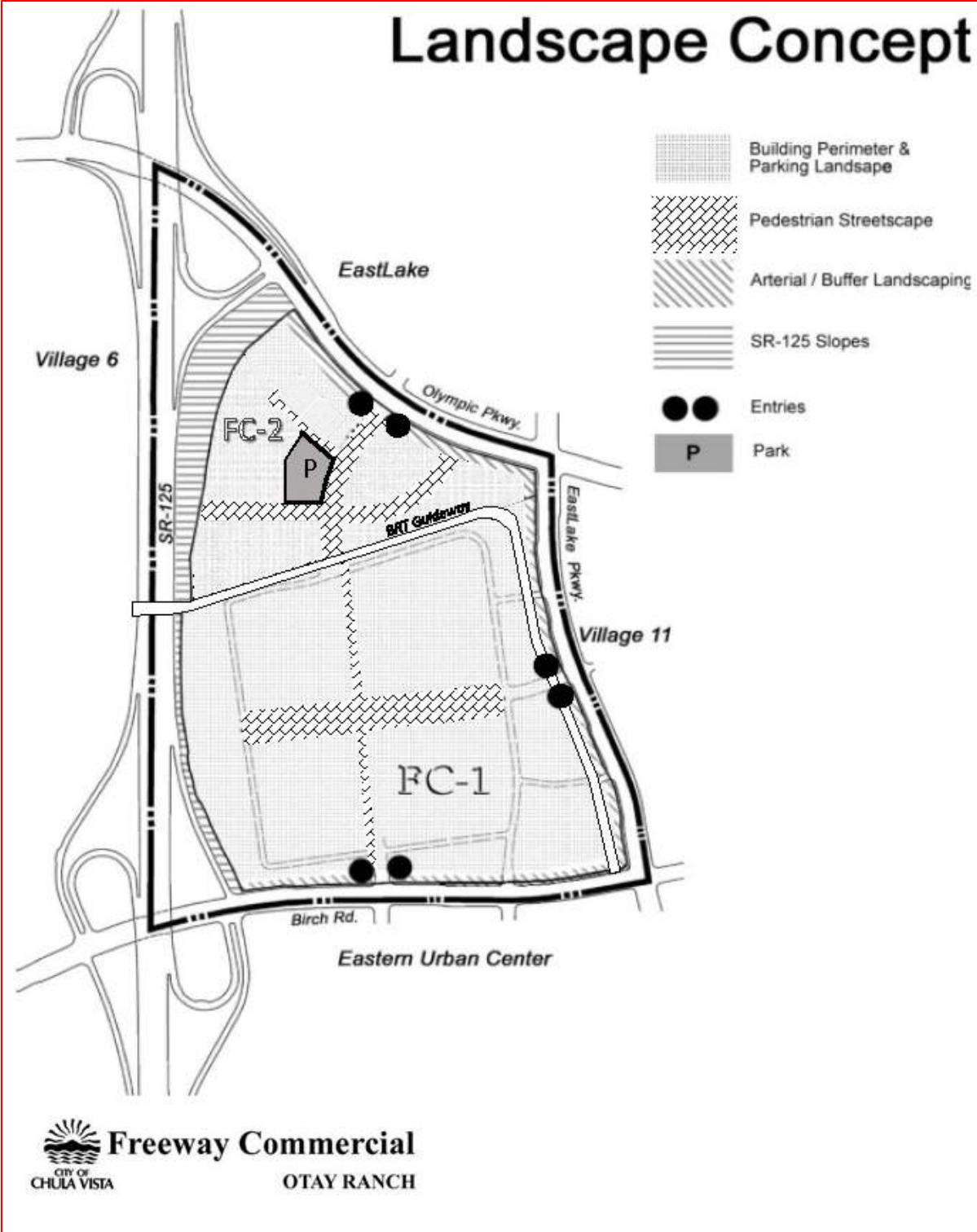


EXHIBIT 8, Landscape Concept

## 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 within 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 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**

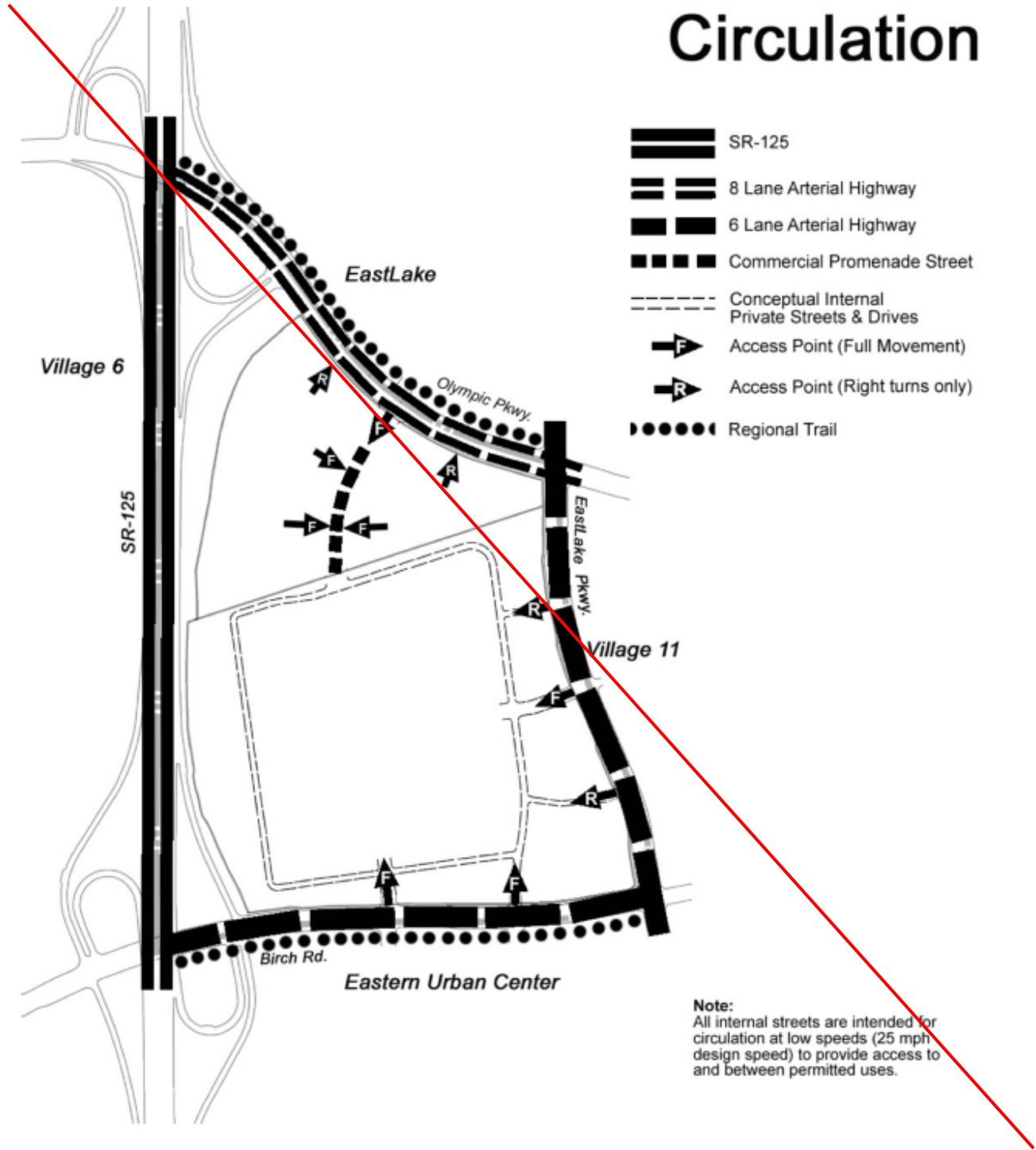
The Otay Ranch sub-regional circulation system is based upon a hierarchy of streets and roads defined in the Otay Ranch GDP. These facilities are designed to create an integrated system of roads, cart paths, bike lanes, trails and pedestrian ways. Bicycles will share the low speed internal streets with 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

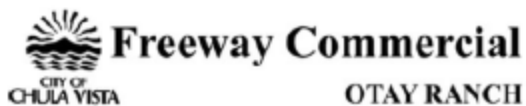
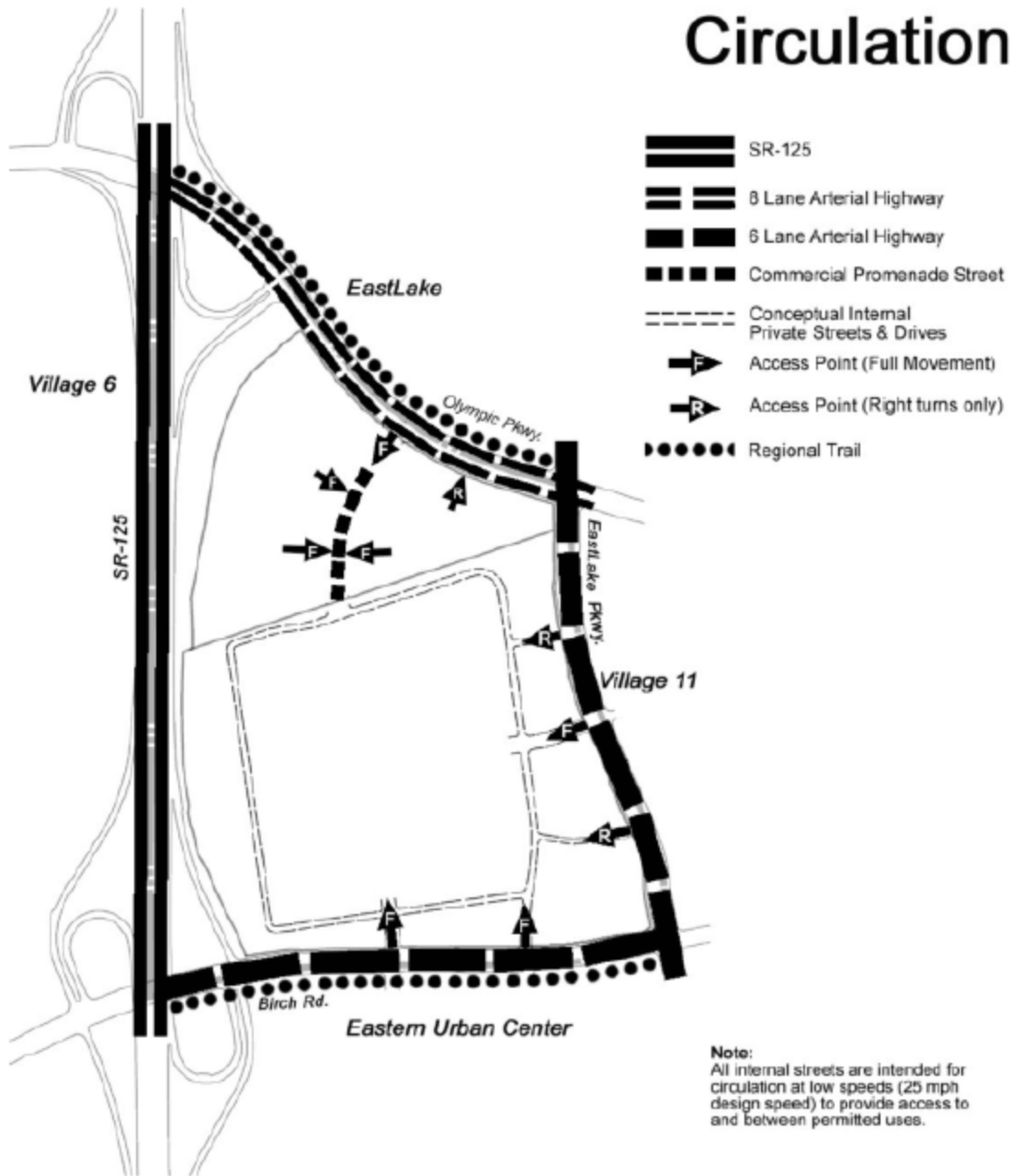


EXHIBIT 3, Circulation

## 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 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:

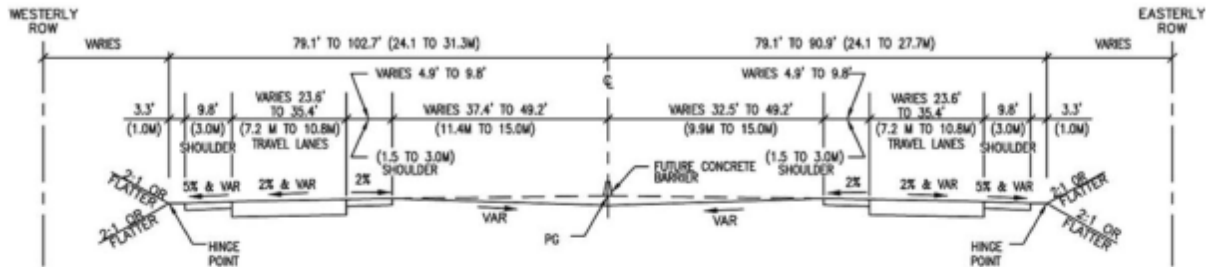
- Scenic Corridor (road within an open space scenic corridor)
- Prime Arterial or Major Road (road outside of an open space corridor)

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.

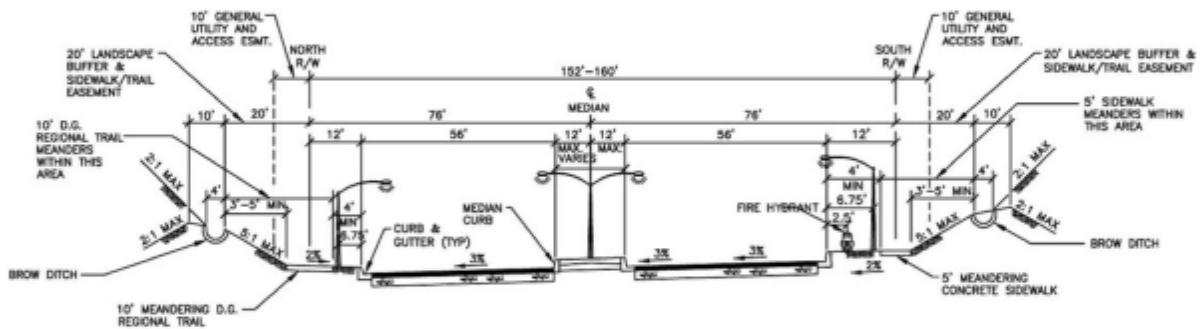
Non-scenic corridors within the Freeway Commercial SPA project area include EastLake Parkway and Birch Road. These are similar in appearance to the scenic corridors in that they provide identity to Otay Ranch, and are dominated by native or naturalized vegetation and land forms. However, these roadways 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

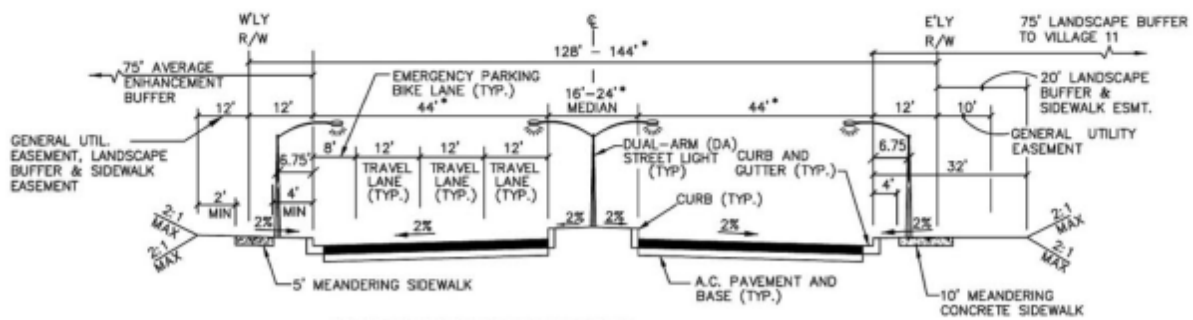
## SR-125, Olympic Pkwy., & EastLake Pkwy.



**State Route 125**



**Olympic Parkway**



**EastLake Parkway**

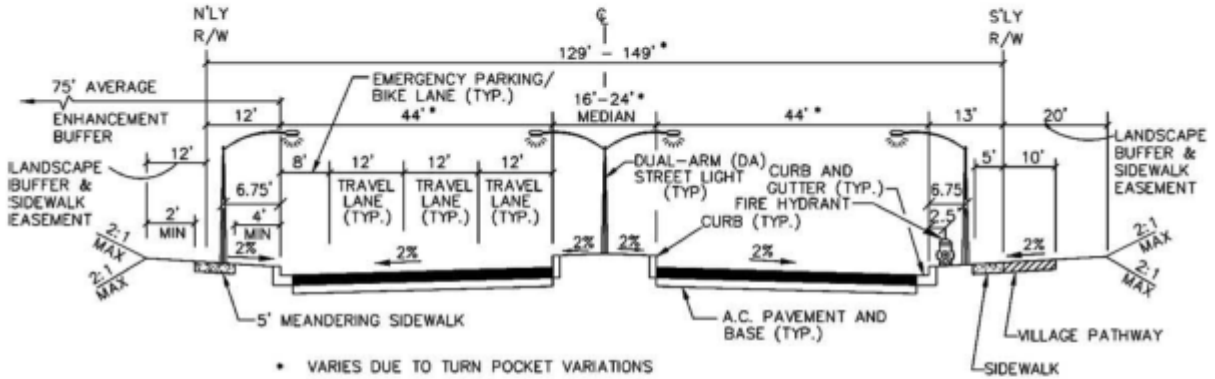
*Note: Street Sections provided in the SPA Plan are subject to refinement by the City Engineer during the Tentative Map process.*

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

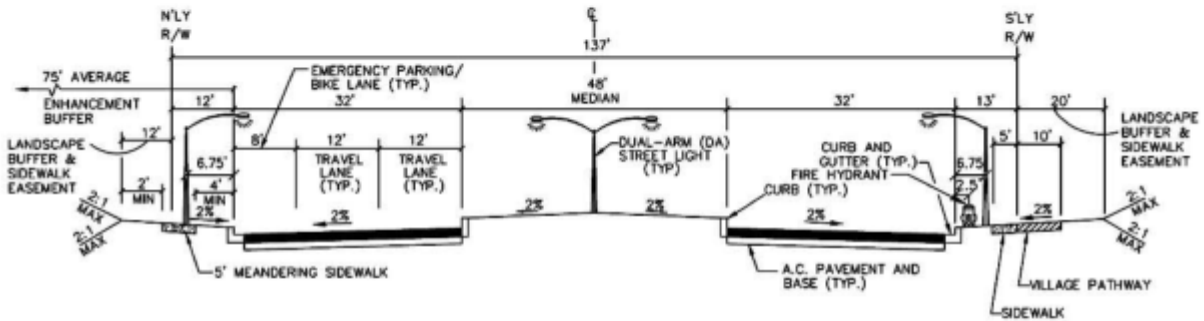
**EXHIBIT 4, Street Sections - SR-125, Olympic Pkwy & EastLake Pkwy**

# 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

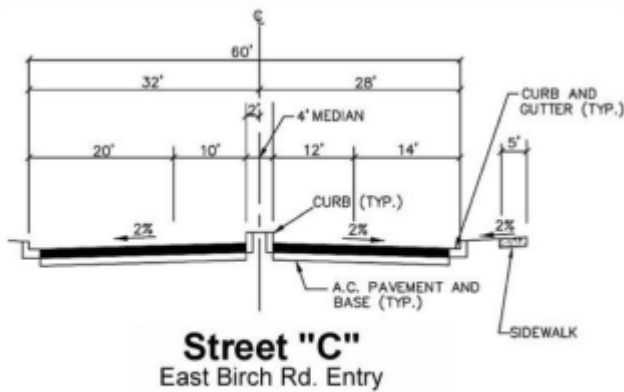
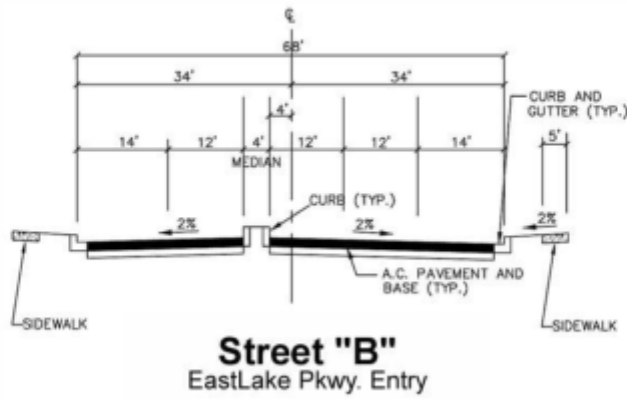
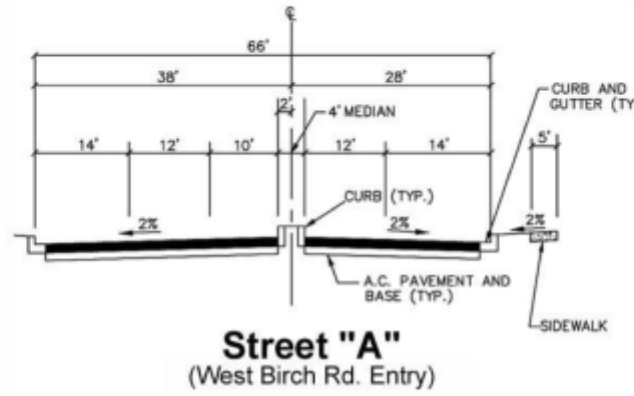
EXHIBIT 5, Street Sections - Birch Road

January 2019

SPA PLAN

# Street Sections

## FC-1 Entry Streets & Ring Road

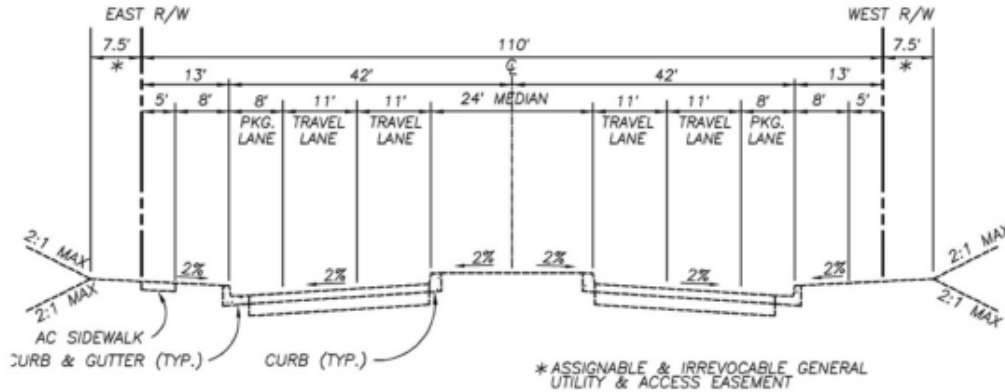


*Note: Street Sections provided in the SPA Plan are subject to refinement by the City Engineer during the Tent. Map and Design Review processes.*

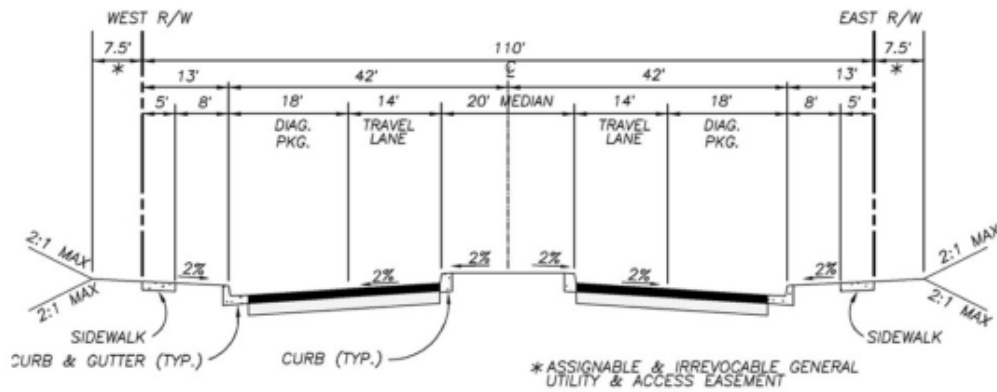
Source: P&D Consultants  
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EXHIBIT 6, Street Sections - FC-1 Entry Streets

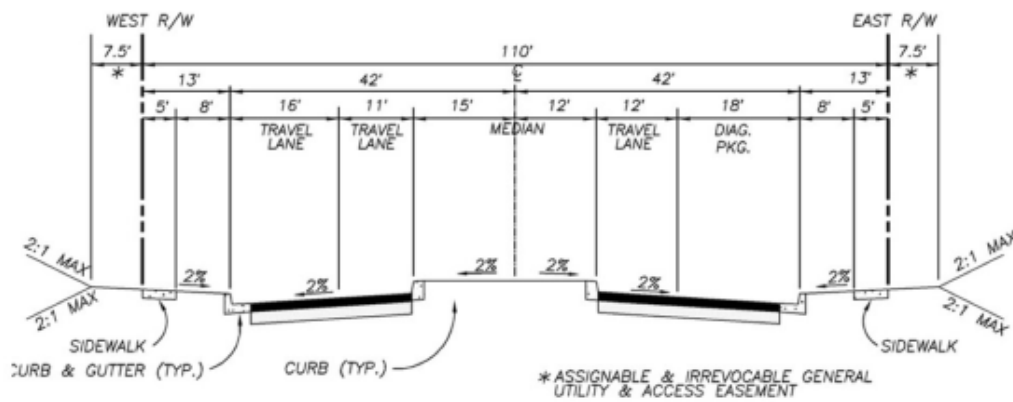
# Street Sections FC-2 Town Center Drive



Town Center Drive (Existing)



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

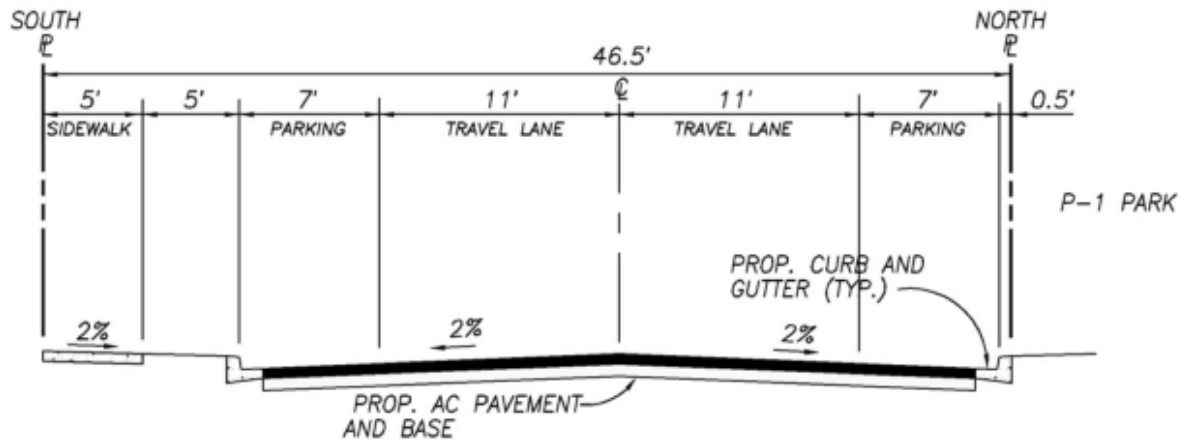


Town Center Drive (from Olympic Pkwy. to Public Street "A")

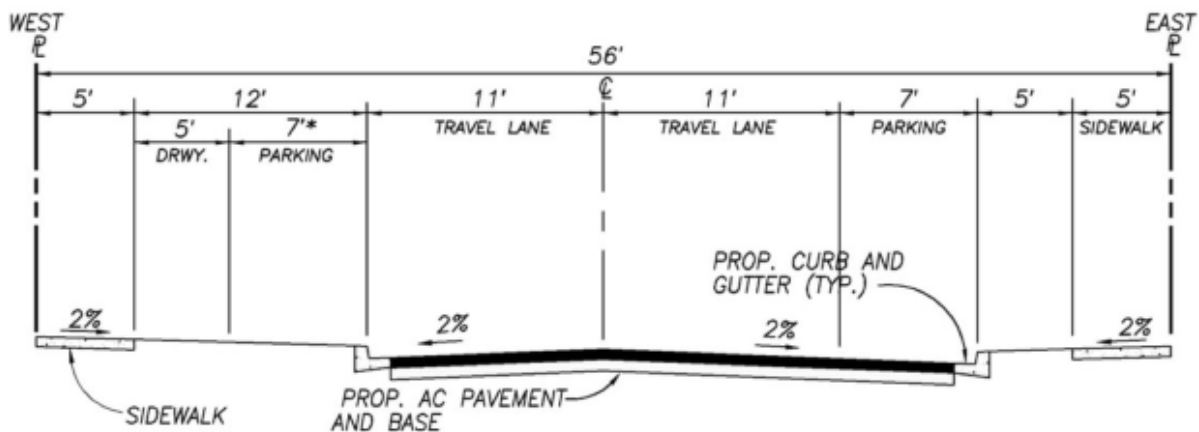
EXHIBIT 7 a, Street Sections - FC-2 Town Center Drive

# Street Sections FC-2

## Local Streets & Drives



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



\*PARKING AT DRIVEWAYS OF FUTURE MULTI-FAMILY UNITS

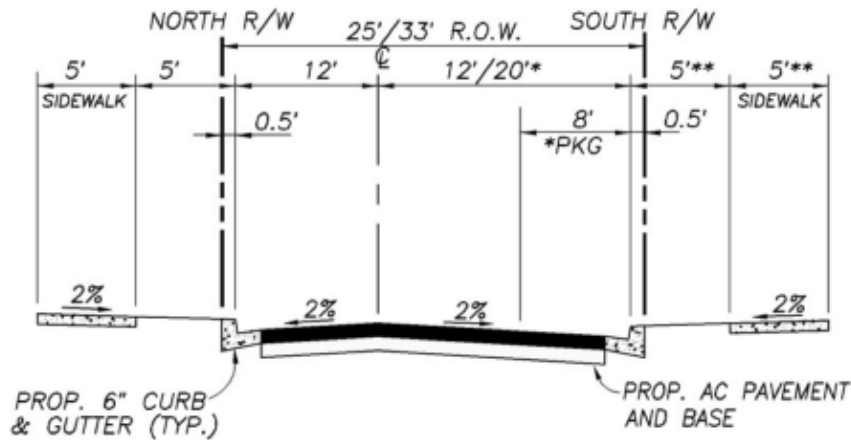
Private Drive "B"

EXHIBIT 13 b, Street Sections - FC-2 Local Streets and Drives



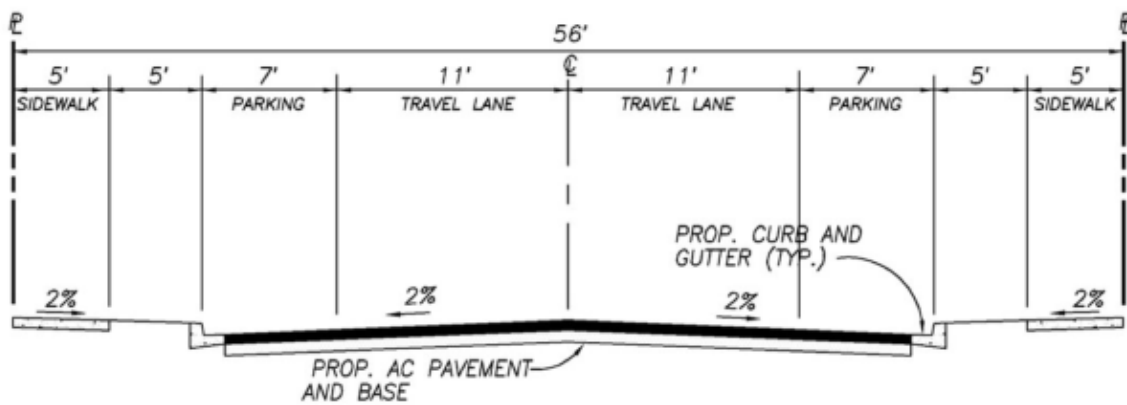
# Street Sections FC-2

## Local Streets & Drives



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

### Public Street "A:"

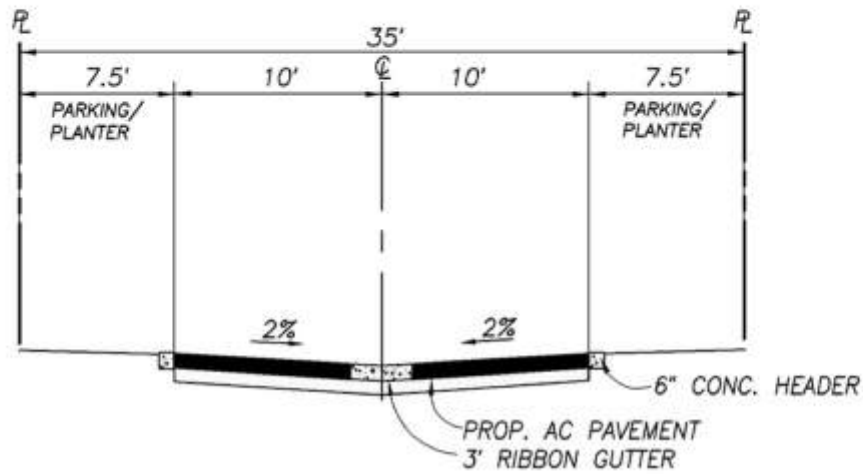


### Private Drive "A"

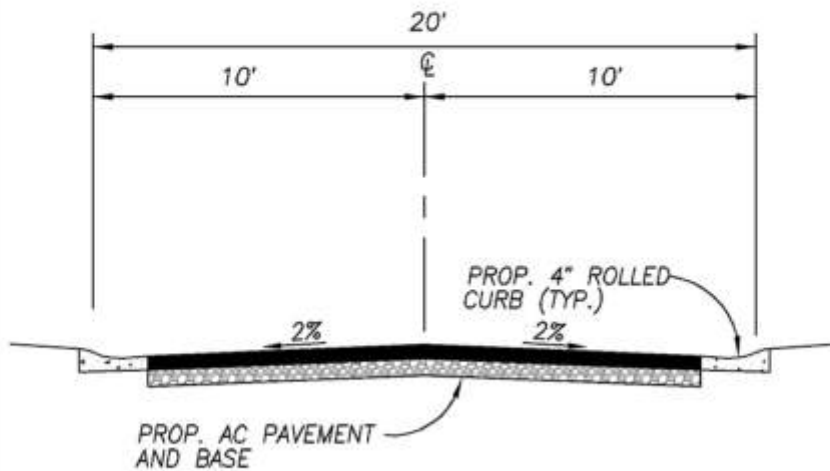
EXHIBIT 13 c, Street Sections - FC-2 Local Streets and Drives

# Street Sections FC-2

## Shared Street & Typical Drive



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



Typical Private Drive for Multi-family

EXHIBIT 13 d, Street Sections - FC-2 Shared Street and Typical Drive

## **2. Town Center Drive**

Town Center Drive 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.

Town Center Drive shall meet the adopted Otay Ranch - Entry Street standards to the satisfaction of the City Engineer with the exception that the design standard shall be 25 mph (posted and as modified by the Street Section provided herein as Exhibit 13. In addition, Town Center Drive 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 Town Center Drive varies by location to accommodate adequate turn pockets. Additionally, all details of Town Center Drive 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.

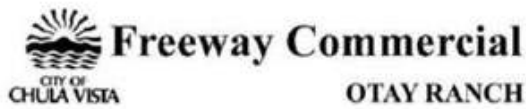
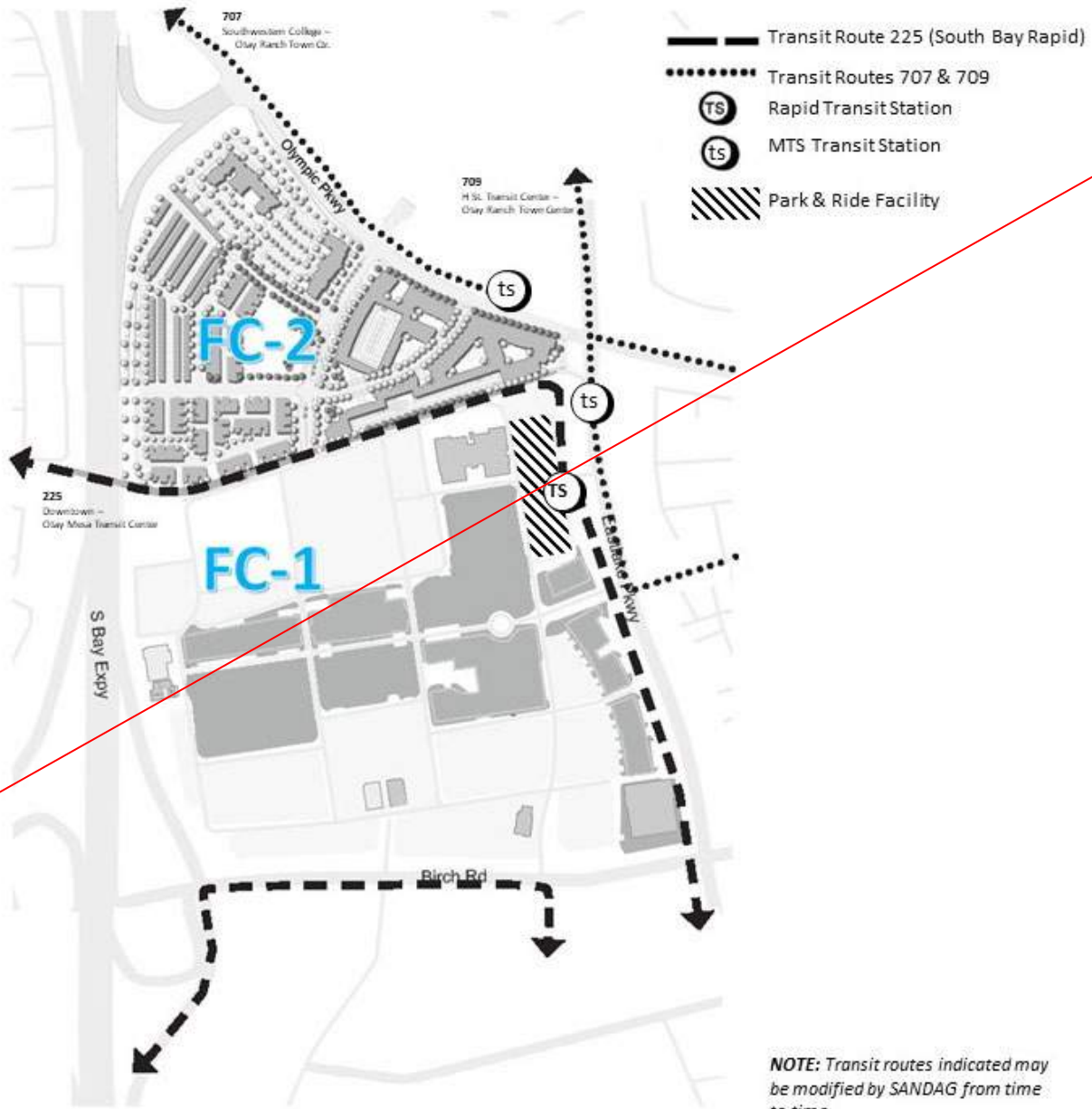
The planned transit system within the Freeway Commercial SPA is based on the service concepts that were adopted by SANDAG in the Regional Transportation Plan (RTP). The plan identifies Yellow, Green, Blue and Red Car levels of transit service.

The Transit Plan for the Freeway Commercial SPA provides a 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



3/26/19

EXHIBIT 14, Transit Plan

January 2019

## **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 pedestrian routes and pedestrian oriented design features 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, tc.) 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. 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

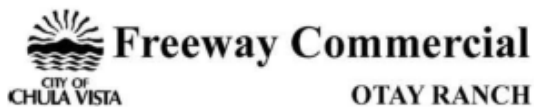
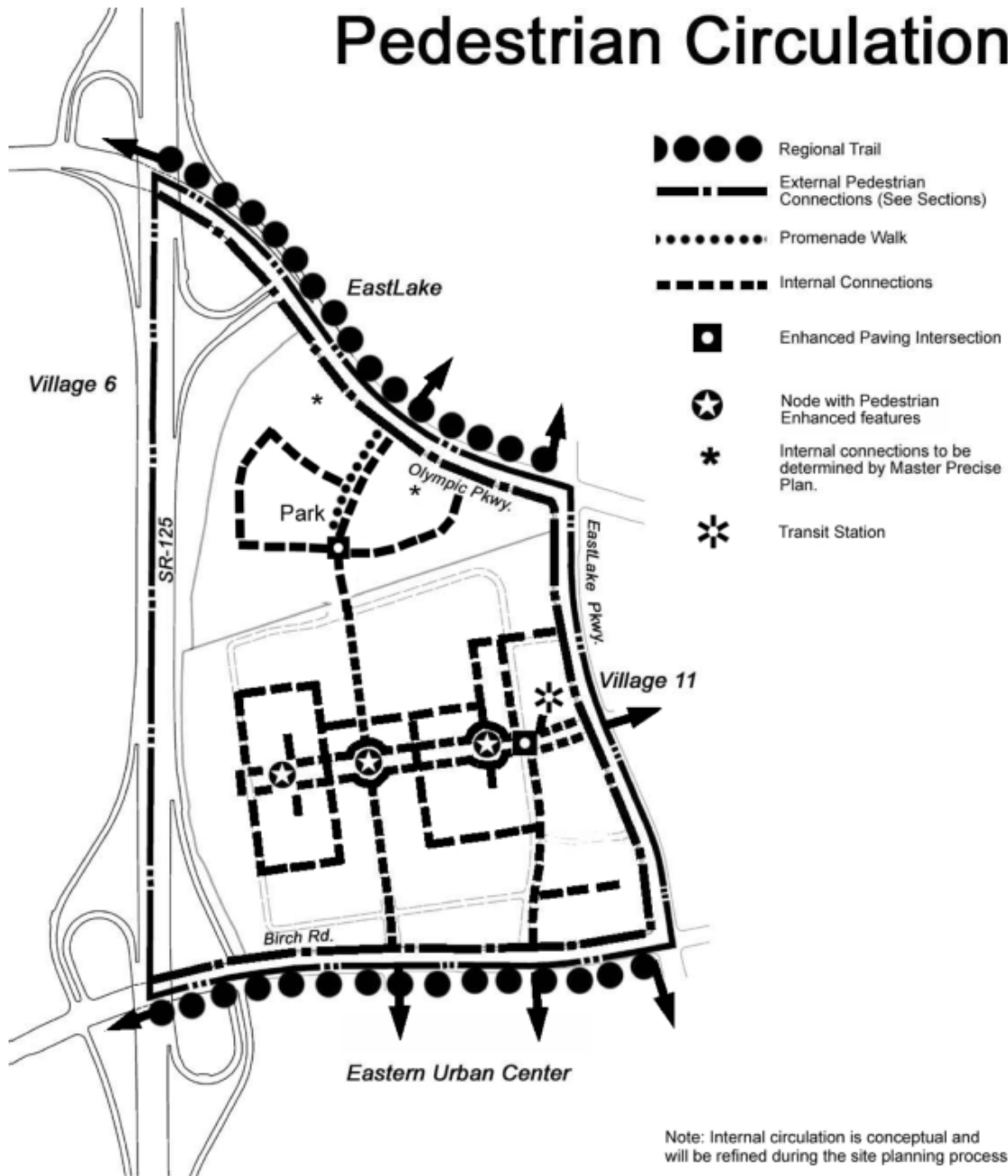


EXHIBIT 15, Pedestrian Circulation

## 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 million cubic yards of cut and fill (balanced), and 0.47 million cubic yards 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 if unforeseen circumstances require a net import or export of material, and parcel FC-2 is not involved.



# Conceptual Grading Plan

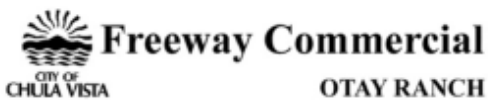


Area	Quantities (000's cu. Yds.)	
	Cut	Fill
"A"	995	995
"B"	470	
"C"	86*	570*

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

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

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.

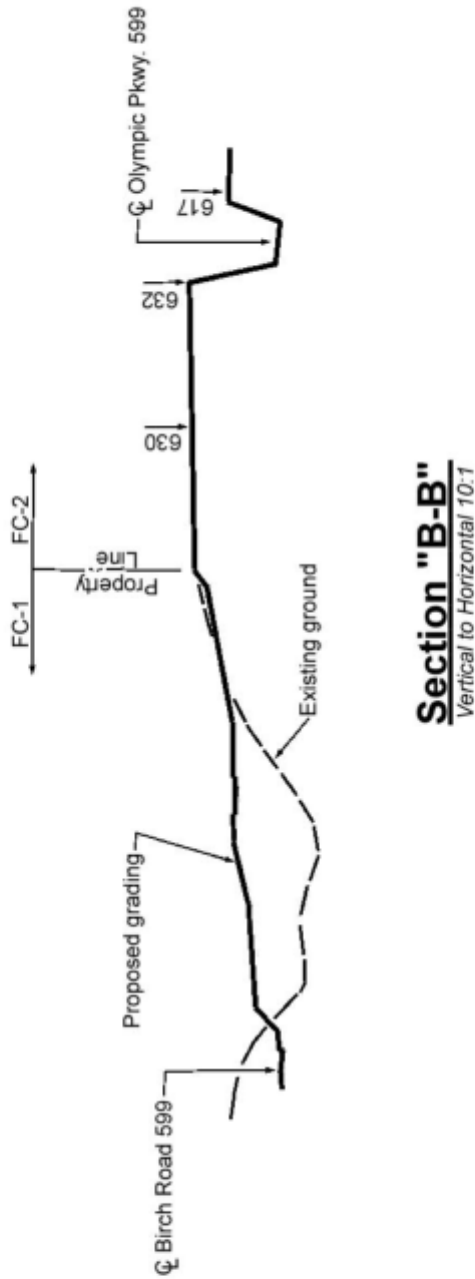
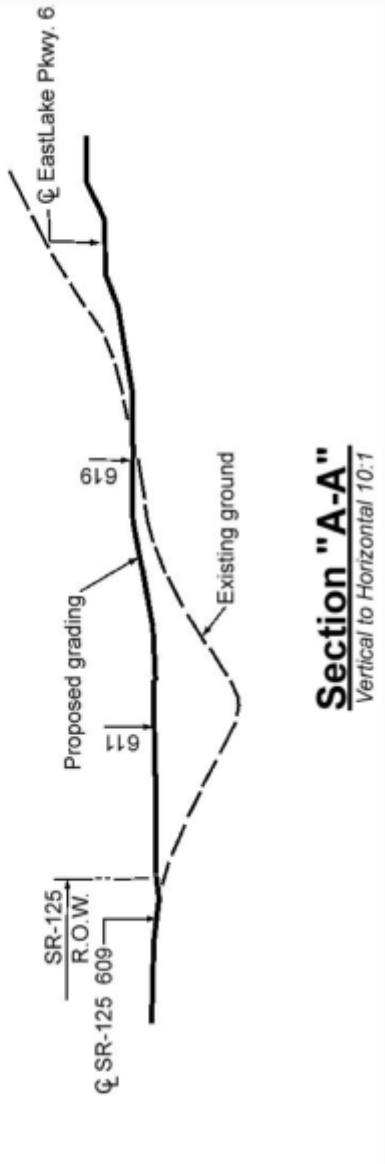


Source: P&D Consultants



EXHIBIT 16, Conceptual Grading Concept

# Site Sections



Note: Elevations are approximate

Source: P&D Consultants, Inc.  
Cinti Land Planning  
San Diego, CA (619) 223-7408  
6/14/04

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

EXHIBIT 17, Site Sections

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 slopes (greater than 25%) 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.
- 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. **Hunsaker & Associates study encompasses Residential West area of the FC-2 site, west of Town Center Drive. A separate Storm Water Study was prepared by SB&O Inc. on August 8, 2018 for the eastern portion of the Freeway Commercial North.** The following discussion is taken from these reports.

During the construction phase, the project is subject to the requirements of the State Water Resources Control Board (SWRCB) **National Pollutant Discharge Elimination System permit (Municipal Separate Storm Sewer Systems Order No. R9-2013-0001 and as amended by Order Nos R9-2015-0001 & R9-2015-0100 [MS4 Permit]). Project shall comply with all requirements of the MS4 Permit and City of Chula Vista BMP Design Manual, December 2015 and as amended (BMP Design Manual) for both construction and post-construction phases of the project. Prior to Planning approval, documentation shall be provided, to the satisfaction of the City Engineer, to demonstrate such compliance.**

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.

### B. Required Park Land & Improvements

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 300<sup>th</sup> 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 900 multi-family units, the parkland obligation for FC2 is approximately 7.05 acres, but the exact calculation shall be made at the time the park obligation is due. The requirement shall be 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
Single Family	0	460 sf	0.0 ac
Multiple Family	900	341 sf	7.05 ac
Total	900		7.05 ac

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 “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 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 RMP 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 is 40.761 acres and was conveyed on August 2, 2018 via Open Space Easement, recorded document # 2018-0325995.



# Preserve Conveyance Land

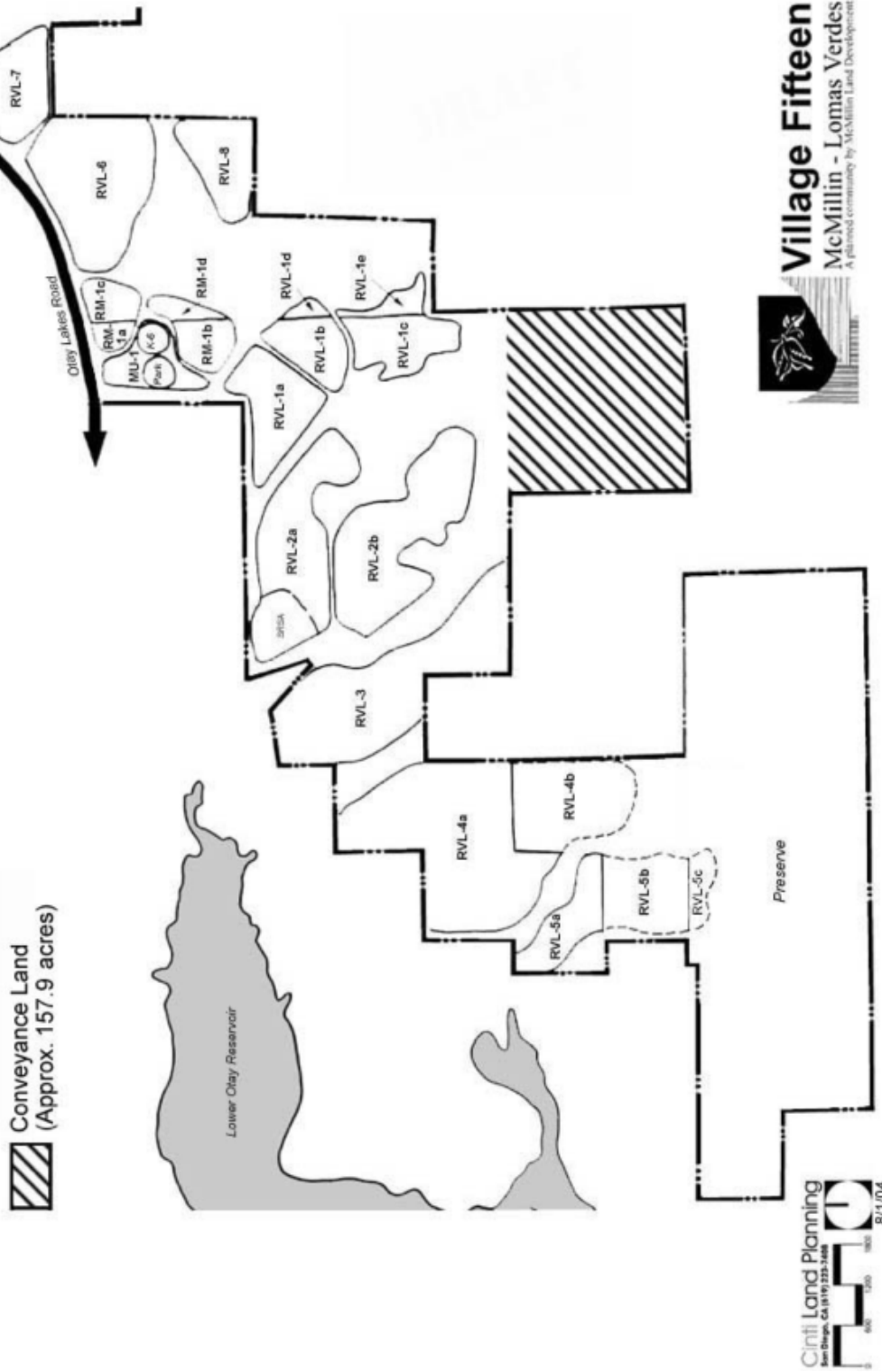


EXHIBIT 18, Preserve Conveyance Land (Village 15)

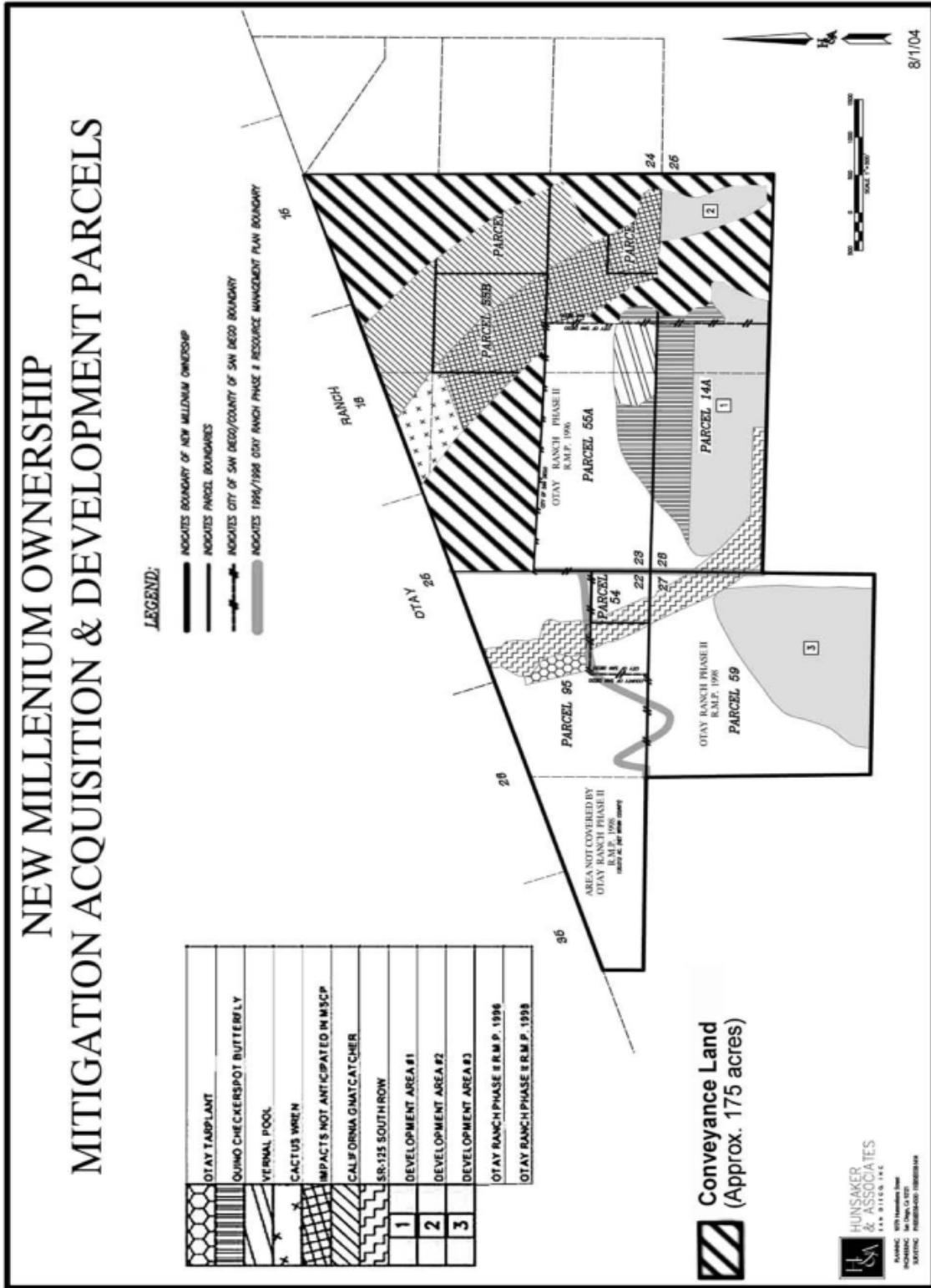


EXHIBIT 19, Preserve Conveyance Land (former New Millennium ownership)

**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. 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

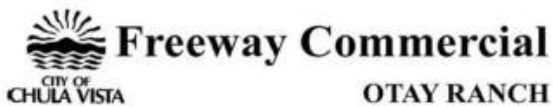
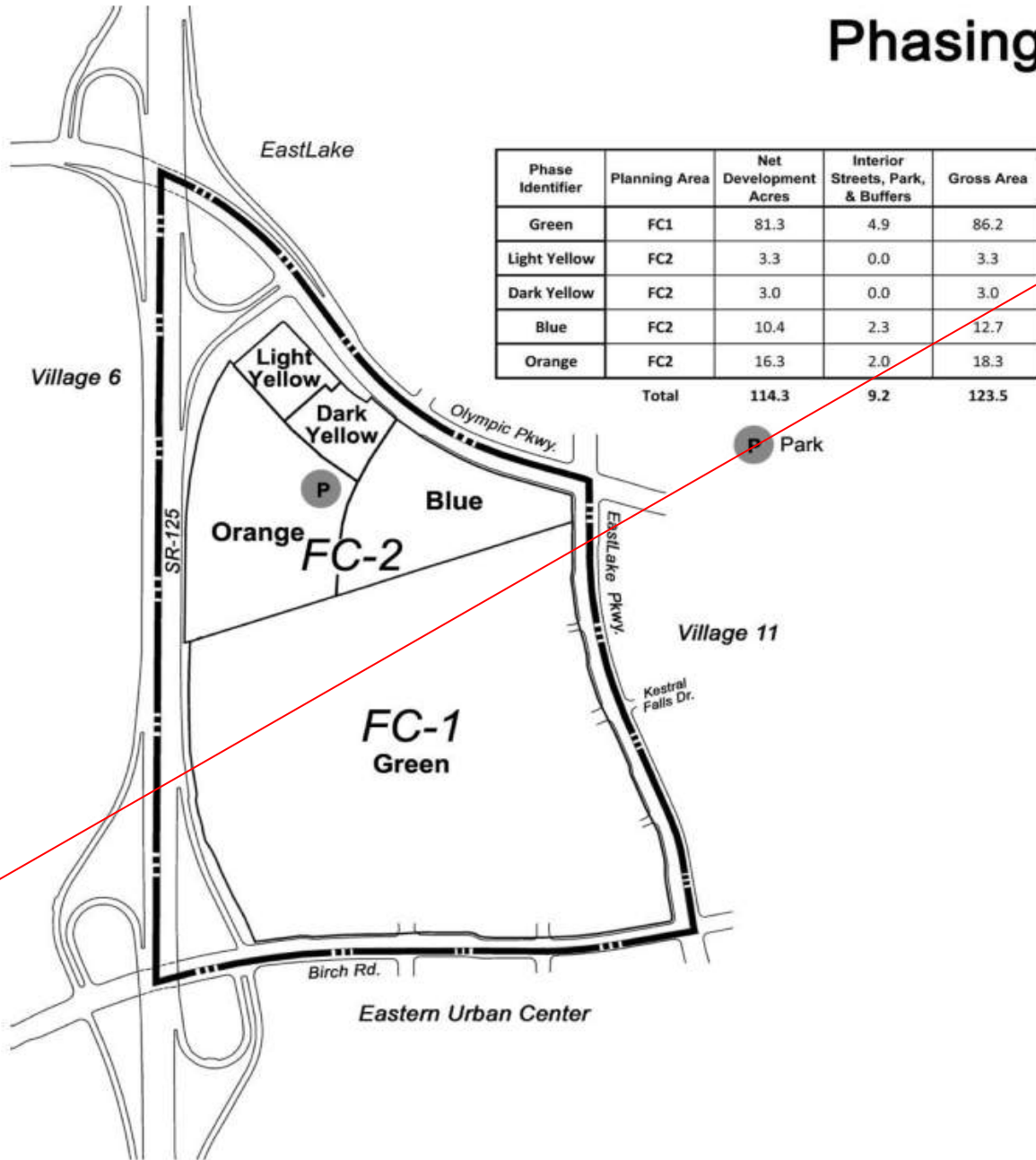
The development of the Otay Ranch Freeway Commercial SPA will be completed in two primary phases. The Conceptual Phasing Plan (Exhibit 20) reflects anticipated market demand for commercial development and the property ownership patterns within the Planning Area. The Phasing Plan is consistent with the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



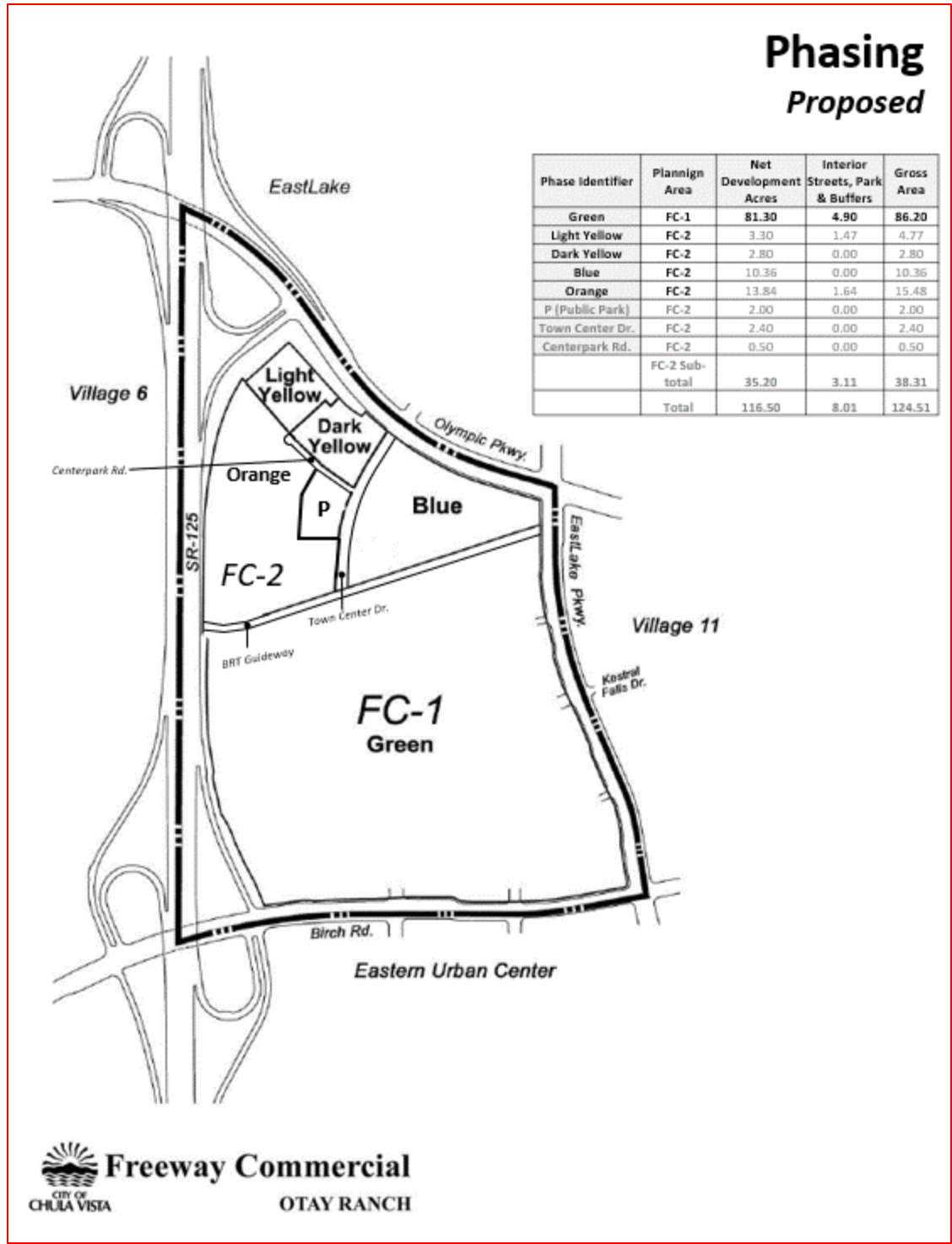


EXHIBIT 20, Conceptual Phasing Plan

## VII. Public Facilities

## A. Introduction

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. Subsequent update letters dated December 14, 2014 and September 25, 2017, were 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 21). 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.



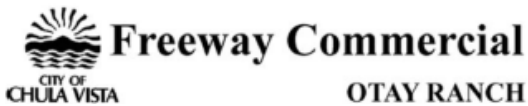
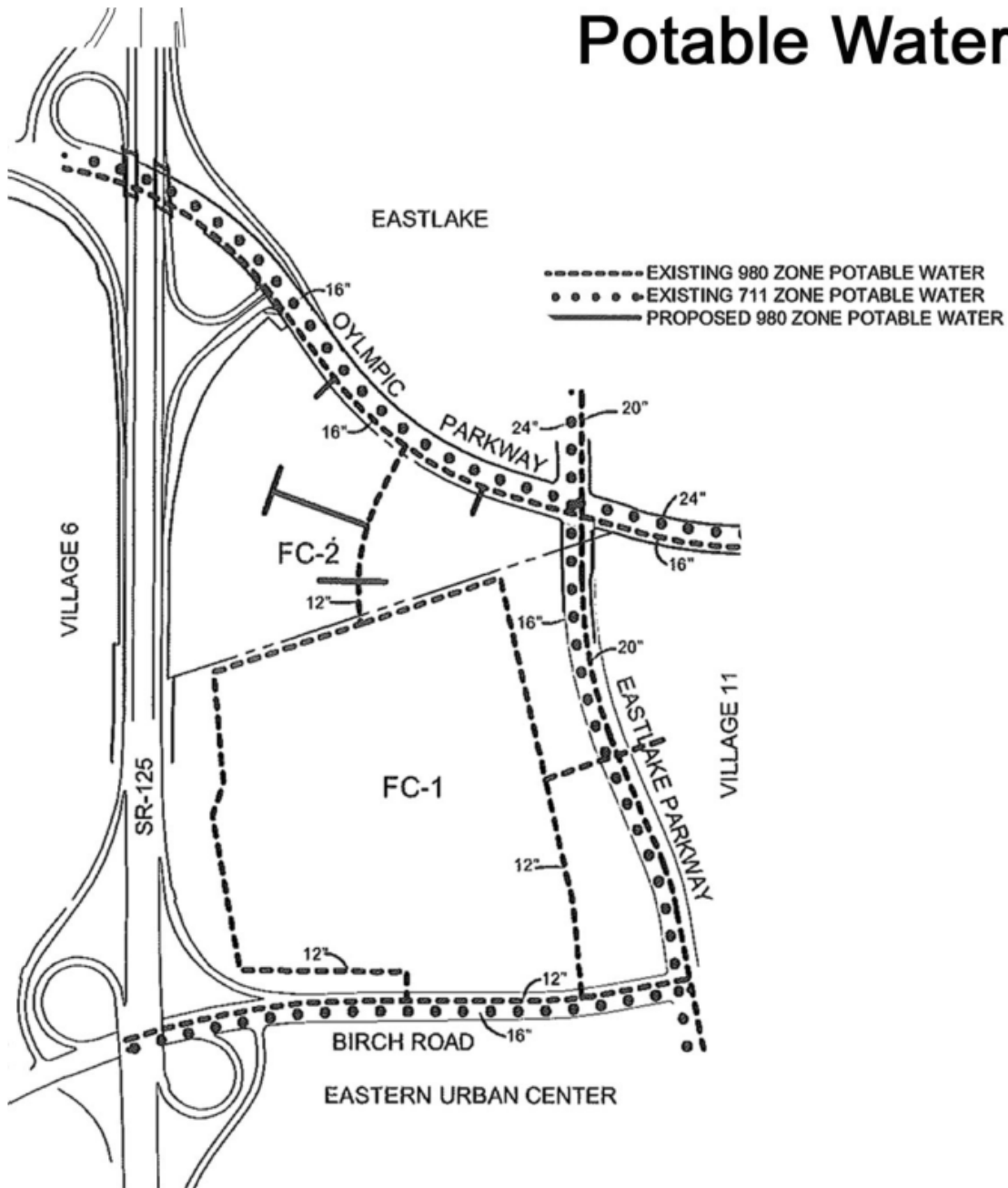
The conceptual Domestic Water distribution system is shown on Exhibit 22. These facilities were sized to meet the anticipated demand from the planned development incorporating average water demand, peak flows and fire flow requirements. Fire flow requirements were based on the 1998, Uniform Fire Code (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	38.31	varies by use	183,633
<b>TOTAL</b>	<b>124.51</b>		<b>0.374 mgd</b>
** gpd = gallons per day; mgd = million gallons per day Source: Powell PBS&J, P&D, and Dexter Wilson			

# Potable Water



Sources: Powell/PBSJ  
and P&D

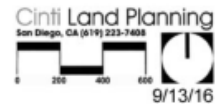


EXHIBIT 21, Potable Water Plan

## **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-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.

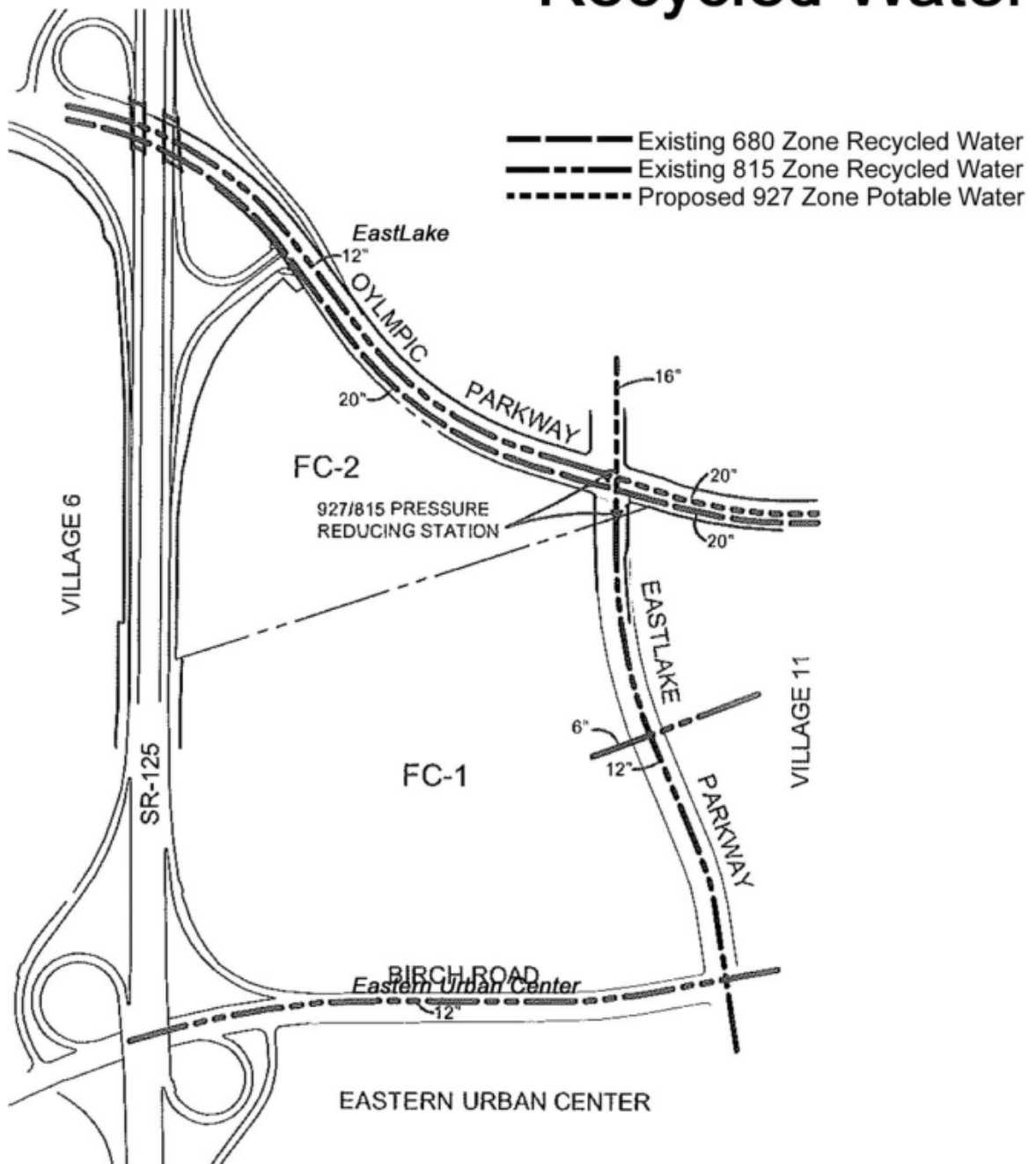
The recommended recycled water distribution system for the Freeway Commercial SPA is shown in Exhibit 22 Recycled Water Plan. As specified in current District design criteria, all on-site pipelines will be 6-inch minimum diameter. Recycled water pipelines will be installed concurrent with the phased 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 <sup>1</sup>	39.3	10%	3.93	2,232	8,772
<b>TOTAL</b>	<b>160.0</b>		<b>16.0</b>		<b>0.036 mgd</b>
* gpd = gallons per day; mgd = million gallons per day      Source: PBS&J					

<sup>1</sup> SR-125 and arterials

# Recycled Water



Sources: Powell/PBSJ and P&D

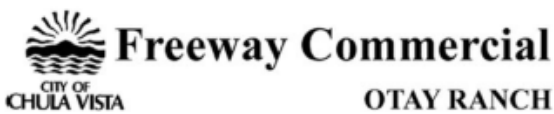


EXHIBIT 22, Recycled Water Plan

January 2019

## 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 and a third update letter dated September 25, 2017 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 23. 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 AReach 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 Capital Improvement Program, and will monitor development rates to determine the timing of this project.

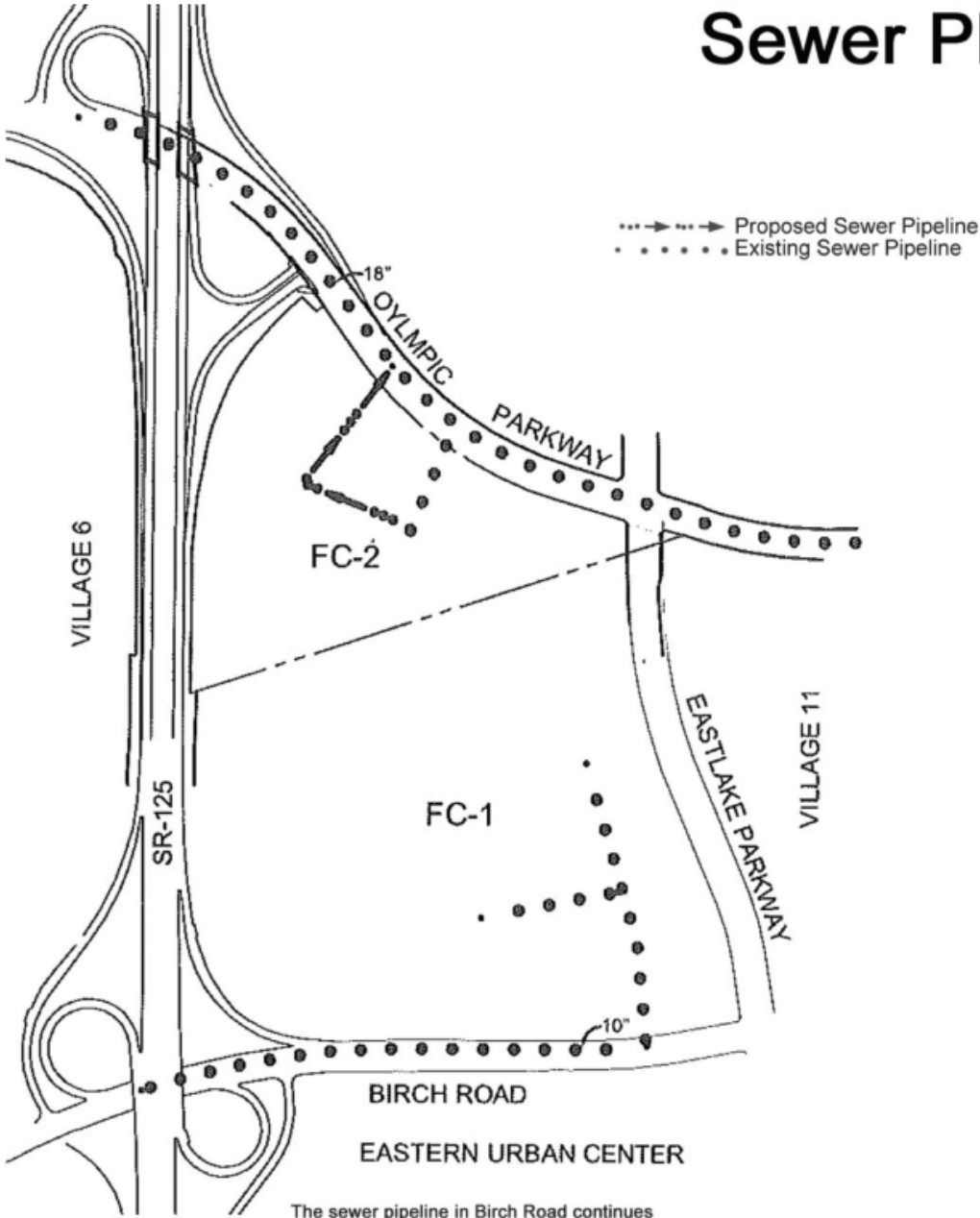
All phasing of sewer improvements, including temporary connections, is subject to approval by the City Engineer.

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	38.31	varies by use	163,310
<b>TOTAL</b>	<b>124.51</b>		<b>0.379 mgd</b>
* gpd = gallons per day; mgd = million gallons per da Dexter Wilson			Source: PBS&J and

# 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

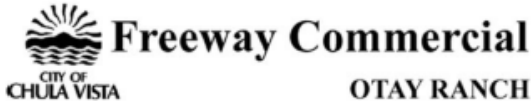
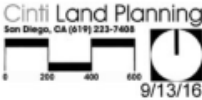


EXHIBIT 23, Sewer Plan



## **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 (4<sup>th</sup> 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. A drainage Study and a SWQMP was prepared by SB&O Inc. on August 8, 2018 for the east portion of FC-2. 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, 42 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 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 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

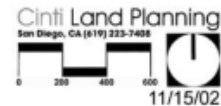
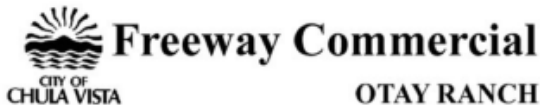
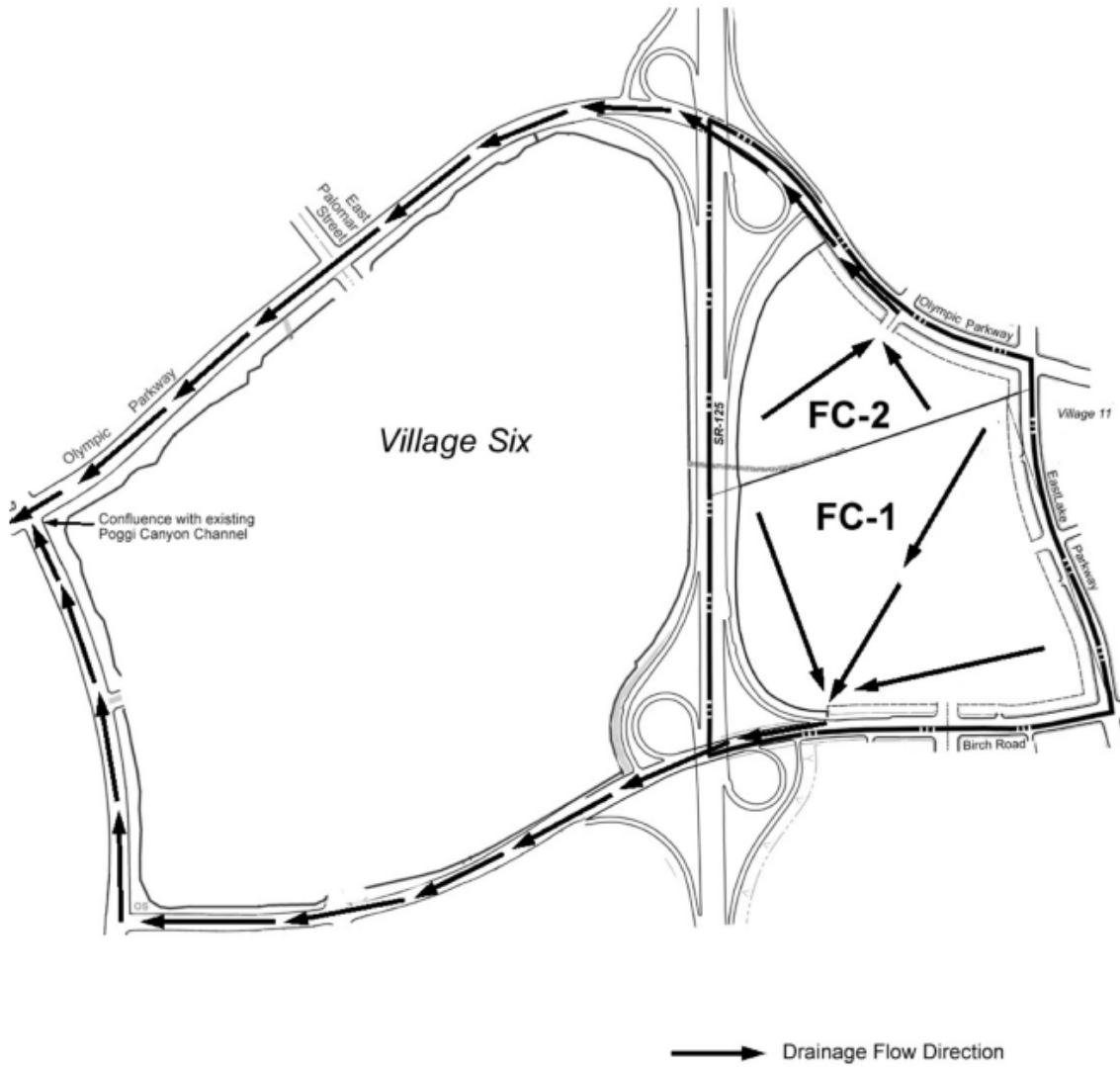


EXHIBIT 24, Storm Drainage Plan

## **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. A drainage Study and a SWQMP was prepared by SB&O Inc. on August 8, 2018 for the east portion of FC-2. 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. R9-2013-0001 and as amended by Order Nos R9-2015-0001 & R9-2015-0100, National Pollutant Discharge Elimination System (NPDES) No. CAS0109266. 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 EIR, 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.

Construction of 900 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 270 elementary students, 81 middle school students, and 189 high school students, for a total of 540 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 project will be required to pay school fees to both school districts per existing agreements with each, which shall mitigate any 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.

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. Because the commercial and residential uses proposed in the Freeway Commercial SPA will require law enforcement services, the project will pay DIF fees to cover the cost for additional police 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 station to the site is Fire Station Number 7 , located

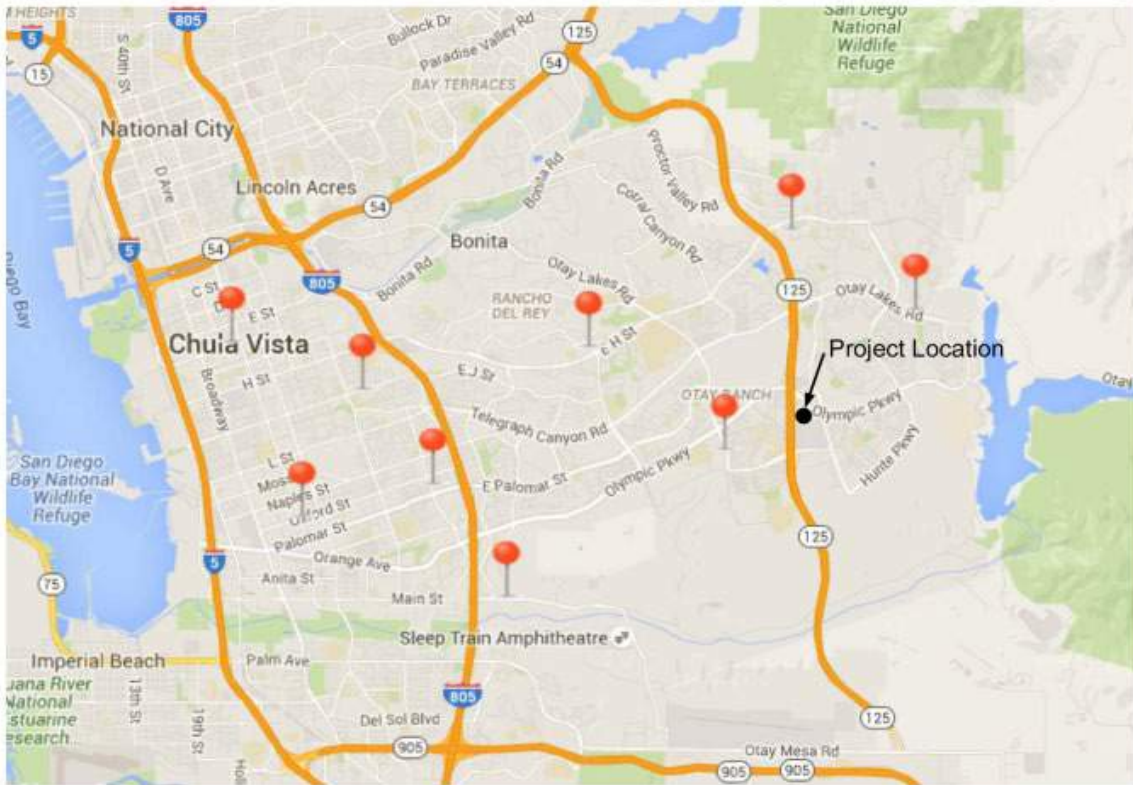
at 1640 Santa Venetia, Chula Vista, CA 91914. This station and the other eight fire stations are shown on Exhibit 25. The Fire Facility Master Plan will provide a 12 station network at buildout.

The 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, Fire Station Locations**

## **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.

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.*

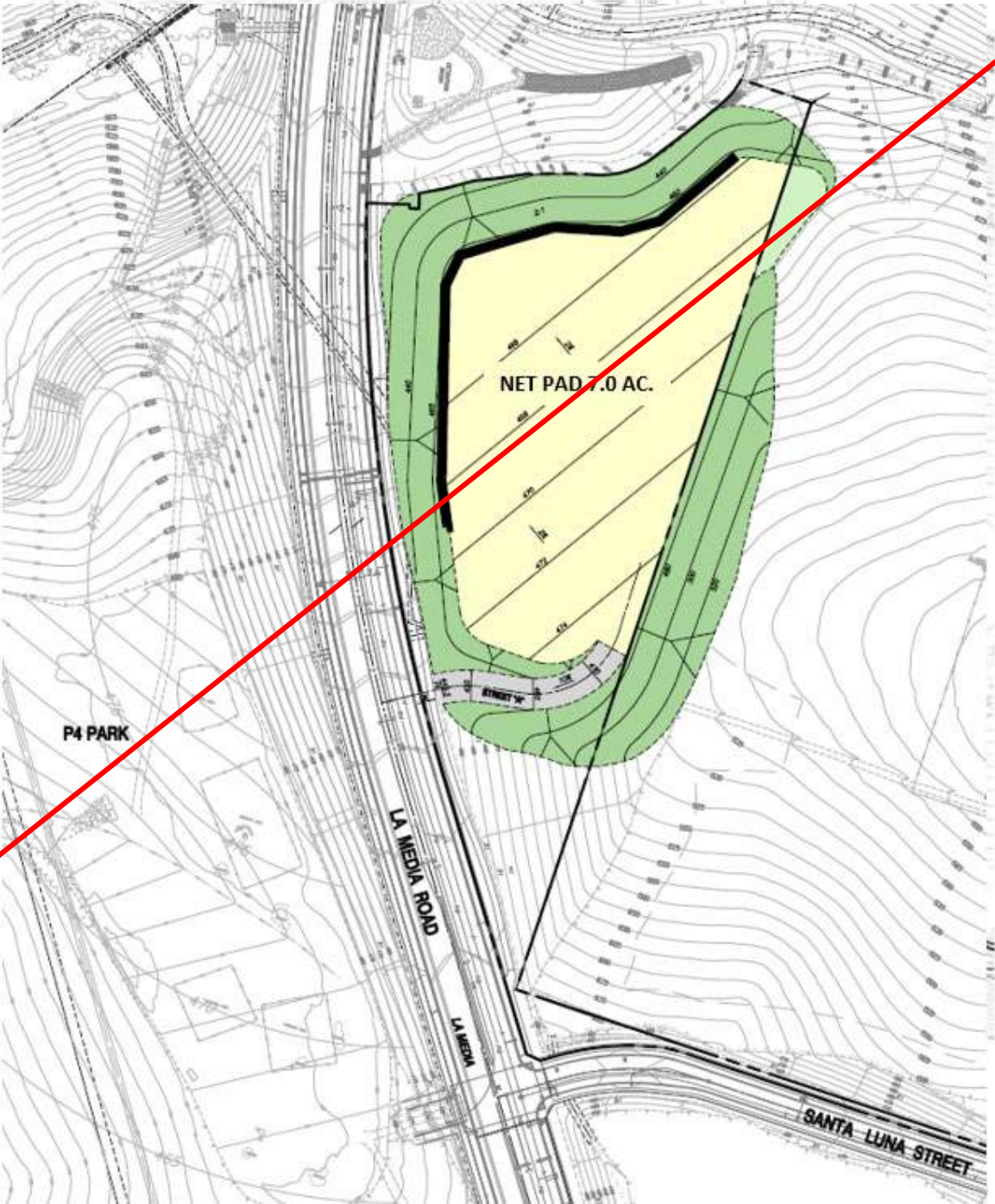
The Otay Ranch GDP establishes the following SPA processing requirement for community and regional purpose facilities.

- 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. The build-out population will require approximately 3.24 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.

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



**EXHIBIT 26, Off-Site CPF Location in Village 7**

# DESIGN PLAN

## Otay Ranch Freeway Commercial Sectional Planning Area (SPA)

**Adopted April 1, 2003  
by Resolution No. 2003-132**

**Amended on May 26, 2015  
by resolution No. 2015-114**

**Amended on September 13, 2016  
by Resolution No. 2016-187**

**Amended on XXX, 2019  
by Resolution No. 2019-XXX**

*Project Sponsor:* **Baldwin & Sons**  
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# OTAY RANCH FREEWAY COMMERCIAL SPA DESIGN PLAN

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## **I. Introduction**

The Otay Ranch Freeway Commercial SPA represents the continued southward and eastward extension of the initial development approved in Otay Ranch Sectional Planning Area (SPA) One, and the subsequent approval of Village Six immediately to the west of the Freeway Commercial SPA and Village Eleven, immediately to the east (see Vicinity Map, Exhibit 1 and Project Location/SPA Boundary Map, Exhibit 2). The proposed SPA is the Freeway Commercial component of the sub-regional commercial, cultural, social and public services center envisioned as the Eastern Urban Center (EUC) and freeway commercial area established in the Otay Ranch General Development Plan (GDP).

This introductory section of the Freeway Commercial Design Plan provides a description of the design framework for the project, the setting, an overview of the SPA land use plan, surrounding uses and circulation system. The second chapter describes the overall planning area design features and provides specific guidelines for various design components/issues of the project. A separate section in that chapter provides landscape design guidelines and provides plant palettes for specific areas within the project. The final chapter describes the regulatory process for design review.

### **A. Design Plan Document**

#### **1. Purpose & Intent**

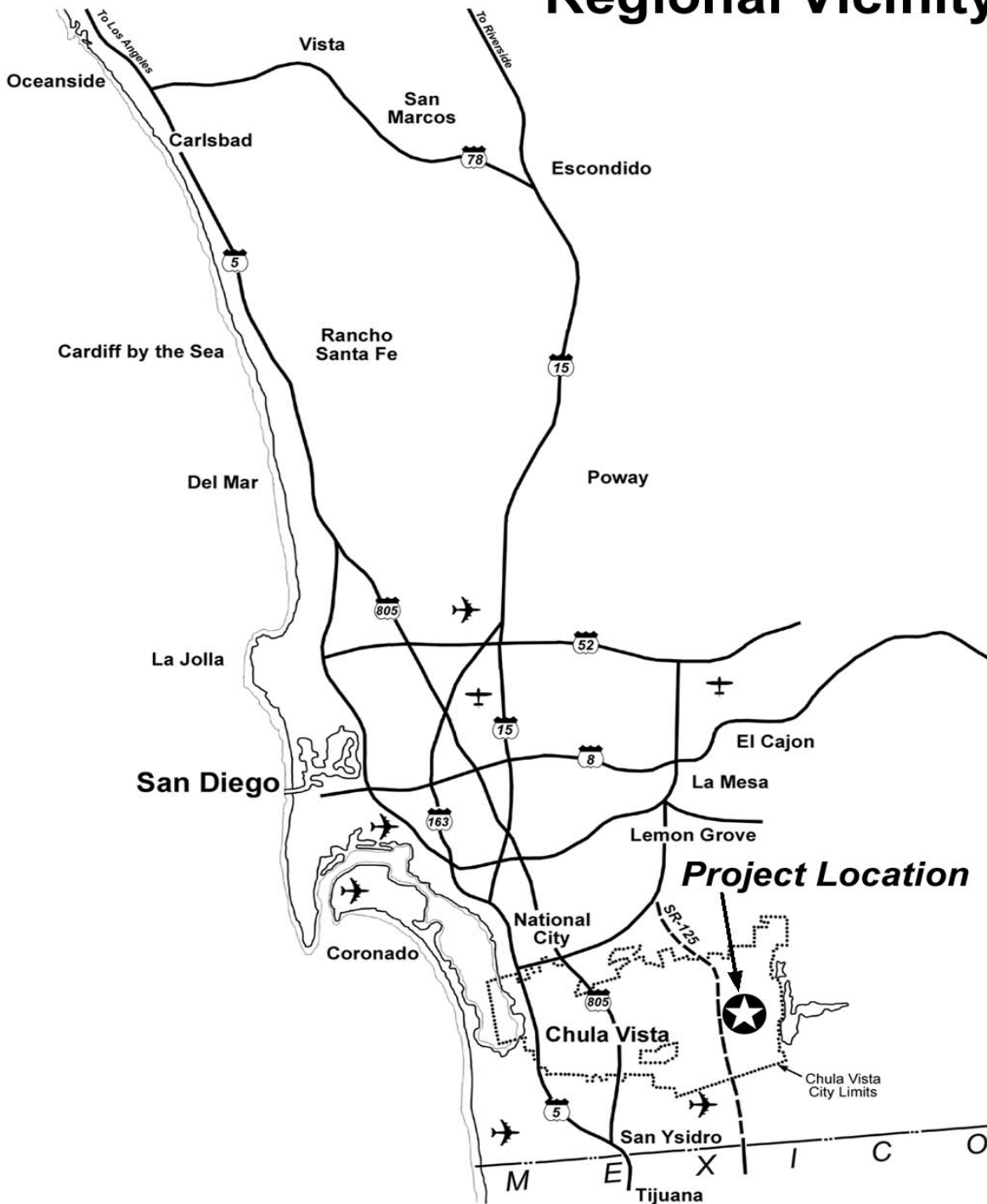
The Otay Ranch General Development Plan (GDP) requires that a Village Design Plan be prepared for each village or planning area at the Sectional Planning Area (SPA) level of planning. The SPA-level Design Plan guides planning and development by defining the intended character and design elements of the SPA. It provides guidance for developers and designers in creating the project and it will be used by the City of Chula Vista to evaluate the plans submitted to implement the approved SPA.

This Design Plan for the Freeway Commercial SPA guides the design of sites, buildings and landscapes within the project to ensure that the quality of the adopted urban design and architectural concepts established for the overall Otay Ranch community are maintained. The design plan identifies an architectural theme and delineates streetscape and landscape design, signage programs, and lighting guidelines consistent with that theme.

#### **2. Related Planning Documents**

The guiding framework design plan is the Otay Ranch GDP Overall Design Plan. The Overall Design Plan provides general design guidelines appropriate to the pedestrian and transit oriented village concepts envisioned for the community. Village Design Plans for previously approved SPAs also serve, to a limited extent, as models for the Freeway Commercial SPA Design Plan. The freeway commercial use has not been included in any of the previously approved or implemented SPAs so there are no established SPA-level commercial design standards to which this project must adhere.

# Regional Vicinity



## Freeway Commercial

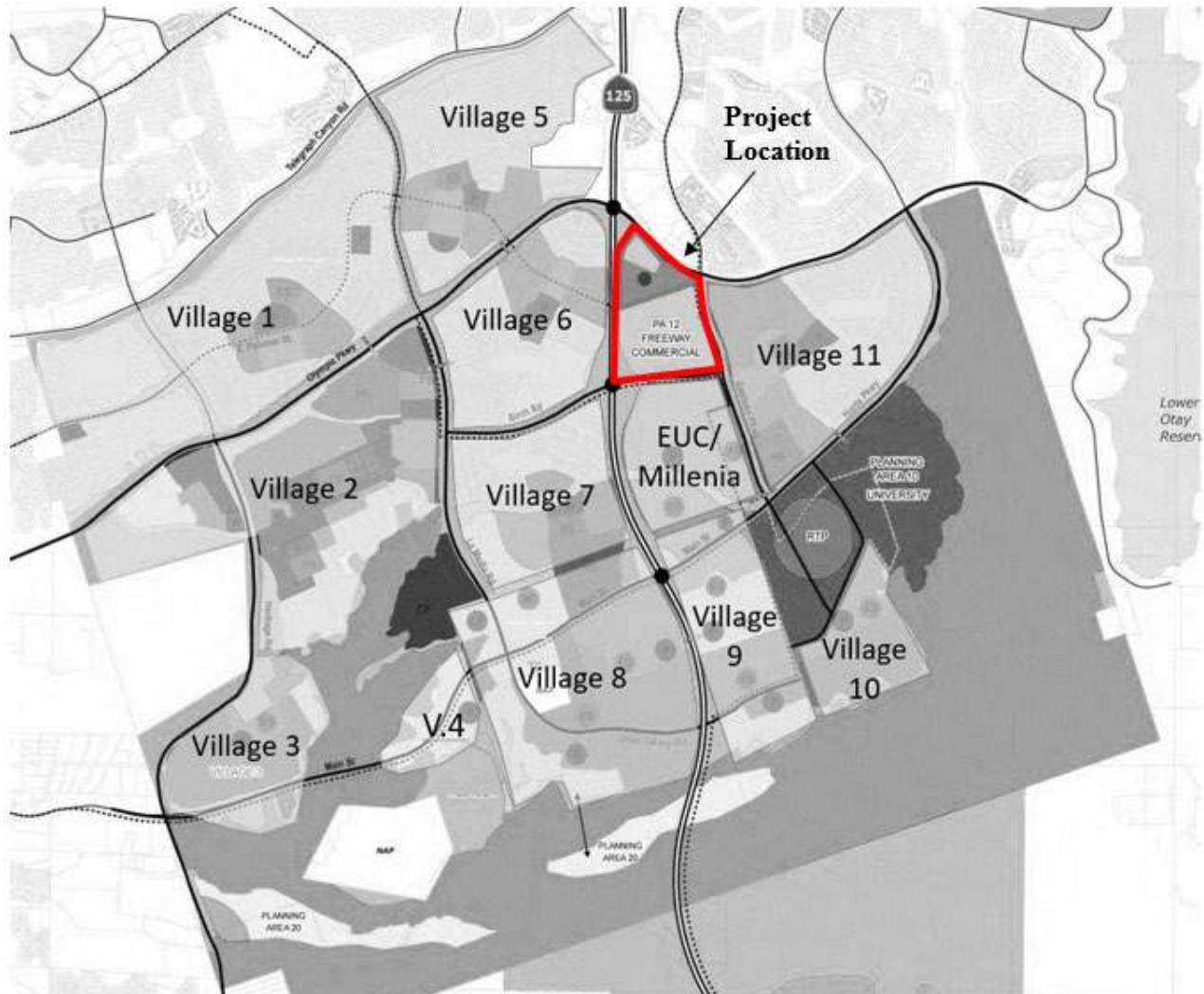
OTAY RANCH



11/15/02

Exhibit 1

# Location/SPA Boundaries



Otay Valley Parcels  
**OTAY RANCH**

Source:  
Adopted Otay Ranch GDP



*Exhibit 2*



The Design Plan is one component of the Freeway Commercial SPA Plan package which includes the land use and facility design focused SPA Plan, the Planned Community (PC) District Regulations which provide land use and development regulations (zoning), and the Public Facilities Finance Plan (PFFP) which addresses public facilities financing and phasing.

## **B. Design Concept**

A number of factors influence the design of the Otay Ranch Freeway Commercial SPA. The primary design influence is the freeway and automobile oriented commercial center **and high-density mixed-use** 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 3).

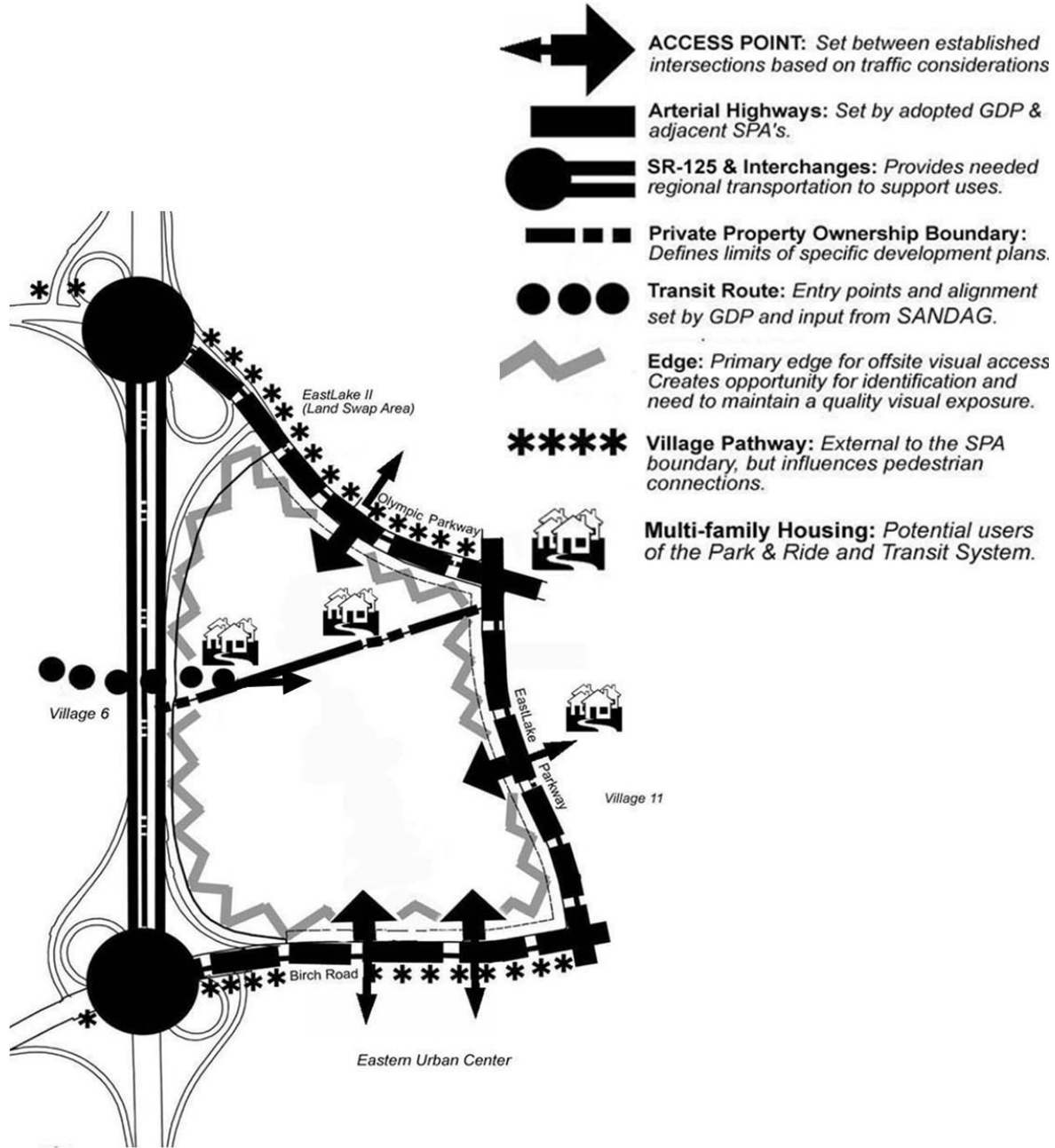
### **1. Topography**

The Freeway Commercial project area is located in the north-central portion of the Otay Valley Parcel of the Otay Ranch GDP. The project area includes approximately 160 acres 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.

### **2. Surrounding Land Uses**

As noted above, a proposed freeway and major streets bound the project site. Planned uses to the north are within “Landswap” area of 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 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 units of medium-high density residential uses east of EastLake Parkway, northeast of the Freeway Commercial site. Olympic Parkway will separate the EastLake development areas from Otay Ranch and Freeway Commercial SPA.

# Design Influences



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

Cinti Land Planning  
San Diego, CA (619) 223-7408  
  
9/13/16

*Exhibit 3*

Future Otay Ranch development to the east and west of the Freeway Commercial SPA 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 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, no less than 35 feet in width (30 feet along Olympic Parkway between Town center Drive and EastLake Parkway), within the average 75-foot wide “Enhancement Buffer” along a major road in FC-1 will be the edge condition. 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 on the north side of Olympic Parkway.

### **3. Freeway Commercial Land Uses**

Together, the Freeway Commercial SPA 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, a cultural arts facility, a library, etc. The Freeway Commercial area also provides for a mix of commercial and residential uses, but with a somewhat lower intensity as a transition to the planned community north of Olympic Parkway.

The land use pattern for the SPA is that of a large commercial and residential use areas surrounded by major circulation routes. The conceptual location of the internal street system shown on the Site Utilization Plan (Exhibit 4) begins to establish the structure and pattern of development within the SPA. However, as a large area, the configuration of development will be established as site plans for various components of the planning area 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 Concept Plan with implementing site plans) shall be required for each parcel designated on the Site Utilization Plan to implement the freeway commercial uses

The Site Utilization Plan identifies two planning areas (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 to develop separately but in a coordinated manner. The SPA Plan is 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. Prior to initiation of development within parcel FC-2 a Master Precise Plan shall be approved to establish a comparable overall site planning and design framework for the parcel.

#### **4. Circulation**

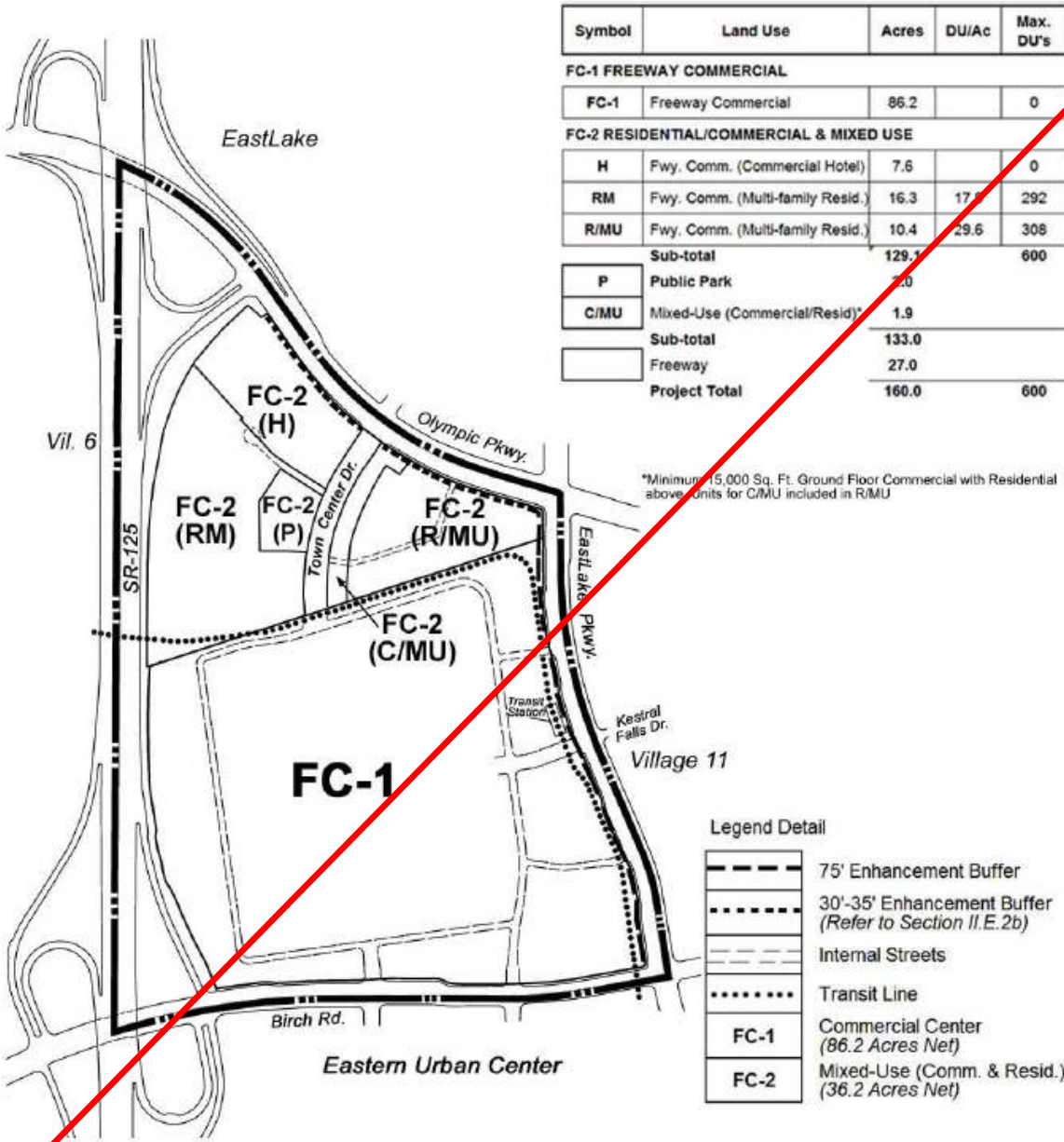
Regional access to the project area is currently provided by I-805 via Olympic Parkway, which is located immediately north of the project site. Future construction of SR-125, at the western boundary of the SPA, will provide additional north-south access for the traffic generated in the build-out of surrounding development.

The Otay Ranch GDP provides for the eventual expansion of the regional transit system into Otay Ranch transit villages and the EUC (including the Freeway Commercial area). The Freeway Commercial SPA is designated by the Otay Ranch GDP to eventually be served by extension of the regional transit system. As specified in the Otay Ranch GDP, the development area will reserve area for the transit line, a transit stop and park-and-ride facility.

The planned 628 transit route enters the Freeway Commercial SPA from Village Six, west of SR-125. The transit route enters the SPA by bridging over SR-125 and then continues at grade to the transit station near the Kestral Falls and EastLake Parkway intersection. From there, the route extends south crossing Birch Road and entering the EUC SPA, where, according to the Otay Ranch GDP, an additional transit station is to be located. The 635 route enter from the south transit way and continues northerly, ultimately entering the planned community of EastLake along EastLake Parkway.

The Freeway Commercial SPA Plan provides for the approximate location of the transit way alignment and transit station (see Exhibit 5, Transit Plan).

# Site Utilization Plan



Symbol	Land Use	Acres	DU/Ac	Max. DU's
<b>FC-1 FREEWAY COMMERCIAL</b>				
FC-1	Freeway Commercial	86.2		0
<b>FC-2 RESIDENTIAL/COMMERCIAL &amp; MIXED USE</b>				
H	Fwy. Comm. (Commercial Hotel)	7.6		0
RM	Fwy. Comm. (Multi-family Resid.)	16.3	17.7	292
R/MU	Fwy. Comm. (Multi-family Resid.)	10.4	29.6	308
<b>Sub-total</b>		<b>129.7</b>		<b>600</b>
P	Public Park	2.0		
C/MU	Mixed-Use (Commercial/Resid)*	1.9		
<b>Sub-total</b>		<b>133.0</b>		
Freeway		27.0		
<b>Project Total</b>		<b>160.0</b>		<b>600</b>

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

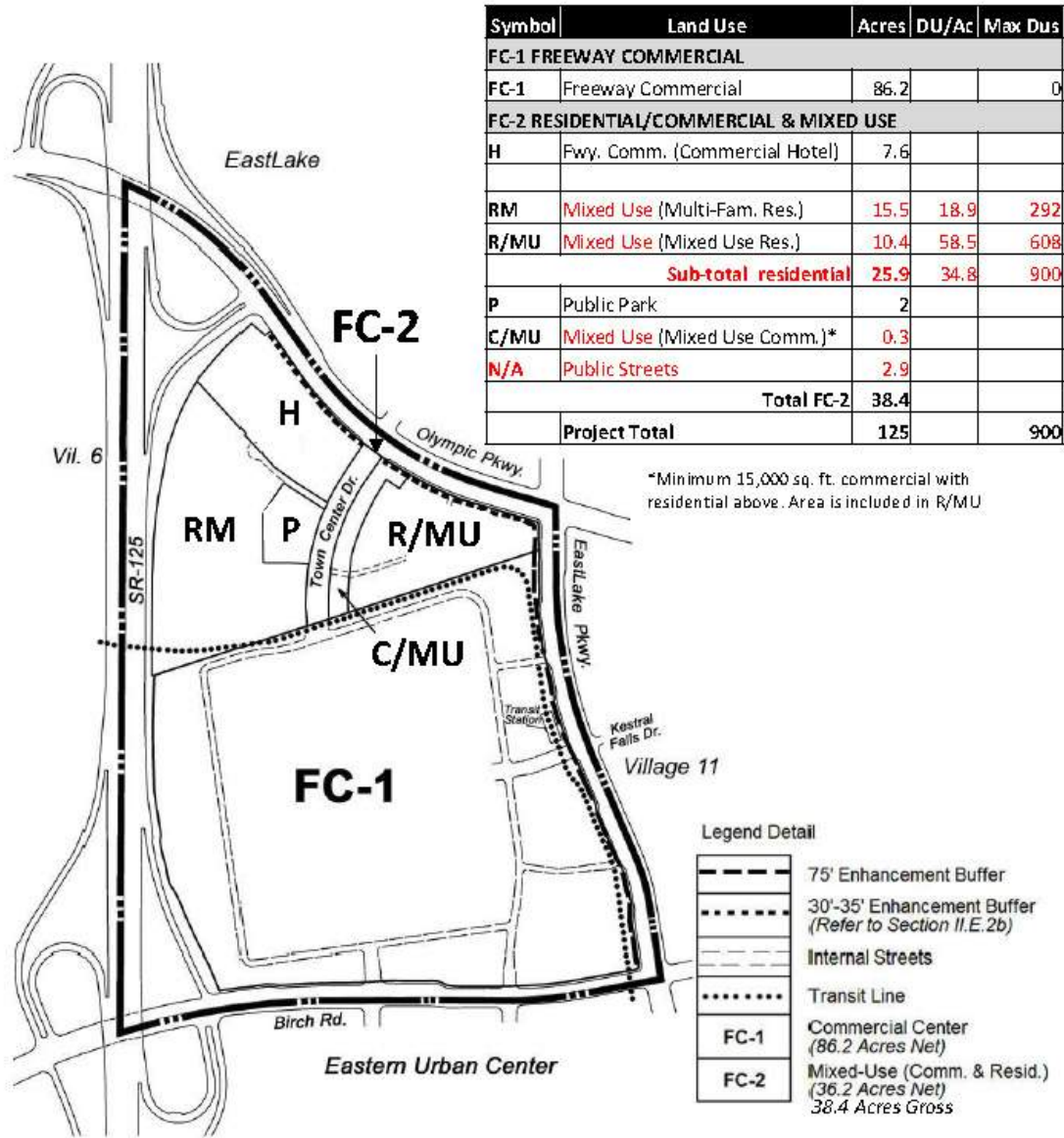
Legend Detail

	75' Enhancement Buffer
	30'-35' Enhancement Buffer (Refer to Section II.E.2b)
	Internal Streets
	Transit Line
FC-1	Commercial Center (86.2 Acres Net)
FC-2	Mixed-Use (Comm. & Resid.) (36.2 Acres Net)

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

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9/13/16

# Site Utilization Plan




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

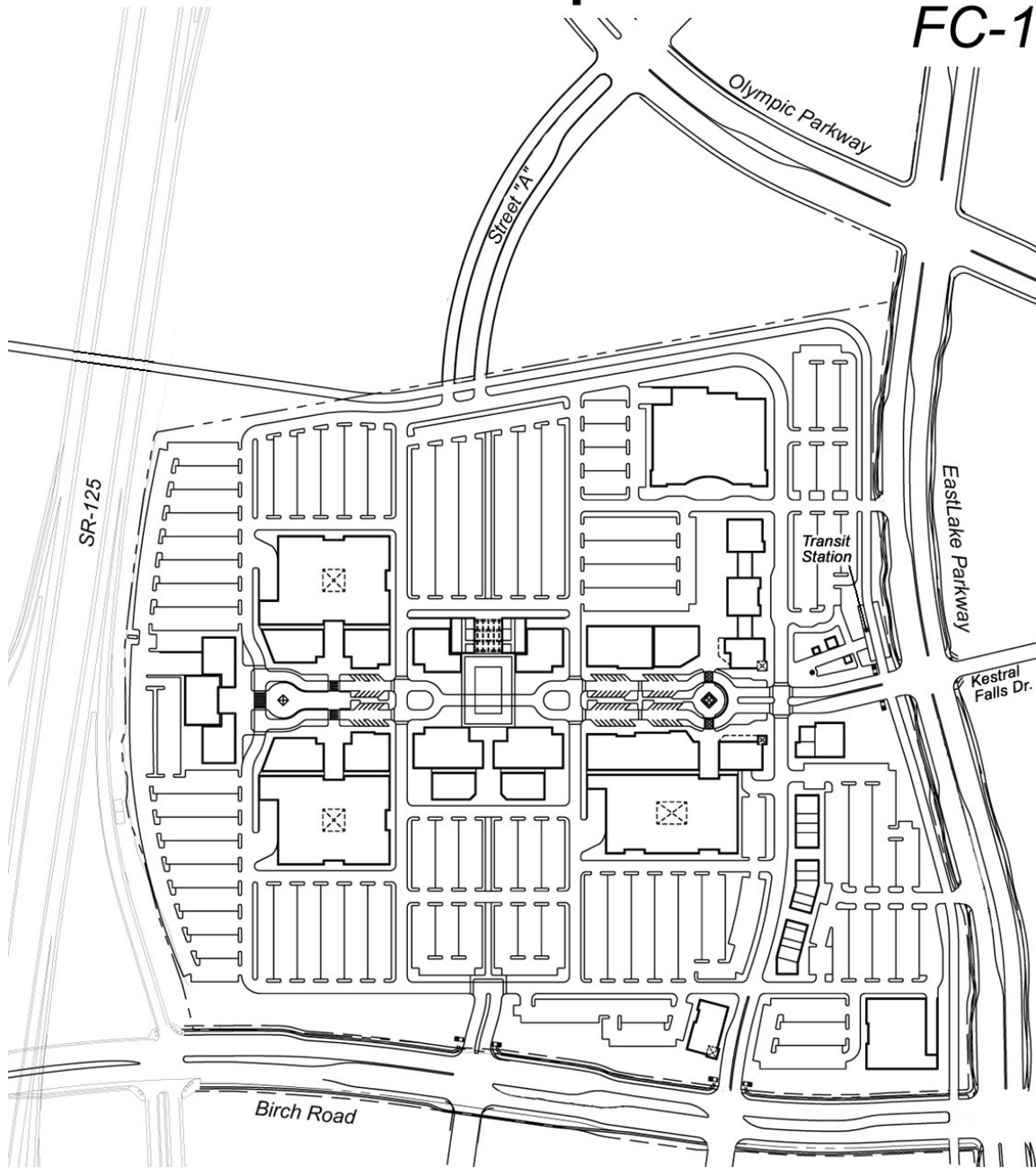
Exhibit 4

## **5. Conceptual Site Plan**

The anticipated character of the developed Freeway Commercial site is illustrated in the Conceptual Site Plan (Exhibit 6). This is neither the proposed design for the project nor a standard to which proposed designs will be held. It is included to provide an example of the scale, intensity, layout and design that the implemented project may have.

The Conceptual Site Plan serves as an illustrated introduction and context for the specific design guidelines which follow in the next chapter

# Conceptual Site Plan FC-1



Source: Field-Paoli Architects



## Freeway Commercial

OTAY RANCH



*Exhibit 5*



# Conceptual Site Plan FC-2



**Note:** The site plan is an artist's conception of the overall development of FC-2. Other alternatives are permitted. The final site plan will be as shown on the approved Design Review documents.

## II. Design Guidelines

This chapter includes design guidelines for all aspects of development of the Otay Ranch Freeway Commercial Center. In addition to these guidelines, development standards for each land use area (*i.e.*, permitted land uses, lot coverage, height and bulk requirements, signs, *etc.*) are established in the Freeway Commercial SPA PC District Regulations. All of the development area in the SPA is within the Freeway Commercial (FC) land use district and subject to the provisions of the FC land use district.

The following design guidelines supplement those PC District Regulations. Notwithstanding the guidance provided in these guidelines, compliance with zoning and other regulations of the City of Chula Vista or other authorized agencies is required and takes precedence. Any aspect of design not addressed in this Design Plan shall be governed by the City's Design Manual and associated development standards adopted by the City of Chula Vista.

The Freeway Commercial Center is planned to be a special focus area for the Otay Ranch Community and surrounding areas served by the planned SR-125 freeway adjacent to the site. From a design/planning perspective, the Freeway Commercial Center is considered a "village" within the Otay Ranch Planned Community. The amenity and design program for this "village" should create a sense of identity in much the same way that the unique features and themes within the Otay Ranch residential villages have formed their identities.

### A. Site Planning

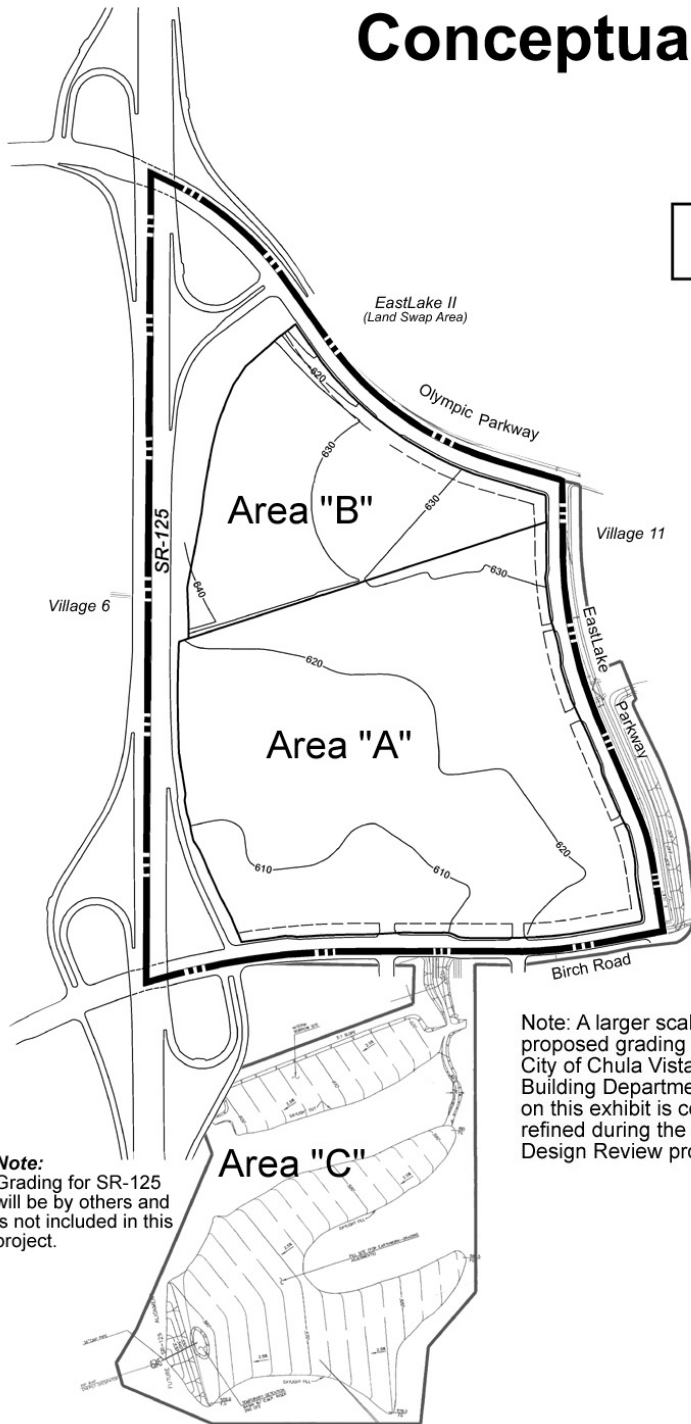
The Freeway Commercial Center will consist of a variety of buildings and open areas. The project is specifically designated to accommodate retailers which serve a regional market. Retail, residential, office, service, restaurant and entertainment uses will be integrated in a way that will provide a quality environment appropriate to each use. Because of the importance of unifying themes and designs over an extended development period, the Design Plan will be utilized to ensure overall consistency while allowing for necessary flexibility at the site plan level of detail.

The conceptual master plans herein provide illustrations of the overall land use diversity, site development character and conceptual building/parking/open space relationships within the commercial center. The purpose of these plans is not to establish specific development standards, but rather a context for the evaluation of detailed plans for individual phases from the perspective of the Freeway Commercial Center as a whole.

#### 1. Landform

The Grading Concept (Exhibit 7) illustrates the proposed landform for development. 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 site will be gently sloping with slopes at the development edges, adjacent to the major roads and SR-125. Upon full buildout, landform is not expected to be a significant design issue internal to the commercial center.

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

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.



Source: P&D Consultants



Exhibit 7

## 2. Building Siting

The project will include a variety of building sizes and types. In general, buildings should be visible from the perimeter arterial highways or along the SR-125 edge. Smaller structures with a greater opportunity to provide a pedestrian scaled environment should be located along the internal street edges in a manner consistent with pedestrian oriented design but balanced with the tenant requirements in the overall concept of an automobile-oriented center.

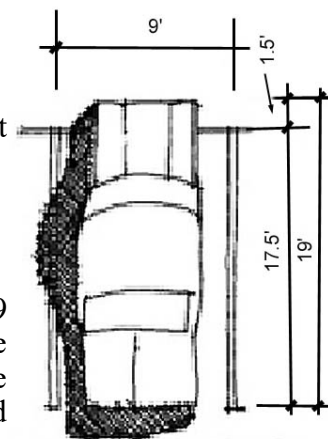
Some smaller scaled buildings should also be located in the vicinity of the planned transit station, although this will need to be balanced with the parking requirements for the park-and-ride function and timing of transit implementation. Conceptual Building Massing and Parking Field relationships are illustrated in Exhibit 16.

## 3. Site Entries

Primary ingress/egress to the Commercial Center will be via vehicle entries along Olympic Parkway, EastLake Parkway and Birch Road. These entries connect to the internal circulation system which will provide access to the various parking/shopping areas within the project. Design features for these access points/entries are depicted below. These concepts will be subject to detailed engineering evaluation with submittal of future site plans. Refer to Section II-F for additional detail on signing at entries.

## 4. Parking

- Textured and/or enhanced paving may be used to accent driveways and building entries or other significant areas.
- All parking should be clearly outlined by double stripes on the surface of the parking facility.
- Standard car size parking spaces (Exhibit 8) are a minimum of 9 feet by 19 feet (including a potential 1½ foot overhang at the front curb where adjacent to landscaping or a sidewalk). The planting strip and/or pedestrian walk width should be increased accordingly to compensate for the overhang.
- Two-way private driveways are to have a minimum width of 24 feet for perpendicular parking.
- All parking facilities should be lighted in accordance with current City standards.
- The number of parking spaces required is determined by the Schedule of Off-street Parking Requirements in the Freeway Commercial SPA PC District Regulations.
- Landscape islands should be provided at approximately every tenth stall; any alternative parking landscaping solution shall be approved by the Director of Planning and Building.
- Landscape islands between parking stalls shall be 6 feet wide and provide a 12-inch

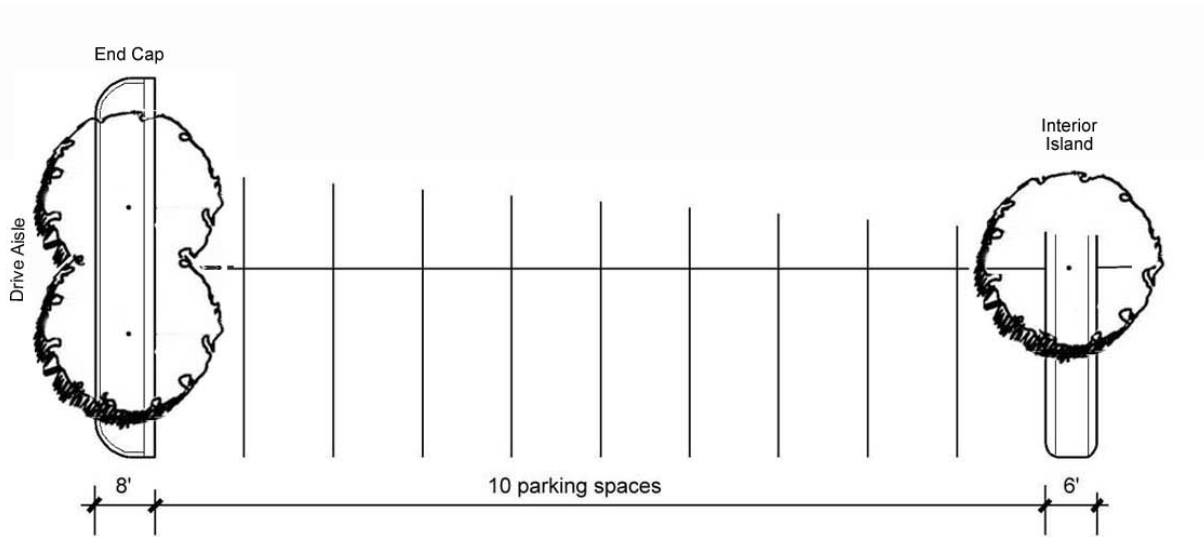


Standard Car Parking Space

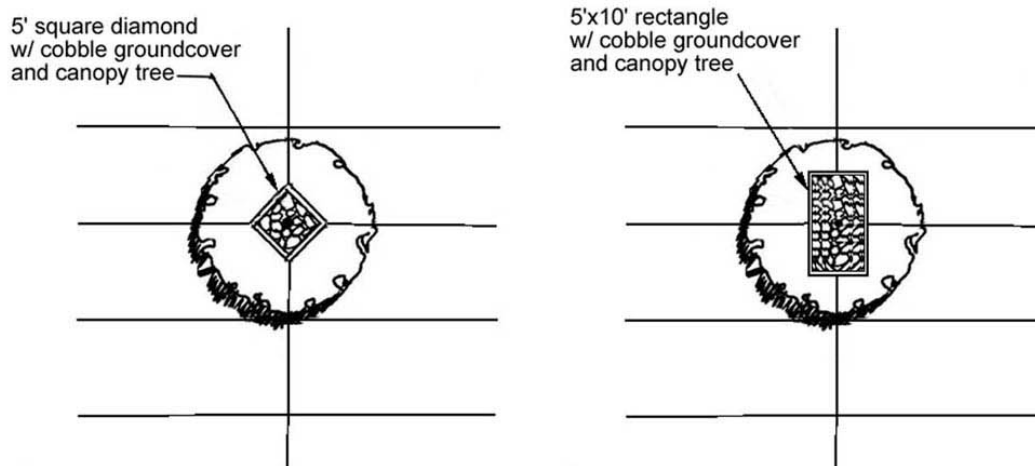
*Exhibit 8*

concrete step out strip on each side of the landscape node.

- Landscape nodes at the end of parking bays shall be 8 feet wide with a 12 inch step out strip abutting the parking stall.
- Alternative tree planters (as shown in Exhibit 9) may be provided every fifth stall in lieu of the 6-foot landscape island.
- The building edge/parking interface should provide a well identified building entrance with enhanced landscaping/hardscape and safe, comfortable walking routes to reach the building entry.



**Standard Landscape Nodes in Parking Areas**



**Alternative Planter Configurations**

*Exhibit 9*

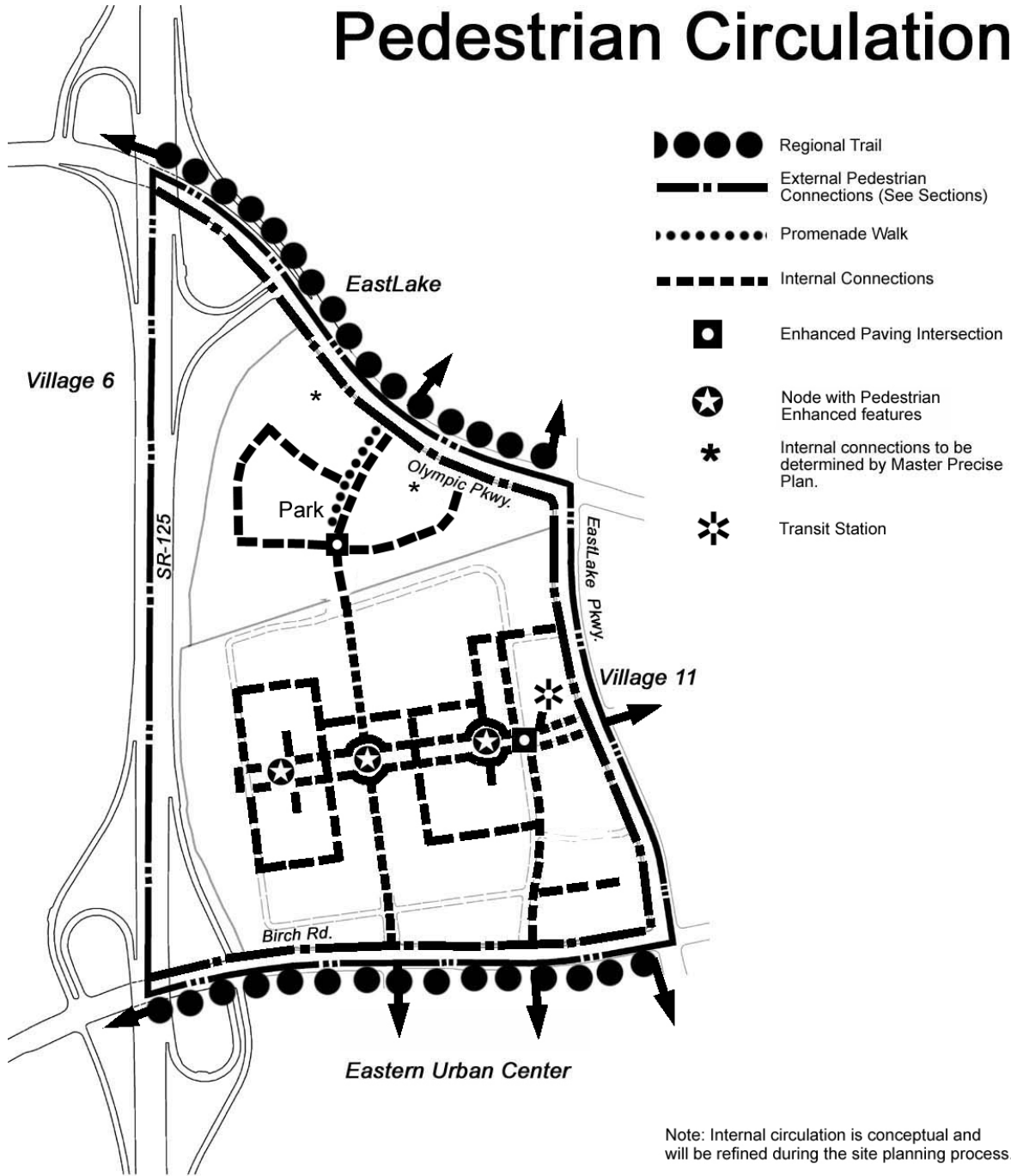
## 5. Bikes, Pedestrian Access, & Linkages

The regional commercial uses which will dominate this section of the project do not tend to attract significant numbers of customers who arrive via walking or bicycling. Hence facilities to serve these modes of transportation are not expected to be significant design issues. Internal pedestrian circulation is a more significant issue. Internally, strong, pedestrian-friendly routes should be provided to encourage walking within the commercial and residential areas. Pedestrian friendly areas include appropriately scaled buildings; interesting pedestrian level patterns, textures and building details; and inviting landscaping and site furnishings along a well-defined walking route. The planned pedestrian circulation system, based on the current conceptual site plan, is illustrated in Exhibit 10 on the following page. The final location of these routes will be a function of detailed design at the Design Review site plan level.

The internal intersection in FC-2 is designated an “Enhanced Paving Intersection” and will have enhancement features as determined during Design Review. Major pedestrian routes are identified as “Nodes with Pedestrian Features” on Exhibit 10 and are intended to have the highest level of pedestrian features, such as: benches, eating plazas, trellises, low walls or bollards, and enhanced hardscape. Examples are indicated as Exhibits 11 and 12. At the entry to the FC-1 main shopping core is the transit station, which has been designated a Pedestrian Enhanced Intersection. An illustration, showing access from the station to the shopping core is provided as Exhibit 14.

Several conceptual illustrations in the Design Plan include call outs for specific trees or features (such as fountains or Palm trees). This is only to illustrate one of many possible design concepts and not intended to be a specific proposal, or the only concept possible or desirable. The proposed specific design for these areas is not established at the SPA planning stage, but at the Design Review submittal stage. These illustrations should not be used to imply otherwise.

# Pedestrian Circulation



**Freeway Commercial**

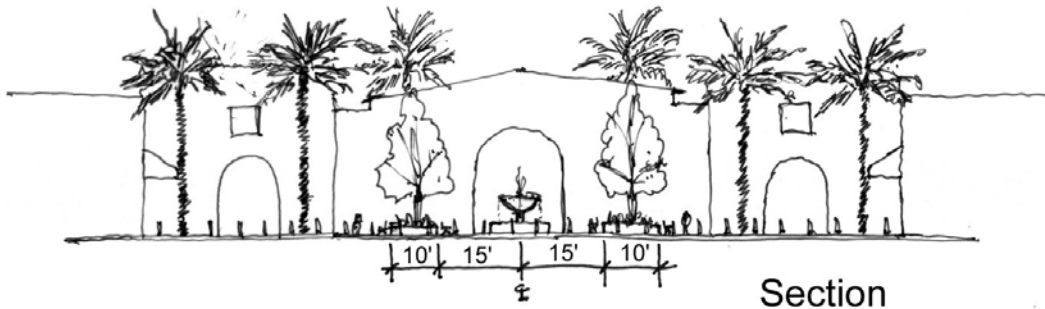
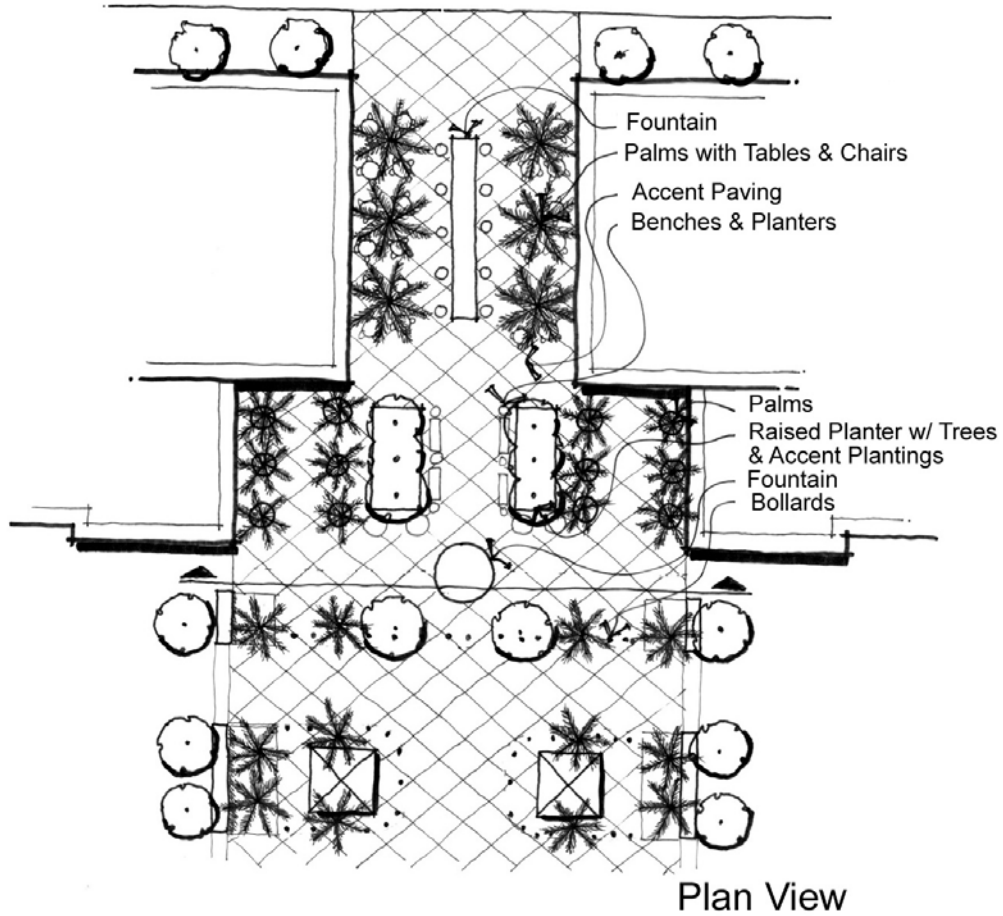
**OTAY RANCH**



*Exhibit 10*



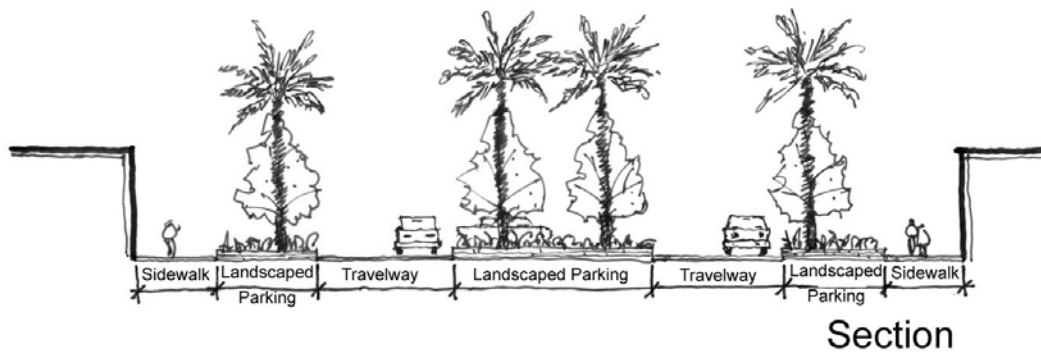
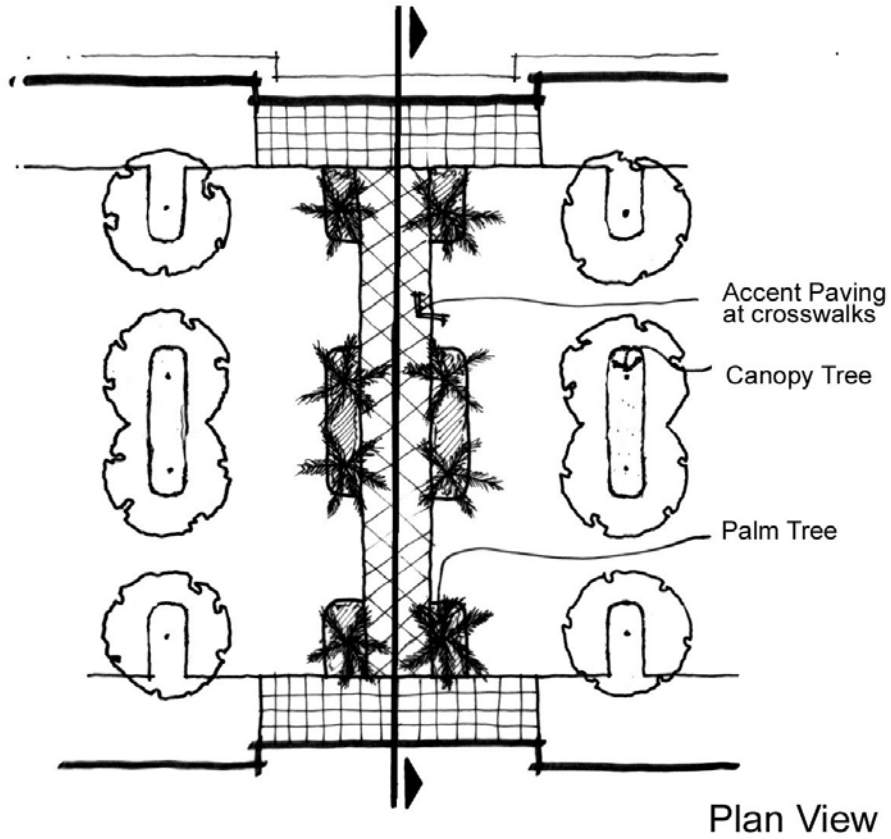
# Main Plaza Concept



**Note:** Dimensions and Tree types indicated are conceptual illustrations which may be modified with the final design.

*Exhibit 11*

# Pedestrian Crossing in Core Area



**Note:** Dimensions and Tree types indicated are conceptual illustrations which may be modified with the final design.

*Exhibit 12*

## 6. Transit Facilities

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. When constructed, the transit center does provide an opportunity for siting smaller structures providing services and amenities such as a coffee shop, newsstand, dry cleaners, *etc.* which cater to commuters.

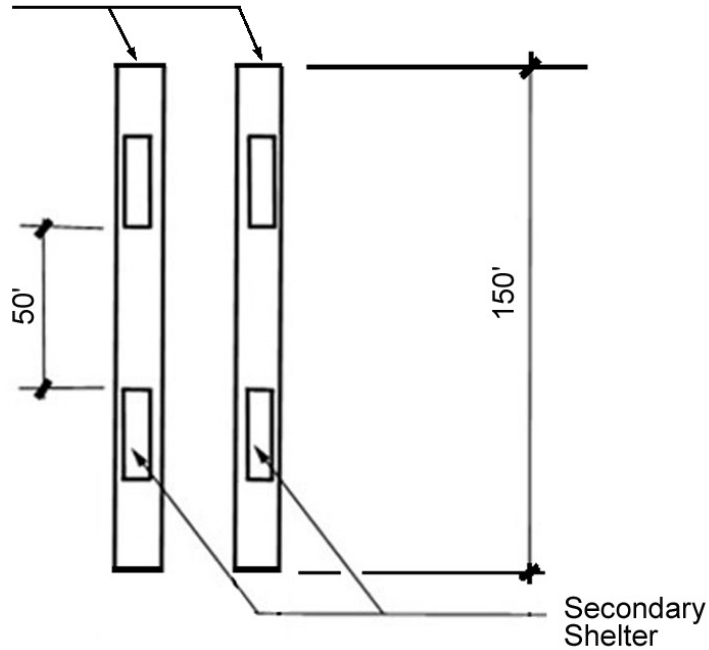
The planned transit route enters the SPA from Village Six, west of SR-125. The transit route enters by bridging over SR-125 and then continues at grade to the transit station. From there, the route extends south crossing Birch Road and entering the EUC. The overall on-site transit system was previously shown in Exhibit 5.

Patrons of the regional commercial uses in the Freeway Commercial Center are not expected to be significant transit users. Users are more likely to be employees within the center or residents using transit to commute to jobs elsewhere. Thus the primary design issue relative to transit in the planned transit station/park-and-ride facility is providing an appropriate, pedestrian scaled edge adjacent to the planned location and pedestrian connections to likely transit user destinations while also providing adequate exposure, vehicle access and parking for the large scale commercial users sharing the site with the transit station.

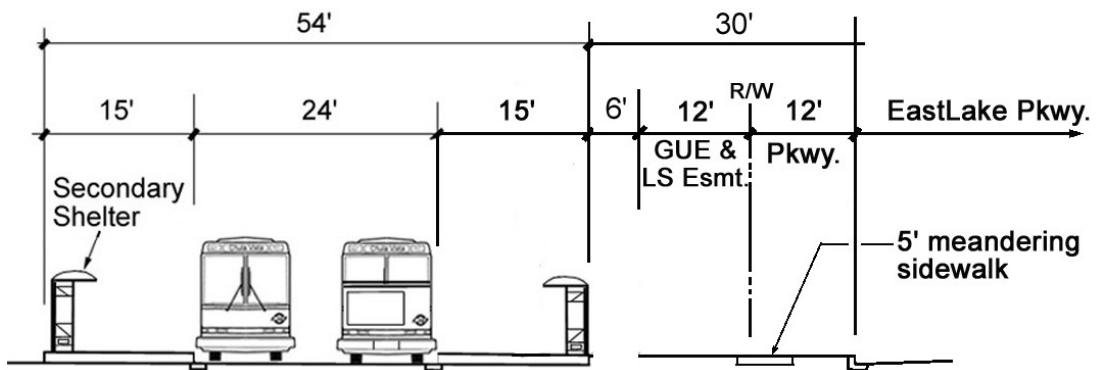
Exhibit 13 depicts a transit station concept which could be implemented at the proposed location. Similar to the pedestrian circulation design issue in general, the placement and design of these features will be a function of detailed design at the site plan level. The Conceptual Site Plan (Exhibit 6A & 6B) illustrates one site plan configuration integrating the transit facilities within the commercial center.

# Transit Station

Provide wheelchair access at north & south ends of both platforms.



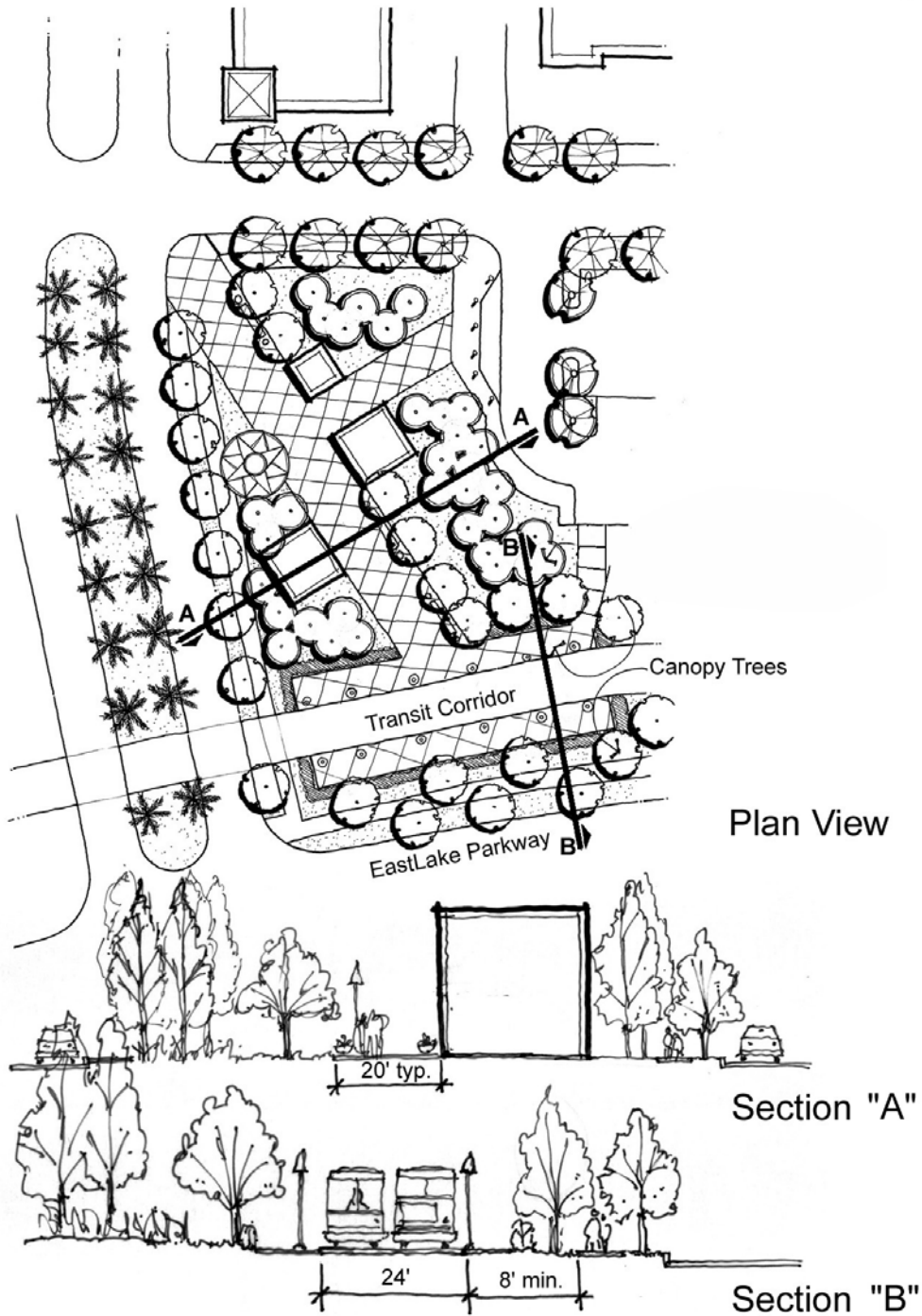
**Plan View at Transit Station**



**Section through Transit Station**

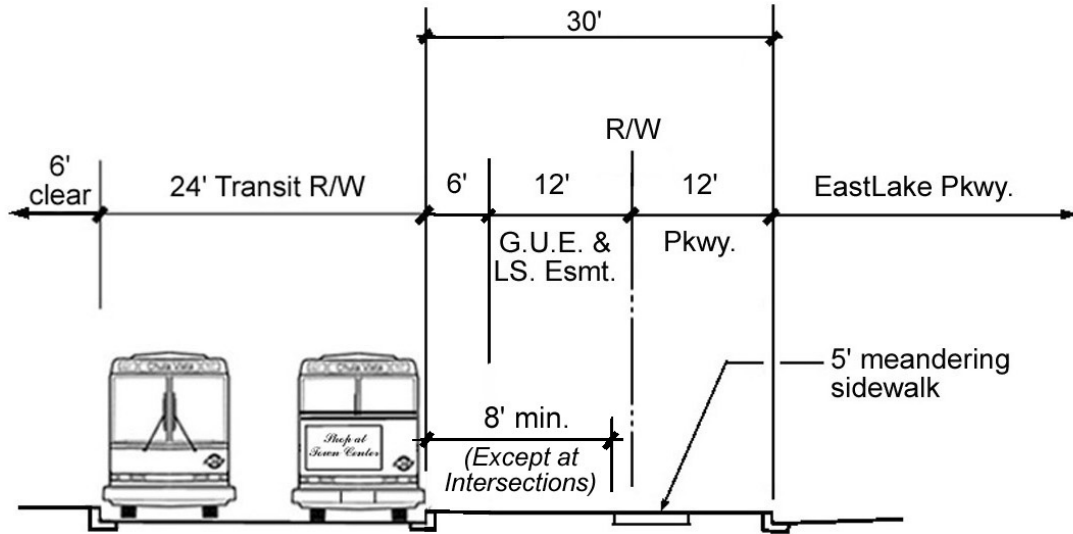
*Exhibit 13*

# Transit Plaza at Entry



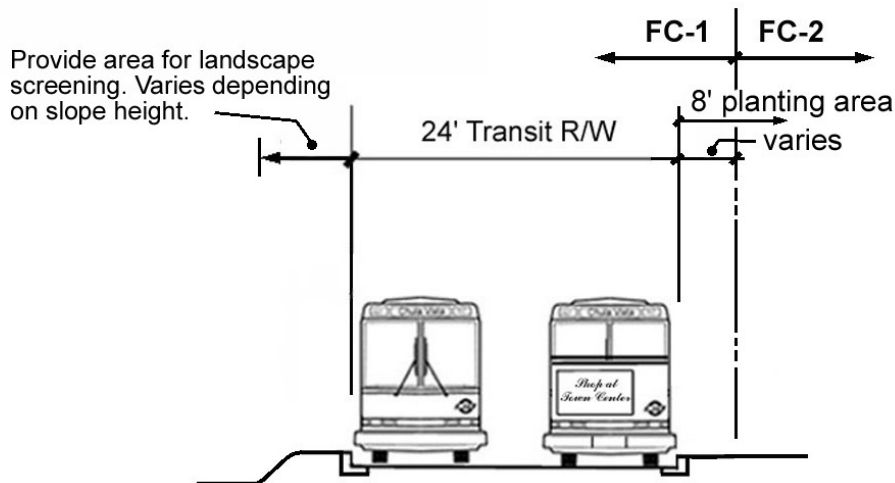
*Exhibit 14*

# Transit Sections



Along EastLake Parkway

**Note:** The dimensions indicated are typical. The City Engineer may permit variations as deemed appropriate for the specific site conditions.



Between FC-1 & FC-2  
 (Condition will vary according to relationship of transit lanes to property line established at TM)

*Exhibit 15*

## 7. Service, Storage & Utilities

- All outdoor storage and sales yards must be completely enclosed, screened from public view by landscaping, wall, or fence, not less than six feet in height, constructed of material complementary to the building materials. Outdoor storage includes material involved in fabrication, as well as, the parking of all company owned or operated motor vehicles with the exception of regular passenger vehicles.
- Storage between the public street and the building may be permitted subject to Design Review, but should be adequately screened from public view.
- No loading should be allowed which directly faces Olympic Parkway, EastLake Parkway, Birch Road, and or primary internal streets unless it is adequately screened.
- All outdoor refuse collection and recycling areas must be completely enclosed and screened from view by a wall or fence constructed of materials which are complementary to the building materials. All such areas shall have concrete floors and loading pads, and shall be of sufficient size to contain all business generated refuse. Trellis covers may be considered in visually sensitive locations.
- Sight distance shall not be obscured by trash enclosures.
- Shopping cart storage will be an important consideration in the Design Review process. It is a design objective that shopping cart storage does not interfere with vehicular or pedestrian circulation nor create a visual intrusion to the well-designed commercial setting. A well thought out plan that balances the functional considerations of shopping cart use with visual aspects of their storage is essential. Recommended locations are within the main structures and/or within small, conveniently located enclosures designed to efficiently serve the use.

## B. Architecture

### 1. Architectural Character

The intended architectural character of the commercial and residential should be consistent with the architectural and design themes established in the community structure completed per the Otay Ranch Overall Design Plan (major streetscapes, *etc.*) and previously adopted and implemented “village” development increments. Based on this design framework, the building architectural theme for the Freeway Commercial Center will be based on early California Heritage architecture styles, including; Mediterranean, California Ranch, Monterey, and Southwest U.S. vernacular idioms. Adapting these architectural styles to the building requirements of large format commercial users and residential buildings will require imagination and creativity as these architectural styles were developed for other, typically smaller, structures and homes. The FC-2 planning area will complement the existing FC-1 planning area, but the specific architectural character will be developed during the preparation and approval process for the Master Precise Plan.

The following components will contribute to the intended architectural character of the project:

- Building Scale and Proportions These styles are characterized by low pitched sloping roofs, plain wall surfaces, simple tapered or straight columns, parapet walls, use of arches, and courtyards. Building sizes consistent with commercial retail uses shall incorporate these elements in order to reduce the scale and proportions of building elements. Building scale should be compatible with the surroundings. This applies not only to the relationship between structures, but also to the relationship between structures and open spaces and pedestrian areas such as plazas, courtyards and sidewalks (see Exhibits 17-20).

Varying the height of a building so that it appears to be divided into distinct massing elements, and/or articulating the building facade by horizontal and vertical offsets in wall planes can reduce building bulk and is strongly encouraged. Building articulation and architectural detailing are particularly important in creating an inviting and human scale at the ground level of structures (see Exhibits 17-20).

- Building Materials and Colors These styles are characterized by red barrel tile roofs, smooth or lightly textured hand troweled plaster finishes with eased corners, white or warm color earth tones, wrought iron accents, larger size wood trellises, rafter tails, overhangs and accents, ceramic tile accents, simple shaped plaster covered moldings and parapet terminations. Building scale can also be addressed through the proper use of window patterns, roof overhangs, awnings and other architectural ornamentation.
- Building Lighting Buildings shall utilize more ornate, wall mounted accent lighting with angular, tapered shapes in dark or verde finishes, characteristic of these styles.
- Building Hardscape/Landscape Interface Transitions between building entrance areas hardscape and landscape shall be characterized by use of in ground or slightly raised planters and freestanding circular shaped natural concrete or clay pots.

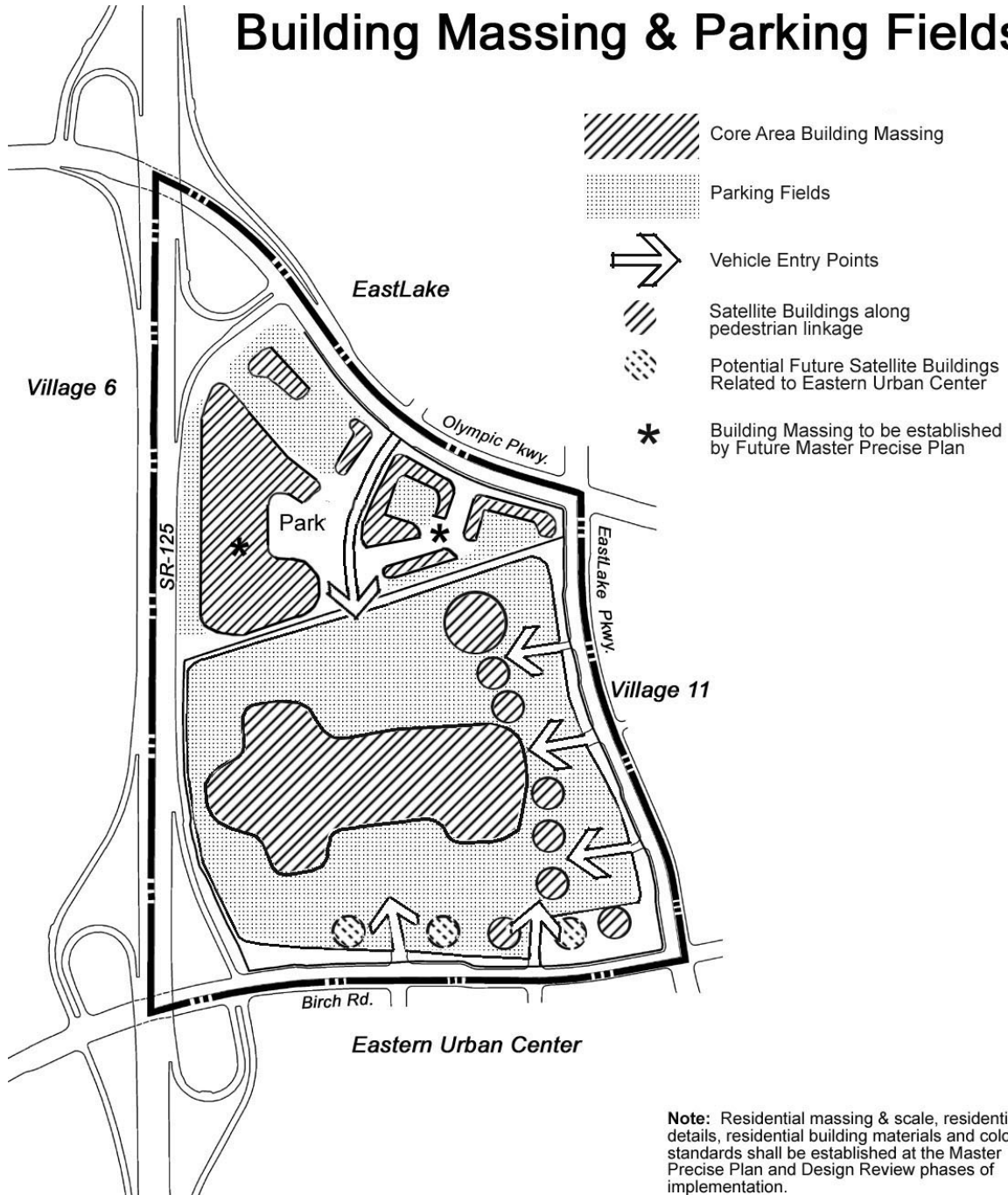


- Front Elevations/Pedestrian Orientation Building elevations are an important design consideration, since they are the most visible to both drivers and pedestrians. A variety of methods shall be used to provide interest, including, but not limited to: articulation of wall planes; variation in heights; fenestration and glass; architectural moldings; color or material changes; graphic signing; and other similar techniques. The scale and design of these architectural features at the pedestrian level should not overwhelm the pedestrian, but create an environment that welcomes pedestrian use.

## **2. Mass & Form**

Building massing on the site is shown conceptually on Exhibit 18. It shows the major building are to be set back, while smaller shops and buildings will front the internal streets. Another important consideration is the form of individual buildings. The exhibits and photographs on Exhibits 17-20 depict examples of how a variety of forms can be combined to provide variation to avoid the mundane large buildings and is adaptable for use in smaller buildings.

# Building Massing & Parking Fields



**Freeway Commercial**

OTAY RANCH



**Exhibit 16**

# Shared Street Concept for FC-2

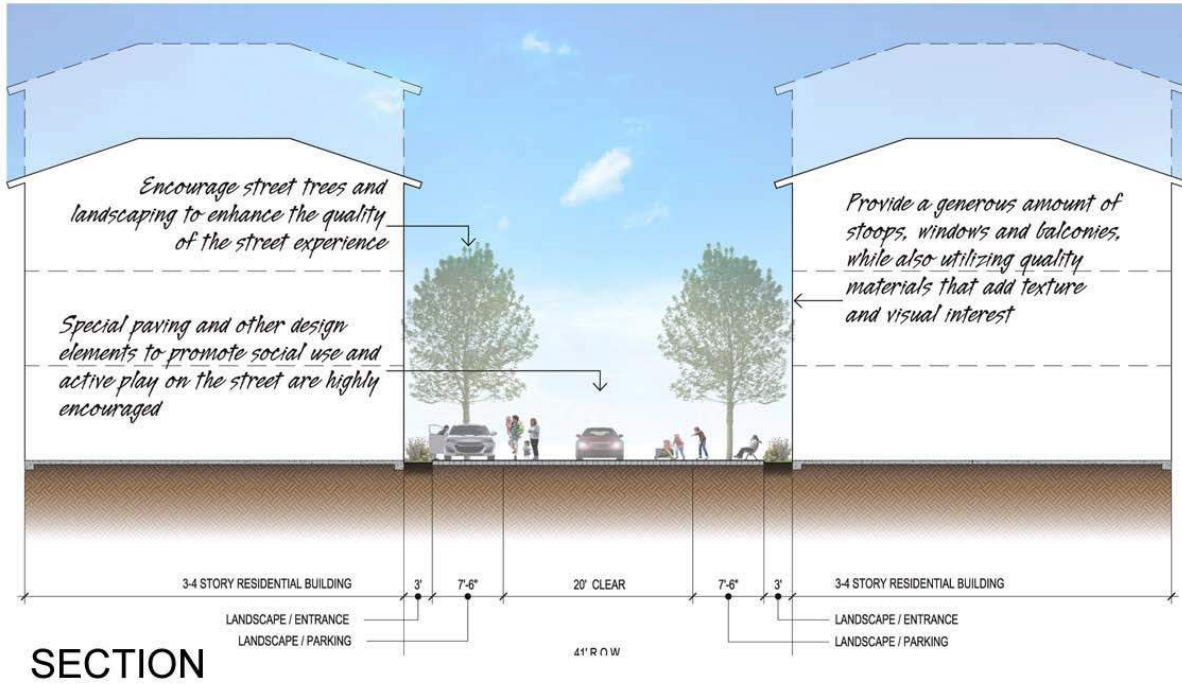
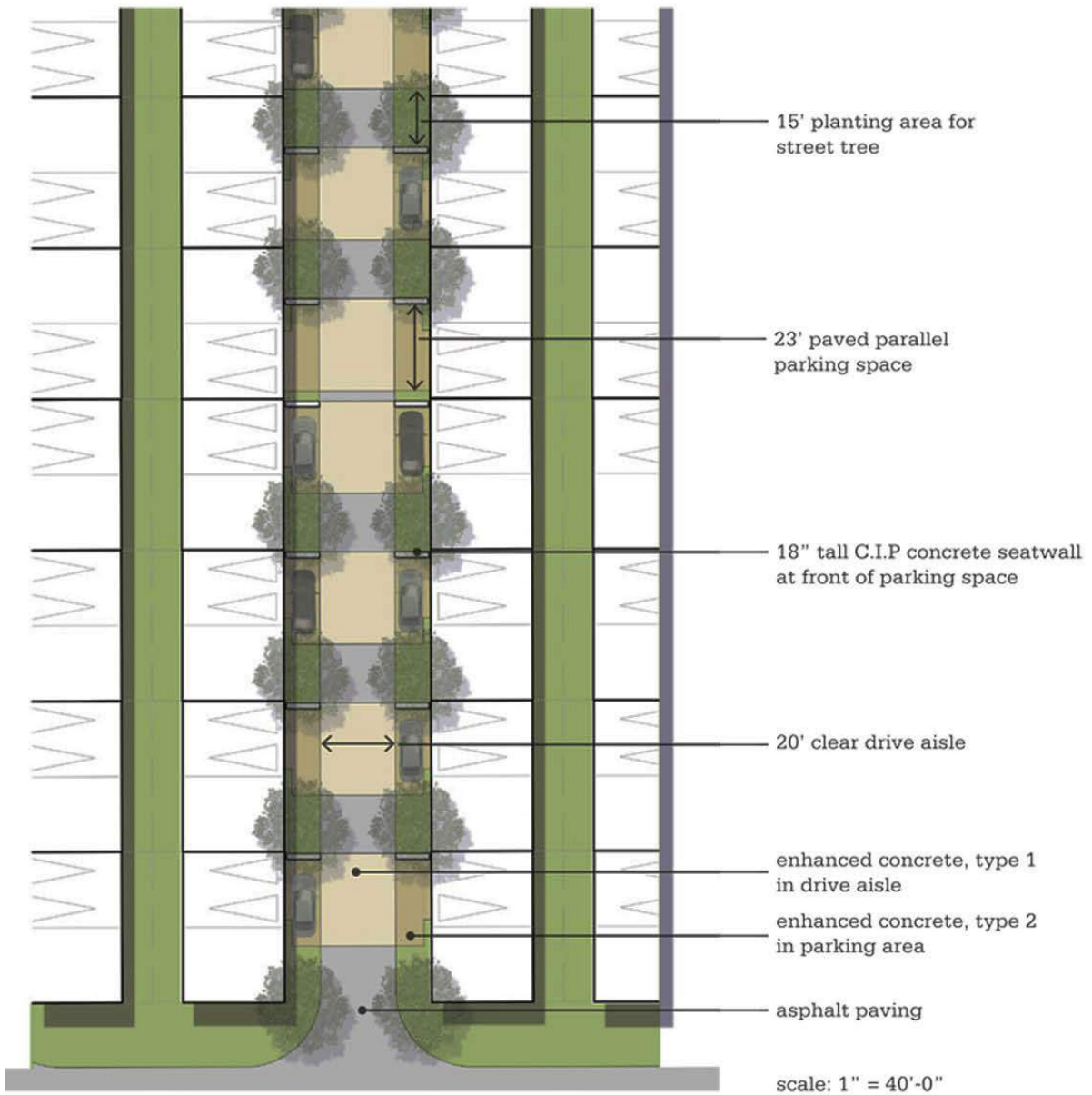


Exhibit 16b

# Shared Street Plan for FC-2



Plan View

*Exhibit 16c*

# PEDESTRIAN FRIENDLY ENVIRONMENTS



Shade adds a fine grained texture that relates to the human scale.



Shaded walks create more intimate pedestrian experiences and provides shelter from the hot climate.



Outdoor dining along streets or in courtyards enliven the pedestrian experience.



Pedestrian courts add variety to the spatial experience that adds diversity to the Center.



*Exhibit 17*

## BUILDING MASSING AND SCALE



Varied heights and forms give visual interest.

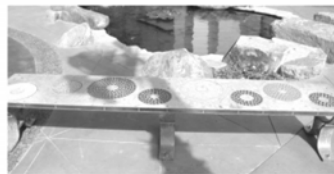
Awning and signs give scale to large scaled buildings.



Variations of building types add vitality through variety.

*Exhibit 18*

## BUILDING DETAILS



Details such as interesting storefronts and windows, light fixtures, benches, pots, and signage all add to creating an enlivened environment.



Pedestrian Courts and Plazas are additional opportunities to incorporate details that enrich the character of the Center.



Entries to larger buildings can relate to the human scale through an appropriate use of building details.



*Exhibit 19*

## BUILDING MATERIALS AND COLORS



A varied palette of materials and color give interest to the pedestrian experience.

The diversity of tenant storefronts helps break up the building mass into smaller scale units.



Building accents are opportunities for using variety in materials and color.



*Exhibit 20*



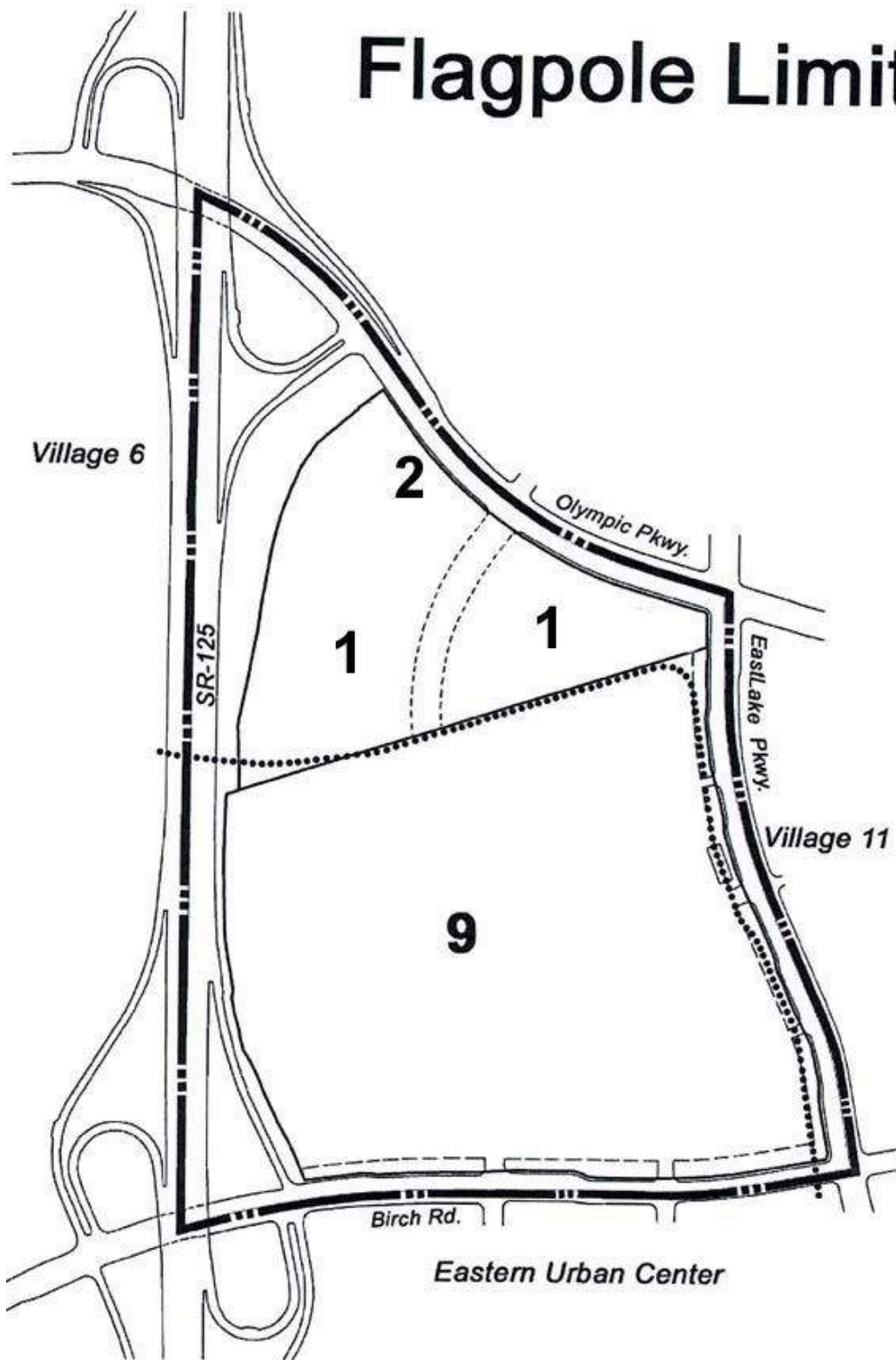
### 3. Equipment Screening

- All roof-mounted equipment must be hidden from street level view with parapet walls or screening. Screens should be attractive in appearance and reflect or complement the architecture and color of the building. Mechanical equipment should not extend above the enclosing wall or screen unless it is not visible from a public street.
- All exterior mechanical equipment which is visible from the upper floors of adjacent buildings should be kept to a minimum, must be installed in an orderly, compact manner, and must be painted a color to blend with the adjacent background.
- Exterior ground mounted equipment, including backflow prevention devices, must be mounted in a location where it is screened from public view.

### 4. Utilities, Antennae & Flagpoles

- Where feasible, exterior on-site utilities (gas, water and sewer lines; drainage systems; electrical, telephone and communications wires and equipment, *etc.*) not placed underground should be properly screened or incorporated into the overall building design. Backflow preventers and similar devices may be excepted, as it may not be practical or desirable to screen them due functional requirements.
- On-site underground utilities should be located so as to minimize disruption during maintenance and repair.
- No antenna or other transmission or reception device which can be viewed from ground level is permitted without specific approval.
- Temporary overhead power and telephone lines are permitted during construction.
- The maximum flagpoles that may be permitted per Design Review area are shown on Exhibit 21. All flagpoles are subject to a 50-foot maximum height limitation. The United States and State of California flags are exempt from permitting. Any flag containing a commercial message (*e.g.*, corporate logo) is considered a freestanding sign and should be included in the overall planned sign program.

# Flagpole Limits



*Exhibit 21*

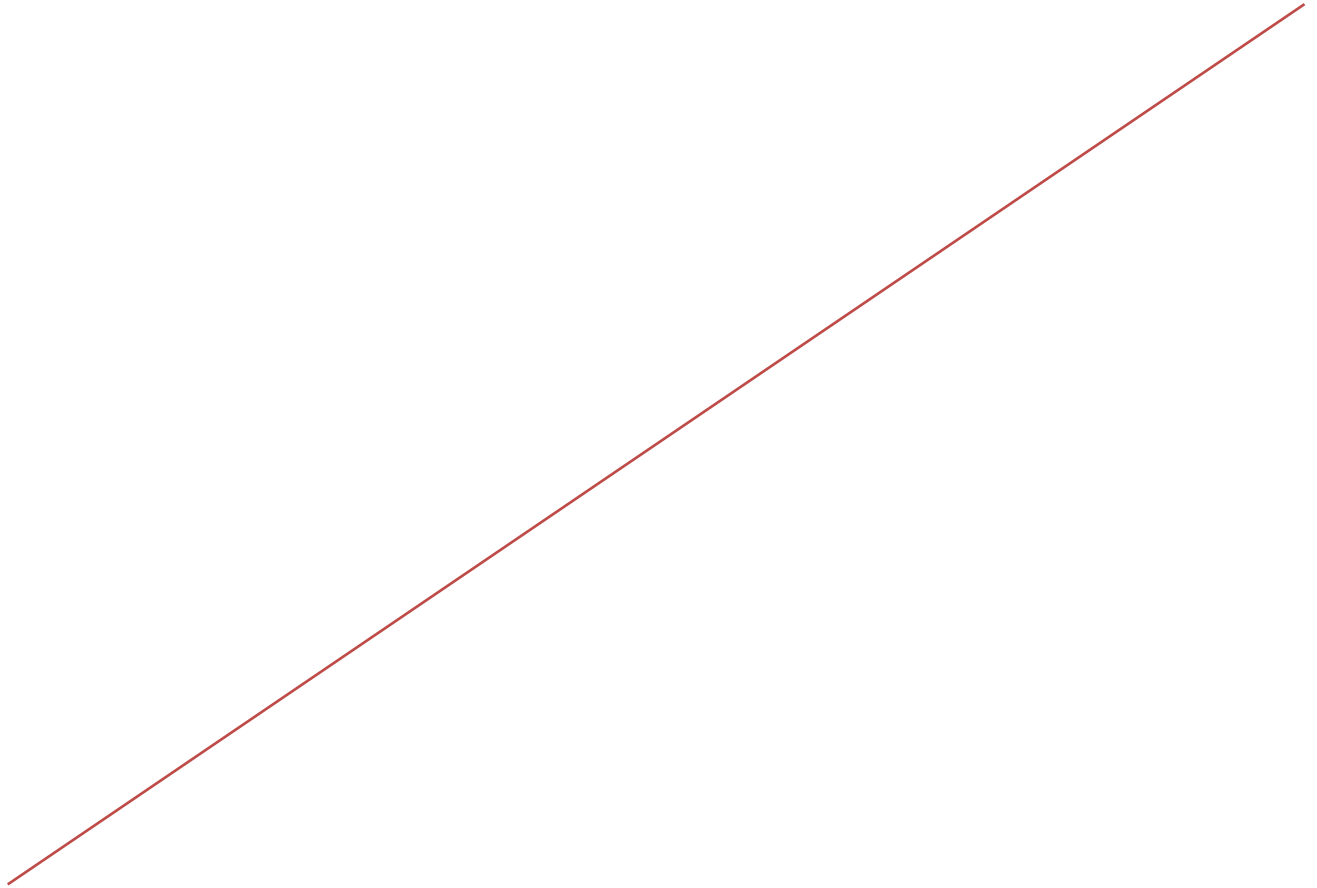
## C. Landscape Design

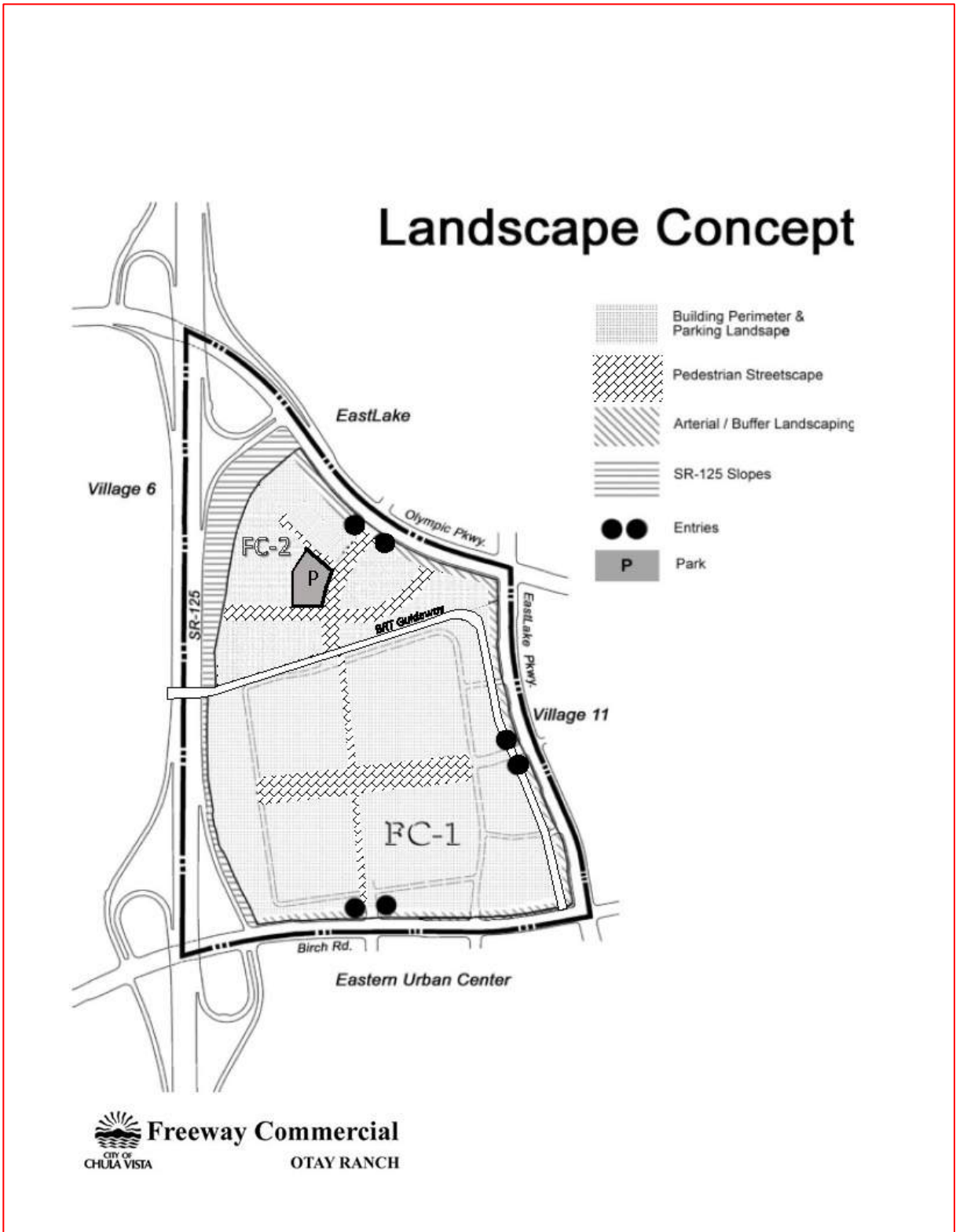
### 1. Landscape Concept

The landscaping for the Freeway Commercial Center should take advantage of the ample building setbacks and street frontages and provide for pedestrian activity and circulation throughout the project area. Placement of human-scale pedestrian friendly elements, such as gathering and seating areas, covered arcades for shelter, accent lighting and enhanced paving will create an aesthetically pleasing environment within the project. Attention should be given to the placement and ultimate size of plant material as a means of accenting built elements such as arcades, towers and similar architectural features and to ensure that there is a balance between commercial exposure and other landscape objectives. The landscape design will address the interface between the streetscape and the commercial center while framing and articulating views into the site. Utilization of common site design elements such as lighting, signage, enhanced paving and landscaping will provide a unifying element between the landscape and the buildings constructed within the project. The Landscape Concept for planning area FC-2 will complement the existing Landscape Concept for planning area FC-1, but the specific design character will be developed during the preparation and approval process for the Master Precise Plan. The Landscape Concept provided as Exhibit 22 includes the following components:

- Building Perimeter/Parking: Flowering and evergreen canopy trees are used to provide shade and visual interest in the parking area and building perimeter. Shrub plantings will be used in accent planting areas throughout the site to provide a variety of form and texture.
- Entries: The project entries will be identified through use of theme trees with a canopy tree backdrop. The palms and canopy trees will introduce the thematic corridor scheme to the site and transition from the streetscape design scheme.
- Arterial Streetscape: The variable width parkways along the major roads surrounding the site will continue the established planting schemes to blend into the existing community theme
- SR-125 Slopes The slope area adjacent to SR-125 will be planted with indigenous plant material providing visual interest through plant massing and random groupings of trees.

Several conceptual illustrations in this section include call outs for specific trees or features (such as fountains or Palm trees). This is only to illustrate one of many possible design concepts and not intended to be a specific proposal, or the only concept possible or desirable. The proposed specific design for these areas is not established at the SPA planning stage, but at the Design Review submittal stage. These illustrations should not be used to imply otherwise.





*Exhibit 22*

## 2. Entries & Monuments

Landscaped project entries shall be designed to introduce the theme and character of the Commercial Center and identify the project and its access points. Project entry/monumentation areas consist of two types, Major Intersection Monuments and Major Entries. The major intersection monuments for the site will be located at the intersections of EastLake Parkway and Birch Road and Olympic Parkway. The treatment of these areas is described below; however, specific design details will be determined during the initial site design phase of the project. Refer also to Exhibit 28, which conceptually indicates monument and entry signage locations.

- Freeway Monument: While not an actual entry monument, this sign will provide project identification for the project SR-125. An example of this feature is illustrated in Exhibit 30.
- Major Intersection Monuments Major monumentation occurs at the arterial road corners. These will consist of project identification signage to include the project name and major tenant identification, specimen trees for backdrop accentuation, large, flowering accent shrubs and a combination of turf and groundcover at the base of the signage. (see Exhibit 29)
- Major Entry Monuments: Major Entry monumentation occurs at the actual vehicle access points to the site as shown for Major Entry Signs on Exhibit 29. These entries consist of project identification signage to include the project name and tenant identification, specimen trees for accentuation and a combination of flowering shrubs, groundcover and turf. Utilization of enhanced paving at entry corners is encouraged with consideration given to pedestrian circulation.

## 3. Edge Treatment

The landscaping along the project perimeter varies between on- and off-site land uses and requires special attention to each condition. Street frontages should take advantage of the ample setbacks and grade differential to provide visual interest, view corridors and accentuation of the built elements. Landscaped berms or plant massing should be used to screen parking areas and other areas requiring screening from the perimeter. Design solutions along the “Enhancement Buffer” are depicted in Exhibit 23. The perimeter landscape treatment should serve to set the tone as well as reinforce the landscape theme for the commercial center. Additionally, the streetscape should maintain continuity with the community character and reflect existing plant material used in adjacent off-site areas. The established plant palette for EastLake Parkway and Birch Road will be utilized to maintain continuity throughout the project area. Edge treatments along SR-125 should provide landscape buffering to mitigate visual impacts and create view corridors into the project. Plantings along SR-125 will consist of a combination of low water use trees, shrubs and groundcovers.

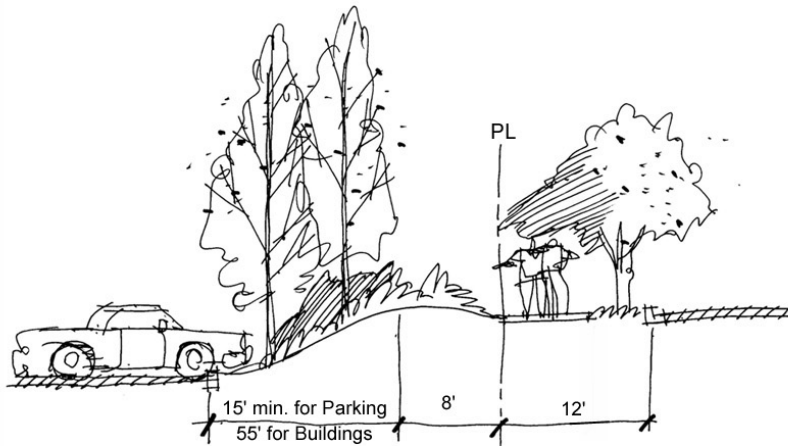
#### **4. Slope & Erosion Control**

Slopes within the site will be permanent and be planted with low water use trees, shrubs and groundcovers. A permanent automatic recycled water irrigation system will be required to establish and maintain the plant material. Plant materials should vary in height and be informally placed to provide visual interest and soften slope edges. View corridors will be established and objectionable views mitigated through careful placement of trees on the slope. All slope erosion control planting shall be in conformance with the requirements of the City of Chula Vista Landscape Manual and the City Landscape Architect.

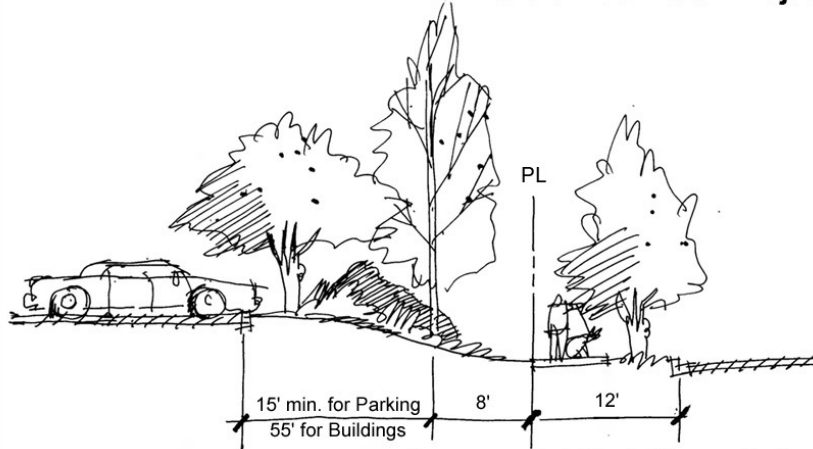
#### **5. Streetscape Landscaping**

Due to the established planting scheme developed for all adjacent roadways, the plantings along these roads will consist of the pre-selected trees and shrubs. The parkways will consist of ornamental and low water use trees, shrubs, groundcover as well as an appropriate amount of turf. Trees will be offset similar to the arrangement shown on Exhibit 24, which depicts Birch Road as an example.

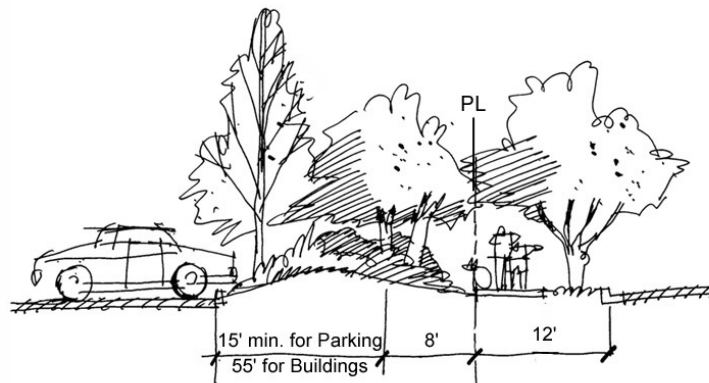
Internal streetscape for the Commercial Promenade Street (in FC-2) should provide a strong linear connection through the site. In addition, the landscape easement shall utilize a pedestrian scale tree planted within an ornamental tree grate to provide a buffer from the adjacent roadway. The street trees in both the medians and the landscape easement shall be planted at an average spacing of 40 feet on center.



**Commercial Pad Below Adjacent Arterial**



**Commercial Pad Above Adjacent Arterial**



**Commercial Pad at Grade with Adjacent Arterial**

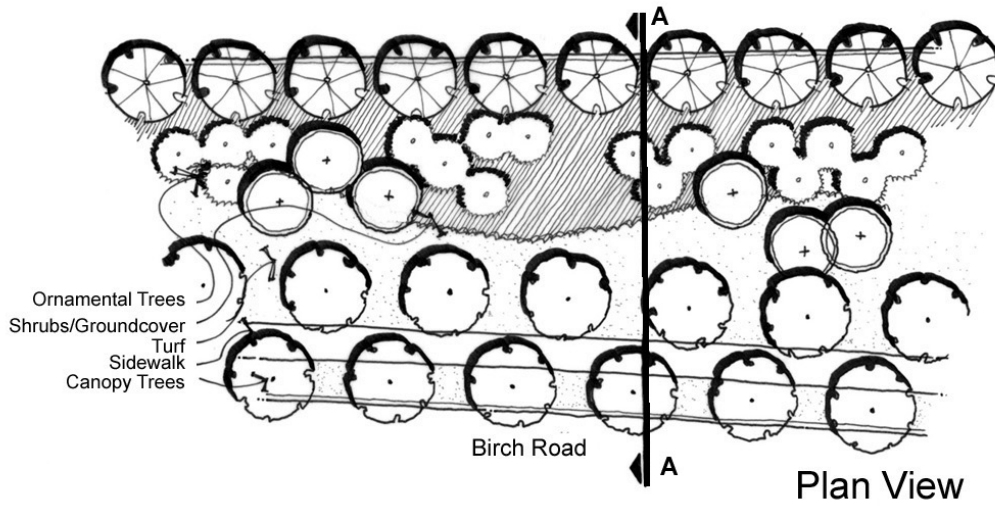
Source: Gillespie Design Group

## Enhancement Buffer Sections

*Exhibit 23*



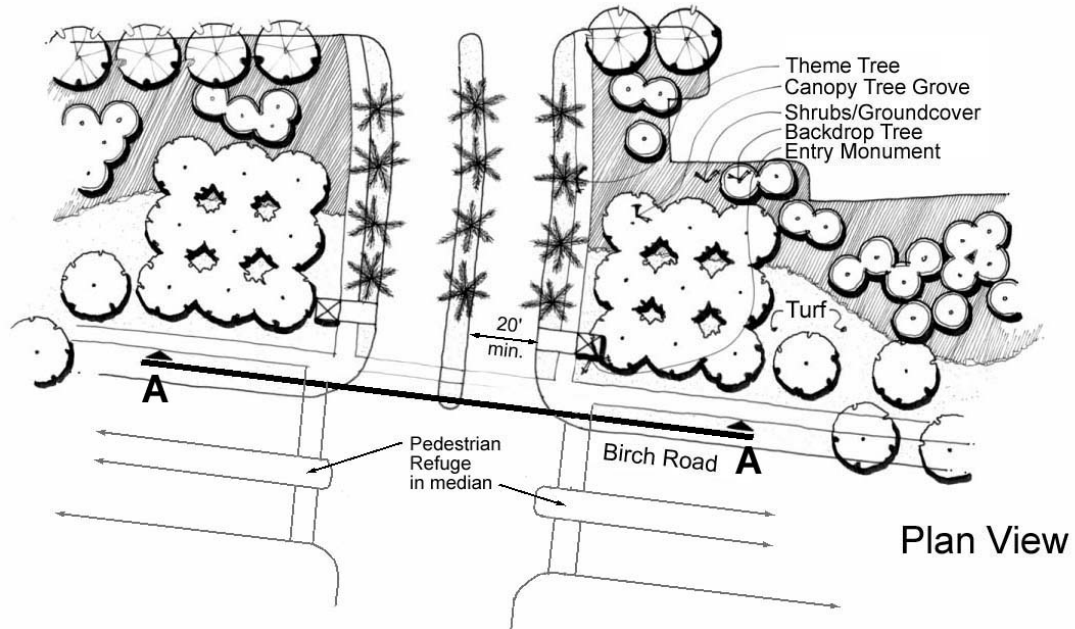
# Birch Road Streetscape



*Exhibit 24*

# Birch Road Entry Concept

Street "C" (Eastern Entry off Birch Rd.)



Plan View



Section A-A

*Exhibit 25*

## **6. Building Site & Parking Area Landscaping**

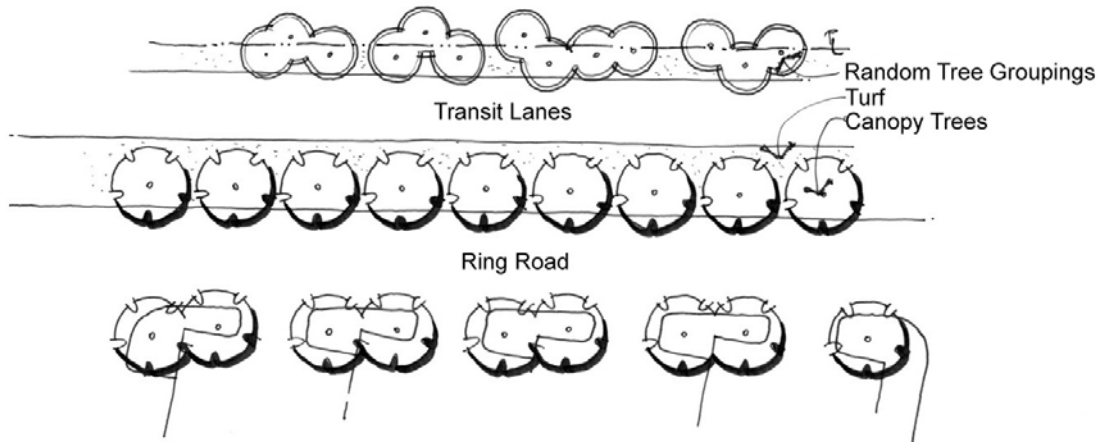
The landscaping within the building and parking areas will take advantage of the ample building setbacks and street/parking area frontages to provide for pedestrian activity and circulation throughout the commercial center. Within this area, placement of human scale pedestrian friendly elements such as gathering and seating areas, covered arcades for shelter, accent lighting and enhanced paving will create a safe, comfortable and aesthetically pleasing environment. Attention shall be given to the placement and ultimate size of plant material as a means of accenting built elements such as arcades, towers and other similar architectural features. Vines and climbing plants can be integrated on building elevations, trellises and perimeter walls to soften the appearance of structures and deter graffiti. The landscape palette shall consist of materials consistent with early California Heritage (see Plant Palette Matrix and guidelines for parking).

Landscaping design and plant material selection should also take into consideration maintenance issues, excessive litter on parked vehicles or on pedestrian routes, and provision of shade. Landscaping should be protected from vehicular and pedestrian encroachment. Landscape design should also consider “Safescape” issues to avoid creating hiding places for potential criminal activity.

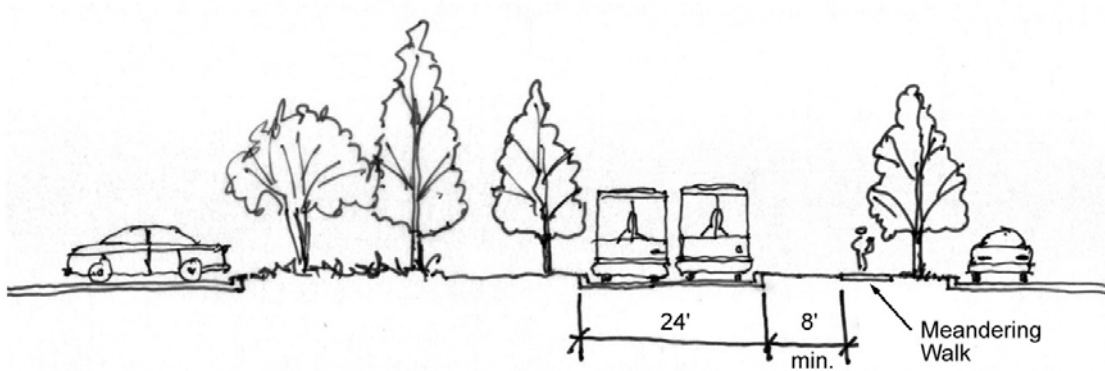
## **7. Transit Facilities Landscaping**

When constructed, the transit station will be a unique site feature and activity focal point. A specific landscape design and material selection should be made to create a distinct area identified by landscaping. Pedestrian routes to the station and the station environs should be particularly “pedestrian friendly” in design and have an enhanced level of pedestrian oriented site furnishings.

# Landscaping along Transit Route



Plan View



Section

*Exhibit 26*

## 8. Plant Materials

Plant material for the project's landscape and open space should respond to the variety of orientations, refinement, land use transitions and edge conditions. The following plant material list represents examples of suggested plant material and their areas of use. Plant materials are listed below by horticultural and common name. This list should not be considered exhaustive. Other plant material may also be acceptable for use upon approval by the City.

### Trees

#### Primary & Secondary Entry / Accent

(50% 36" box, 50% 24" box)

<i>Olea europaea</i> 'Swan Hill'	Olive
<i>Phoenix dactylifera</i>	Date Palm
<i>Pistache chinensis</i>	Chinese
<i>Pistache Platanus acerifolia</i> 'Bloodgood'	London
Plane Tree <i>Tipuana tipu</i>	Tipu Tree
<i>Washingtonia robusta</i>	Mexican Fan Palm

#### Streetscape (Birch Rd. / Eastlake Parkway)

(20% 36" box, 60% 24" box, 20% 15 gallon)

<i>Cassia leptophylla</i>	Gold Medallion Tree
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Pinus eldarica</i>	NCN
<i>Pistache chinensis</i>	Chinese Pistache
<i>Platanus acerifolia</i> 'Bloodgood'	London Plane Tree
<i>Schinus molle</i>	California Pepper
Tree	
<i>Tipuana tipu</i>	Tipu Tree
<i>Tristania conferta</i>	Brisbane Box

#### Entry Street in FC-2 (as prescribed on the Master Precise Plan)

#### Building Perimeter / Parking Area

(50% 24" box, 50% 15 gallon)

<i>Agonis flexuosa</i>	Peppermint Tree
<i>Cassia leptophylla</i>	Gold Medallion Tree
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pittosporum undulatum</i>	Victorian Box
<i>Tipuana tipu</i>	Tipu Tree
<i>Tristania conferta</i>	Brisbane Box

**Shrubs / Groundcover**

**Ornamental Shrubs (Streetscape, Thematic Corridor, Building Perimeter, Entries, Slopes)**

(30% 1 gallon, 50% 5 gallon, 20% 15 gallon)

Acacia redolens	Prostrate Acacia
Agapanthus orientalis	Lily of the Nile
Brunfelsia pauciflora	Yesterday, Today and Tomorrow
Coprosma kirkii	Mirror Plant
Dietes bicolor	Fortnight Lily
Dodonea viscosa	Hopseed Bush
Escallonia fradesi	Escallonia
Hemerocallis species	Daylilly
Ligustrum japonicum	Japanese Privet
Leptospermum scoparium	New Zealand Tea
Tree Phormium species	Flax
Pittosporum tobira	Pittosporum
Plumbago auriculata	Cape Plumbago
Raphiolepis indica	Indian Hawthorn
Xylosma congestum	Shiny Xylosma

**Groundcovers and Accents (Slopes and Level Areas)**

(flats, Myoporum 1 gallon)

Baccharis pilularis	Dwarf Coyote Brush
Gazania ‘Sunrise Yellow’	Gazania
Hedera helix ‘California’	California Ivy
Lantana montevidensis	Lantana
Myoporum parvifloium	NCN

**Turf** Lawn (Marathon III or equal)

**S.R. 125 / Birch Rd. Interchange Plant Legend per SR 125 Guidelines**

**Trees**

(20% 36” box, 30% 24” box, 50% 15 gallon)

**Screening Evergreen Mass Buffer**

Eucalyptus camaldulensis	Sugar Gum
Eucalyptus sideroxylon	Red Ironbark
Pinus halepensis	Aleppo Pine

**Deciduous Limited**

Windrow	
Populus nigra	Lombardy Poplar

**Grove Trees (Flowering, Evergreen)**

Olea europaea	Fruitless Olive
Pyrus calleryana	Ornamental Pear

**Flowering Accent**

Albizia julibrissen	Silk Tree
Pyrus calleryana	Ornamental Pear

**Shrubs**

(5 gallon)

Dietes vegeta      Fortnight Lily

**Slope Groundcovers and Accents**

(flatted ivy, Myoporum in 1 gallon)

Acacia redolens	Prostrate Acacia
Baccharis pilularis	Dwarf Coyote
Brush Hederia Helix 'Needle Point'	English Ivy
Myoporum parvifloium	Myoporum

**Inert Groundcover**

Shredded bark mulch (Minimum 3" deep)

**9. Landscape & Irrigation Standards**

The landscaping for the Freeway Commercial Center shall, as a minimum, conform to the landscape requirements for the City of Chula Vista Landscape Manual and the City Landscape Architect as well as the guidelines herein.

All landscaped areas shall be served by a permanent, subsurface, automatic irrigation system utilizing reclaimed water. The irrigation system shall be designed to maximize efficiency and minimize water usage through use of low flow and matched precipitation rate irrigation heads, separation of irrigation systems by plant hydradzone and use of automatic controllers with built in water management capabilities. Irrigation design shall meet the requirements of the City of Chula Vista Landscape Manual and the Otay Water District.

**10. Landscape Maintenance Standards**

All landscaped areas shall be kept free of weeds and debris. Trees shall be trimmed on an annual basis, or as recommended by a certified arborist, to maintain the desired form to enhance the project site. Shrub and groundcover areas shall be maintained in a weed free condition and trimmed as necessary to maintain desired form. Turf areas shall be mowed on a weekly basis and fertilized as recommended. An ongoing pest control and fertilization program shall be established prior to completion of landscape installation. It is suggested that a soils analysis be conducted by a qualified testing laboratory once a year to provide recommendations for the landscape fertilization program.

All landscaping installed after 2015 shall comply with Chapter 20.12 Chula Vista Landscape Water Conservation Ordinance.

## **D. Lighting**

The overall lighting scheme for the project is shown in the Lighting Concept Pan (Exhibit 27) which depicts four lighting zones: parking field lighting, security lighting, pedestrian lighting and street lighting. Lighting can illuminate walks through clear glass from smaller shops. Larger buildings may have liner shops with glass on some sides, or little or no glass on others. These buildings will require pedestrian scaled lighting along walks to provide security and encourage pedestrian circulation. All lighting shall be selective and shielded to confine light within the site and prevent glare onto adjacent properties to the extent feasible.

### **1. Street Lights**

All street lighting shall conform to City standards. The design of poles and fixtures shall be consistent with those adopted for the Otay Ranch Community.

### **2. Parking Field Lighting**

- Parking areas, access drives, and internal vehicular circulation areas should have sufficient illumination for safety and security. Lighting fixtures should be a zero cutoff at the project edges. The parking lot illumination level should achieve a uniformity ratio of 3 to 1 (average to minimum) with a minimum of 1-foot candle.
- Light standards shall not exceed 35 feet in height.
- Unless otherwise specifically approved in the Design Review process, exterior pole lighting should be either High Pressure Sodium (HPS) or Metal Halide (MH).

### **3. Safety/Security Lighting**

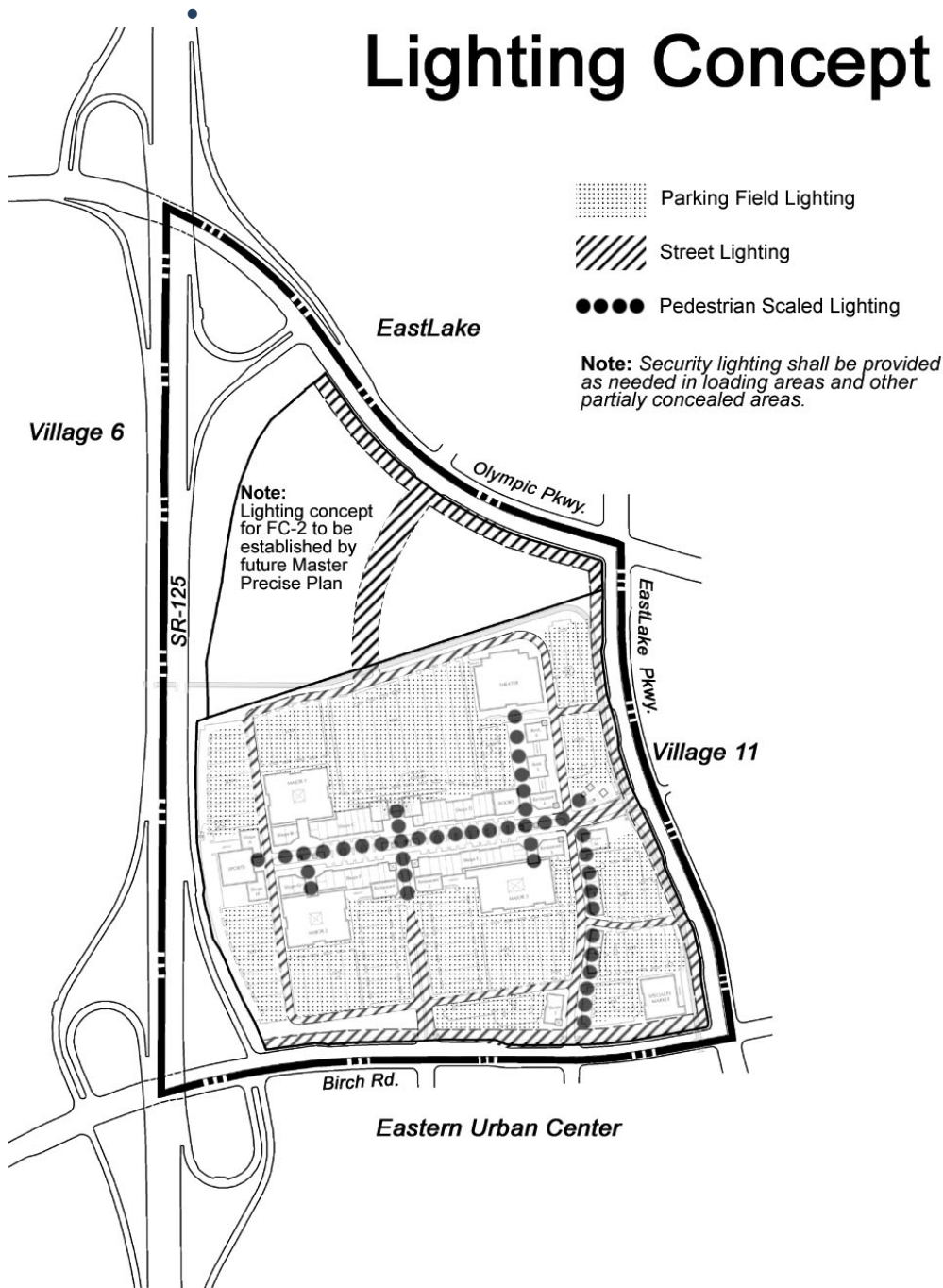
- Lighting should be indirect (except for parking areas) and subtle. Overhead pole mounted down lighting is encouraged. Light fixtures shall not be placed more than 35 feet above grade.
- Lighting levels should emphasize walking areas so as to clearly identify the pedestrian walkway and direction of travel.
- Outdoor pedestrian use areas (courtyards, entry ways, walkways, etc.) should have sufficient illumination for safety and security. Primary pedestrian use area lighting should achieve a uniformity ratio of 3 to 1 with a minimum of 1 foot candle.
- Service area lighting should be contained within the service yard boundaries and enclosure walls. No light spillover is allowed.



**4. Residential Lighting**

- Lighting standards shall be established for areas permitting residential uses at the Master Precise Plan and Design Review phases of implementation.

# Lighting Concept Plan



## 5. Pedestrian/Architectural/Landscape Lighting

- Indirect lighting (except for parking areas), such as soffit lighting, wall lighting or lighting with full cutoff shield type fixtures, is encouraged where it effectively achieves the desired lighting intent. The bare light source (bulb, etc.) should not be visible.
- Architectural overhead down lighting, or interior illumination which spills outside is encouraged. In addition, up-lighting will be utilized in specific locations per where provided for in an adopted Design Review plan. Any such lighting should articulate the building design.
- Exterior illumination to enhance building identity should respect and reinforce the architectural treatment of the building. Patterns of light and fixture concealment should be considered to avoid glare and intrusion onto adjacent properties.
- Buildings should utilize more ornate, wall mounted accent lighting with angular, tapered shapes in dark or verde finishes, characteristic of the selected architectural styles.
- Landscaping lighting should be subtle and should accentuate rather than overpower landscape features.
- Special lighting should be introduced at gateways and other key locations.

### E. Additional Landscape Elements and Conditions

Landscape design goes beyond plant materials. It includes additional elements, such as; hardscape, street furniture, walls and fences, and treatment of other outdoor spaces. It is an objective of the Freeway Commercial design concept to make the outdoor spaces friendly and inviting to pedestrian use.

#### 1. Transit Station

To encourage transit use, the access routes leading to, and near, the Transit Station should be given special attention. The landscape and hardscape of the Transit Station area should convey a safe and comfortable area to wait for transit service. This should be an area of enhanced street furnishings and, potentially, “sidewalk” commercial facilities (newspaper racks, etc.) to serve transit users. Pedestrian routes should connect to the planned transit station location.

#### 2. Paving

- Enhanced paving, paving with contrasting color and/or texture, should be used to identify pedestrian routes and as an accent at intersections and entries.

### 3. Walls & Fences

- Masonry walls should be constructed of split face block, ‘Otay Ranch Brown’ color. Masonry walls may be used as necessary for noise mitigation of SR-125, Birch Road or EastLake Parkway or as screening of refuse collection and storage areas.
- Project retaining walls over eight feet in height should utilize a Keystone (or equal) wall system to provide planting pockets for visual softening with landscape materials. A sufficient number of planting pockets should be provided to ensure adequate landscape coverage of the wall within 2 years.
- Project fencing should be constructed of vinyl coated chain link fencing and should be utilized in areas where security or limited screening is needed.

### 4. Site Furniture

Site furnishings such as benches, trash receptacles, bike racks and drinking fountains should be provided throughout the pedestrian circulation areas to enhance the pedestrian experience and encourage pedestrian use. Site furnishings should be included at pedestrian plazas, traffic nodes, and key locations along building frontages to provide areas of interest and gathering spaces. Benches should be compatible with the style of the building architecture and be made for outdoor use. Bollards or planters may be utilized as means of separation between pedestrian and vehicular areas as well as providing accent lighting along internal pathways. The elimination of curbs, or a ‘zero curb’ face, along building frontages is encouraged. Trash receptacles and similar furnishings should also take on the character of the architecture of the project.

### F. Signage

Signs are necessary to provide adequate identification of buildings and businesses, and to convey information to motorists and pedestrians that will simplify and clarify their movement to and through the commercial center. As connoted by the land use designation of “freeway commercial,” uses in the project are intended to be identified from and marketed to local as well as regional travelers. The Otay Ranch GDP requires the preparation of a “Freeway Signage Program” to establish an approved design program for these signs. The freeway-oriented signs are included within the conceptual sign types described below. A Comprehensive Sign Program for the project is also outlined for use during Site Plan approvals. All commercial signs must be approved pursuant to the provisions of the Freeway Commercial SPA, PC District Regulations, and the Comprehensive Sign Program. The signage included herein is conceptual and limited to the major sign types. In the event that the Sign Program approved with Design Review varies from that indicated herein, Design Review shall prevail.

**Major Signs:**

Three basic types of major signs are proposed. The locations of these major signs are indicated on Exhibit 28.

- **Freeway Sign**

This is a freeway-oriented sign identifying the commercial center and major tenants, incorporated into a structure with design themes consistent with the building architecture. A concept sketch for this type of sign is shown in Exhibit 30.

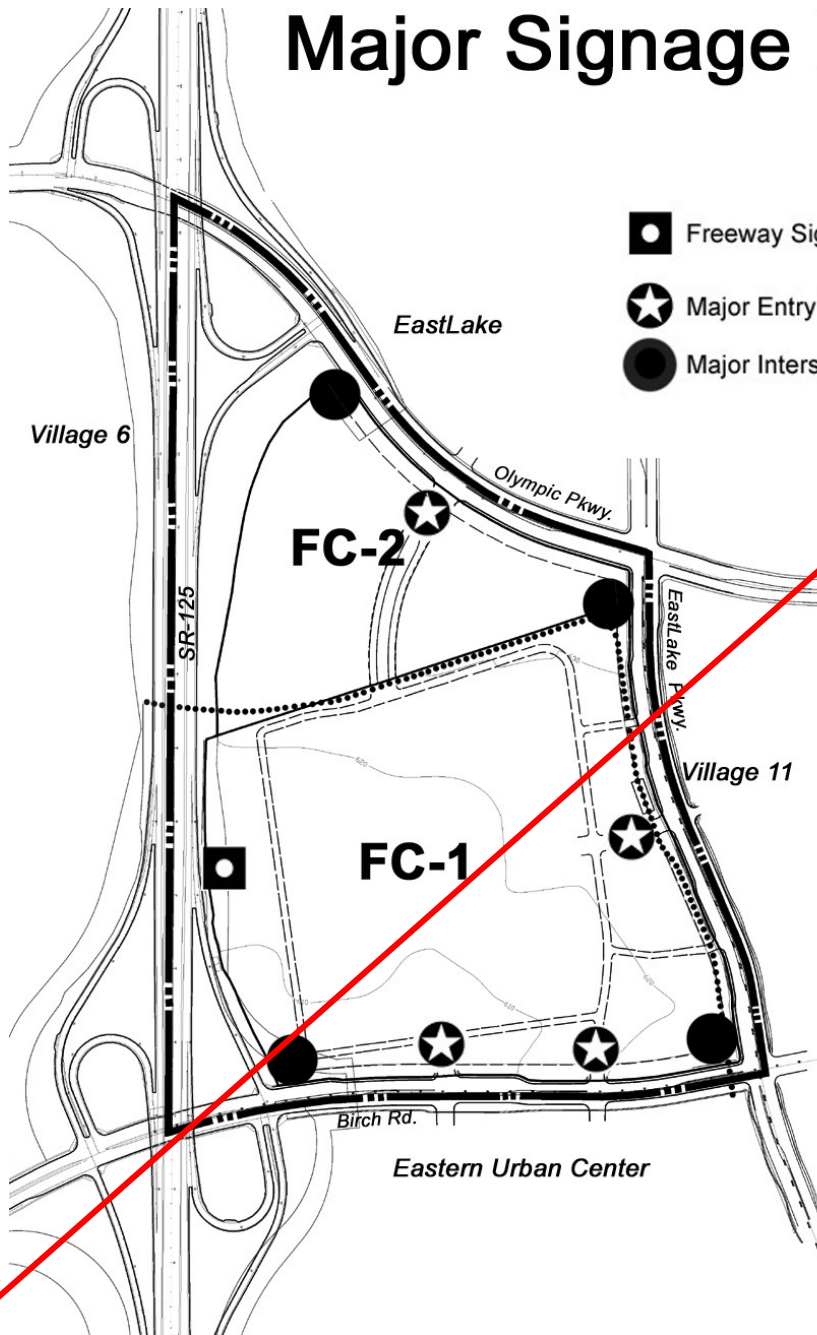
- **Major Intersection Sign**

This is an arterial oriented sign, similar to the Freeway Sign, but smaller in scale and oriented toward motorists traveling along the perimeter arterials. They will be located at EastLake Parkway's intersection with Birch Road and with Olympic Parkway. A sketch of this type of sign is illustrated in Exhibit 29.

- **Major Entry Sign**

This sign denotes the major entries to the Freeway Commercial project and is located at the intersections of the Commercial Promenade Streets with the arterials.

# Major Signage Locations



**Freeway Commercial**

**OTAY RANCH**



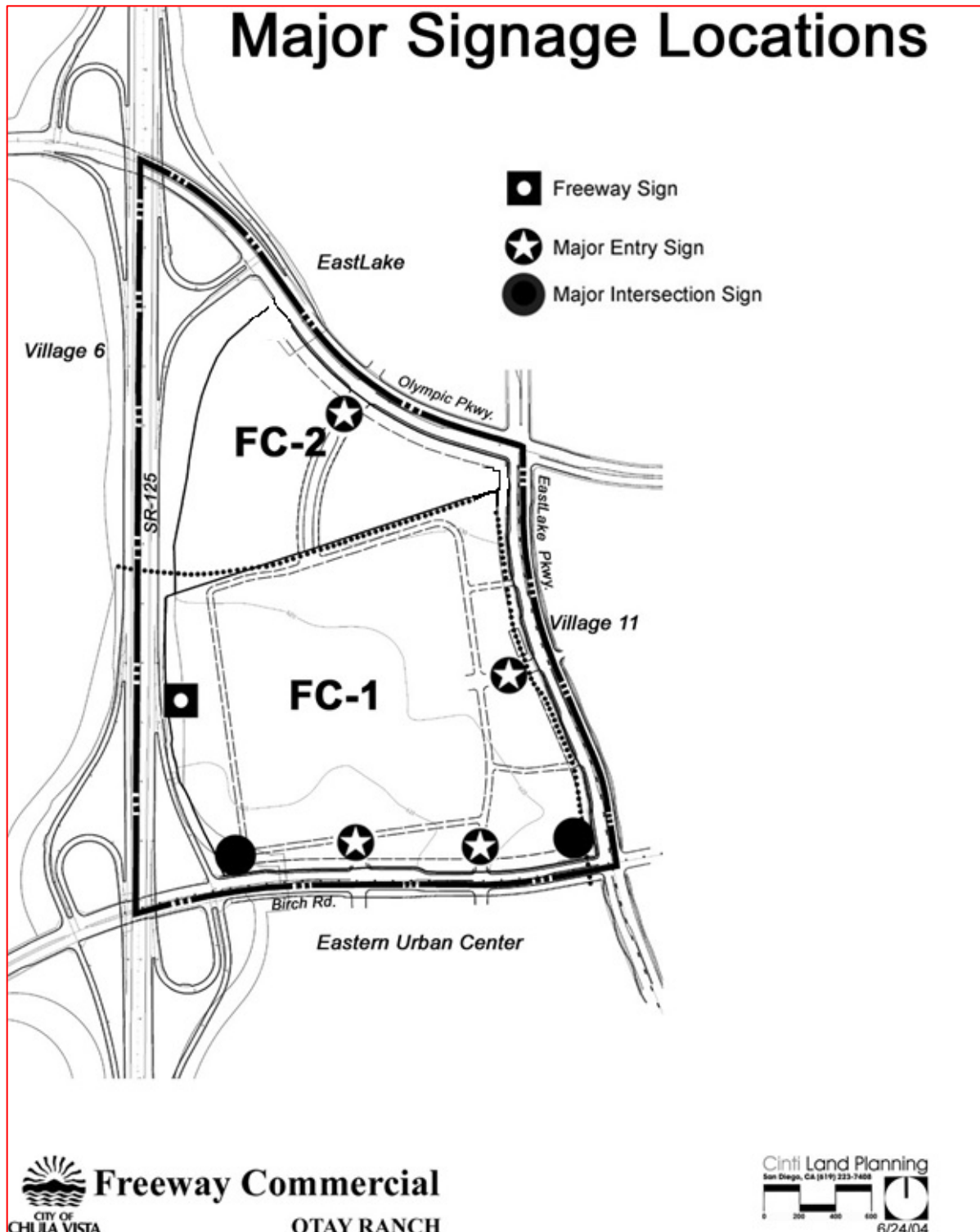
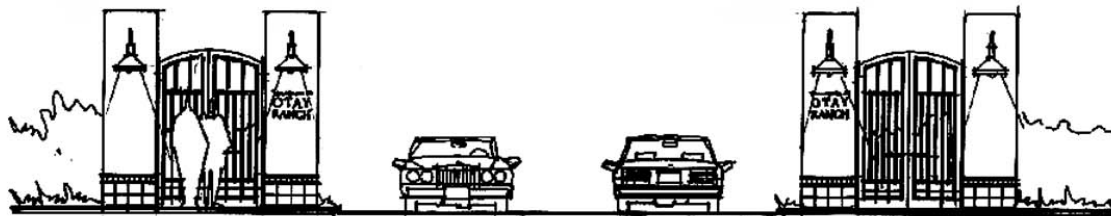
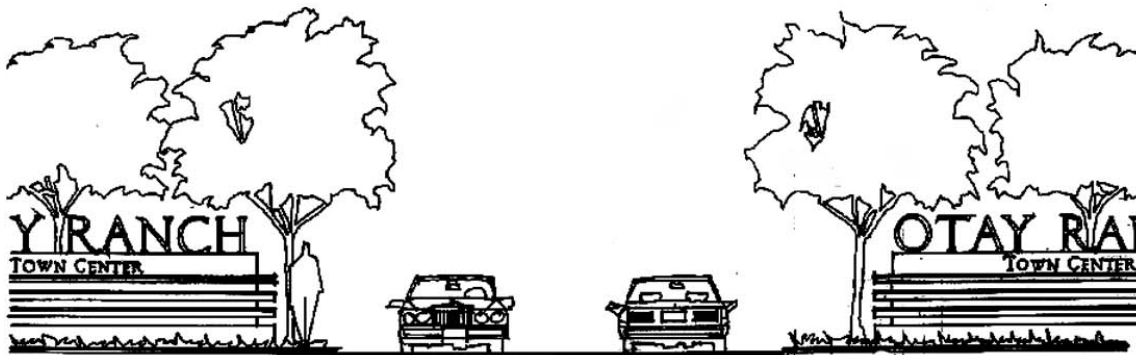
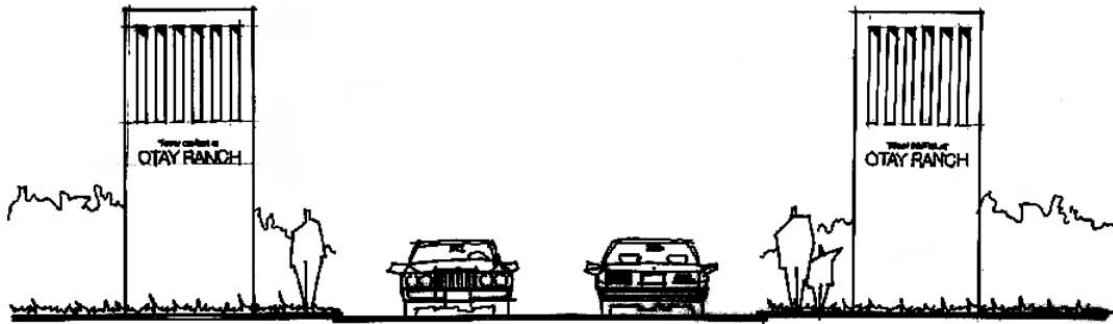
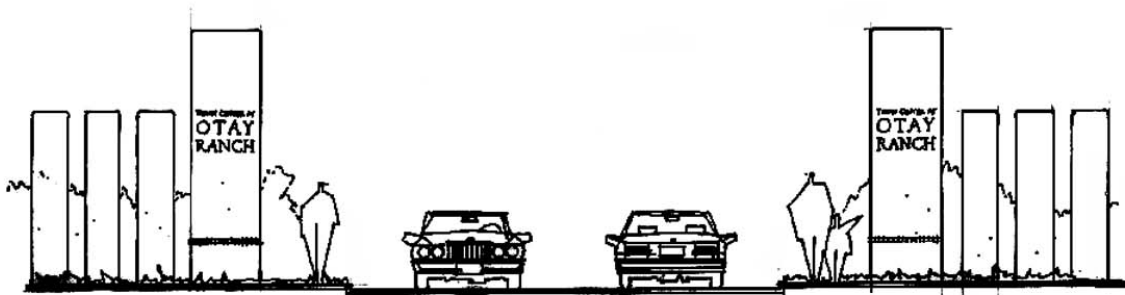


Exhibit 28

# FC-1 Entrance & Identity Signing



Source: RSM Design

Note: The signing illustrated on this exhibit is only intended to show the general character and scale of entrance and identity signing. The required Master Sign Program will define the final design of all such signing.

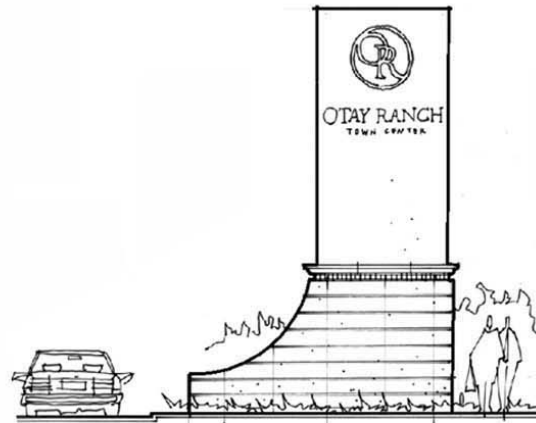
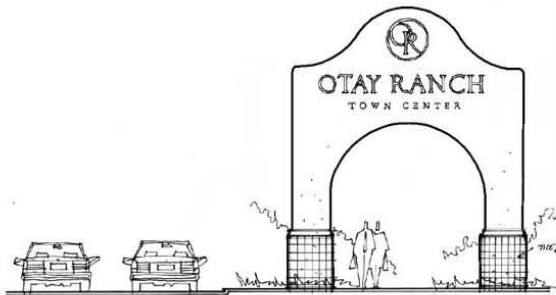
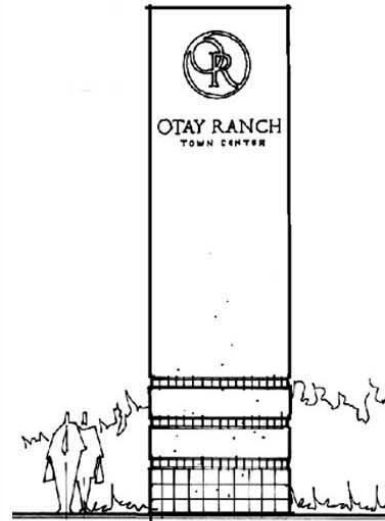
Exhibit 29



# Freeway Pylon Sign

*Conceptual Alternatives*

This landmark size sign is located along SR-125. It will be at a scale for ease of viewing from moving vehicles and is not intended for pedestrian scale identity and interaction.

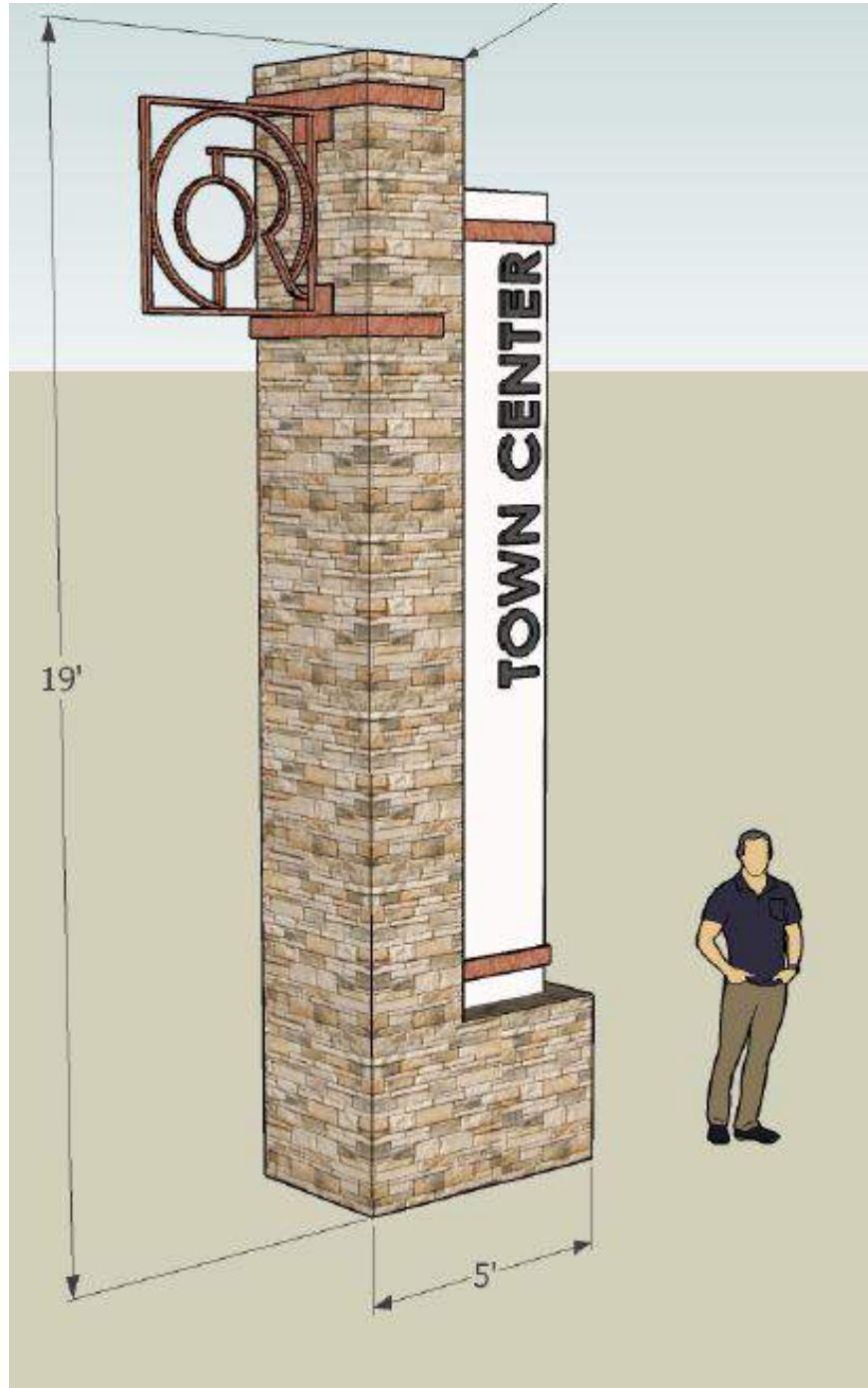


**Note:** The above designs are sketches indicating the concept and general scale of major signs. The final design will be that which is approved in the required Master Sign Program.

Source: RSM Design

*Exhibit 30*

# FC-2 Gateway Monument Sign



*Note: The above design is a conceptual sketch. The final design will be approved through a sign permit.*

**Exhibit 31**

## 1. Comprehensive Sign Program

### *a) Purpose & Intent*

The purpose and intent of this Comprehensive Sign Program is to provide the general design standards and specifications that assure consistency in quality, colors, sizes, placements, and configurations for project site identification signs and building tenant signs throughout the Freeway Commercial Center.

### *b) Submittals & Approvals*

Prior to sign fabrication and installation, plans for all proposed signage shall be submitted to the property owner or designated representative who will review plans for conformance with the sign program criteria. All plans submitted for approval must conform to the criteria contained in this Comprehensive Sign Program. The Owner shall have the discretionary authority to deny approval for any submittal which does not comply with the purpose or intent of the sign program. Following approval by the Owner, all commercial signs shall be approved by the City of Chula Vista, per the provisions of the Freeway Commercial SPA, PC District regulations, prior to installation.

For Owner's signage approval, the submissions shall include three sets of the following. Submittals to the City shall conform to City requirements.

- i. Elevations showing all proposed signs indicating sign type, design, location, size and layout of sign drawn to scale indicating dimensions, attachment devices and construction details, colors, materials and lighting details.
- ii. Section detail of letters and/or sign element showing the dimensioned projection of the face of letters, method and intensity of illumination.
- iii. Color board with actual sample colors (8-1/2" x 11" format).

Requests to establish signs that vary from the provisions of this sign program or any requests to change the provisions of this program shall be submitted to the Owner for approval prior to submission to the City of Chula Vista.

Following approval of proposed signage by the Owner, applications for all permits for fabrication and installation by Sign Contractor shall be submitted to the City of Chula Vista.

Fabrication and installation of all signs shall be performed in accordance with the standards and specifications outlined in this sign program and in the final approved plans and working drawings.

**c) Definitions**

**Building Pad Tenant:** A free standing building with a single tenant who occupies up to 10,000 square feet of leased floor space.

**Letter Height:** Letter height shall be determined by measuring the normal capital letter of a type font exclusive of swashes, ascenders, and descenders.

**Logo:** An image composed of a single or collection of symbols, figures and design elements which together form a distinct and unique identifying mark.

**Major Tenant:** A building with a single tenant who occupies more than 80,000 square feet of leased floor space.

**Shops in Line Tenant:** A building with multiple tenants where each tenant occupies up to 10,000 square feet of leased floor space.

**Sign Area:** The area of a sign, exclusive of margins, in which copy and graphics may be placed. Sign area shall be computed by surrounding each graphic element with a regular geometric shape (e.g., circle, rectangle, trapezoid, ellipse), calculating the area contained within the shape(s), and then computing the sum of the areas. Minor elements such as swashes, simple lines, or other decorative touches that might extend beyond the limits of the geometric shape shall not be included as part of the sign area.

**Sub-Major Tenant:** A building with a single or multiple tenant where each tenant occupies from 10,001 to 80,000 square feet of leased floor space.

**Owner:** The party who possesses legal title to the property or site in question or his designated representative.

**Wall Sign:** Any sign affixed to the elevation of a building wall or parapet.

**d) Sign Restrictions**

1) Prohibited Signs

- Rooftop signs and signs projecting above roof lines or parapets.
- Rotating, revolving, flashing or moving signs.
- Advertising or promotional signs on parked vehicles.
- Signs on mansard roofs and equipment screens.

- Off-premise signs (other than directional signs) installed for the purpose of advertising a project, event, person or subject not related to the premises upon which said sign is located.

#### 2) Nonconforming Signs

Owner may, at its sole discretion and at Tenant's expense, correct, replace or remove any sign that is installed without written approval and/or that is deemed not to be in conformance with the plans as submitted and with the Comprehensive Sign Program.

#### 3) Illegal Signs

Any sign that is deemed not to be in conformance with the approved Sign Plan or erected without government approval or permits is considered an illegal sign. The Owner may, at its sole discretion and at Tenant's expense, correct, replace or remove any illegal sign.

#### 4) Abandoned Signs

An abandoned sign is that which use is discontinued because the premises upon which it is located becomes vacated and unoccupied for a period of more than 90 days. The Owner may, at its sole discretion and at Tenant's expense, replace or remove any abandoned sign.

### ***e) Site Signage & Building Signage Design Guidelines***

#### 1) Design Objective

The primary objective of the sign program is to generate high quality, creative site signage and building tenant signage. A diversity of sign types and styles is encouraged to impart a lively quality. Treatments encouraged by the program include mixed-media signs incorporating multi-dimensional forms and combinations of colors, shapes, materials, and lighting techniques.

- Signs shall be designed in a manner that is compatible with and complementary to the overall project and adjacent facades.
- Signage that incorporates logos, business identity, and/or images denoting the type of business shall be encouraged. Logo design and colors to be approved by the Owner.
- Notwithstanding the maximum square footages specified for sign area allowances, signs and typography in all cases shall appear balanced and in scale within the context of the sign space and the building as a whole.
- Thickness, height, and color of sign lettering shall be visually balanced and in proportion to other signs on the building.

- Wall signs shall be affixed without visible means of attachment, unless attachments make an intentional statement. Wall signs need not be attached directly to the lease space to which they refer.
- Ground signs or monument signs may be located within landscaped zones between property lines and building setback lines, allowing for adequate sight- lines for approaching vehicular traffic at street intersections and project entries.
- All sign fabrication work shall be of excellent quality. All logo images and typestyles shall be accurately reproduced. Lettering that approximates typestyles shall not be acceptable. The Owner reserves the right to reject any fabrication work deemed to be below standard.

## 2) Construction Requirements

- Signs must be made of durable rust-inhibited materials that are appropriate and complementary to the building.
- All formed metal, such as letter forms, shall be fabricated using full-weld construction.
- All ferrous and non-ferrous metals shall be separated with non-conductive gaskets to prevent electrolysis. In addition to gaskets, stainless steel fasteners shall be used to secure ferrous to non-ferrous metals.
- Threaded rods or anchor bolts shall be used to mount sign letters which are spaced out from background panel. Angle clips attached to letter sides will not be permitted.
- Paint colors and finishes must be reviewed and approved by the Owner. Color coatings shall exactly match the colors specified on the approved plans.
- Surfaces with color mixes and hues prone to fading (e.g., pastels, fluorescent, complex mixtures, and intense reds, yellows and purples) shall be coated with ultraviolet-inhibiting clear coat in a matte or semi-gloss finish.
- Joining of materials (e.g., seams) shall be finished in such a way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws, and other fasteners that extend to visible surfaces shall be flush, filled, and finished so as to be unnoticeable.
- Finished surfaces of metal shall be free from canning and warping. All sign finishes shall be free of dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.
- Reverse channel letters shall be pinned 2-inches off building wall. Signs shall have clear acrylic backings, and p.k. housings shall be mounted flush to surface of building.
- Depth of open channel letters shall not exceed 4-inches. All hardware and neon tube

supports inside open channel letters shall be painted to match interior letter color. Neon tubing shall be sufficient to make letters read “solid” and shall be installed so that top surface of neon is flush with front edges of open channel.

- All lighting must match the exact specifications of the approved working drawings.
- Brightness of signs is subject to approval by Owner and City. Surface brightness of all illuminated materials shall be consistent in all letters and components of the sign. Light leaks will not be permitted.
- The back side of all bare neon used for signage shall be painted to provide an opaque finish. Paint color shall exactly match the Owner-approved specification.
- All conduit, raceways, crossovers, wiring, ballast boxes, transformers, and other equipment necessary for sign connection shall be concealed. All bolts, fastenings and clips shall consist of enameling iron with porcelain enamel finish: stainless steel, anodized aluminum, brass or bronze; or carbon-bearing steel with painted finish. No black iron materials will be allowed.
- Underwriter’s Laboratory-approved labels shall be affixed to all electrical fixtures. Fabrication and installation of electrical signs shall comply with UBC, NEC, and local building and electrical codes.
- Penetrations into building walls, where required, shall be made waterproof.
- Location of all openings for conduit sleeves and support in sign panels and building walls shall be indicated by the sign contractor on drawings submitted to the Owner. Sign contractor shall install same in accordance with the approved drawings.
- In no case shall any manufacturer’s label be visible from the street from normal viewing angles.

### 3) Sign Treatments

A mixed-media approach where signage is composed of several different elements and lighting techniques is encouraged. The following treatments are considered appropriate:

- Internally illuminated channel letters
- Dimensional geometric shapes
- Painted metal
- Screens, grids, or mesh
- Etched or polished metal
- Cut steel or fabricated steel
- Neon
- Dimensional letter forms with seamless edge treatment

- Opaque acrylic materials with matte finishes

#### 4) Lighting

Site Signage and Building Tenant Signage should be illuminated using a variety of lighting techniques. One or more of the following are encouraged:

- Reverse channel neon with silhouette illumination
- Open channel neon
- Fiber optics
- Exposed neon
- Internal illumination
- Front lighting
- Area lighting

All front lighting should be baffled and obscured in channels where possible. Where fixtures, shades, or other elements are exposed, they should contribute to the design of the storefront.

All exposed or skeletal neon must be backed with opaque coating, unless otherwise approved in writing by the Owner. All housings and posts for exposed neon signs must be painted out to match the building background immediately behind and adjacent to the sign.

The following shall be prohibited:

- Animated lights
- Exposed conduits and raceways
- Electrified neon attached to glass tubing surrounds or crossbars
- Front lighting fixtures that compete with the storefront design

#### 5) Colors

The following guidelines are to be adhered to in selecting colors for site and tenant signage:

- Sign colors should be selected to provide sufficient contrast against building/structure background colors
- Colors within each sign should be harmoniously blended
- Sign colors should be compatible with building/structure background colors
- Signage colors should provide variety and excitement
- Color of letter returns should contrast with face colors for good daytime readability
- Interior of open channel letters should be painted dark when against light backgrounds



- Neon colors should complement related signage elements
- Color of trim cap retainers must match the color of letter returns and logo returns

All sign colors are subject to review and approval by the Owner as part of the tenant sign submittal.

6) Typestyles

The use of logos and distinctive typestyles are encouraged for all signs. Tenants may adapt established typestyles, logos and/or images that are in use on similar buildings operated by them in California, provided that said images are architecturally compatible and approved by the Owner. Type may be arranged in one or two lines of copy and may consist of upper and/or lower-case letters.

### **III. Design Review Process**

#### **A. Introduction**

The design review process includes two integrated procedures: design review and approval by the Master Developer Review Process and the City of Chula Vista Design Review Process.

In order to ensure that this Freeway Commercial SPA Design Plan is adhered to and maintained, specific review and approval procedures have been established. Initial construction and development plans will be considered by the property owners' design review committees. In addition, future improvements will be evaluated by the architectural review committee of the private association(s) that may be established within the project area. These review committees will assure the integrity of each development area by reviewing and approving all development proposals within their respective areas. The committees will consider the level of conformance to the intent and specific requirements of these guidelines and the adopted CC&R's. In addition, all projects shall be subject to all applicable statutes, codes, ordinances, or regulations of City of Chula Vista and any other appropriate controlling governmental jurisdictions.

Design review submittal requirements for the owner's association(s) will be established with the formation of these associations. Submittals shall include the necessary architectural site plans, floor plans, exterior elevations or perspectives, and schematic grading and landscaping plans to fully describe the proposed improvements. In order to facilitate design coordination between individual buildings, all architectural and landscape plans for adjacent projects will be available for review through the committee(s).

Any changes or modifications to approved plans proposed during the initial construction period shall be submitted to the appropriate property owner and/or owners' association for review and approval prior to submittal to City or incorporation in building or site improvements.

#### **B. Design Review Areas & Submittals**

Design Review approval of site plan and architecture is required for all development within the Freeway Commercial SPA. Recognizing that development of the SPA will be phased, coordinated design review is required. Submittals shall, at a minimum, include an entire Design Review Area as shown on Exhibit 31 and contain the information listed below. As an alternative to preparing detailed plans for an entire Design Review Area, a Master Precise Plan may be approved for the entire area and implemented through phased Design Review approvals. While the Master Precise Plan may include many of the components required for Design Review, it does not replace the need for Design Review. The Master Precise Plan is also intended to provide more detail than is typically included in a Design Plan and upon adoption becomes an administrative supplement to the Design Plan.

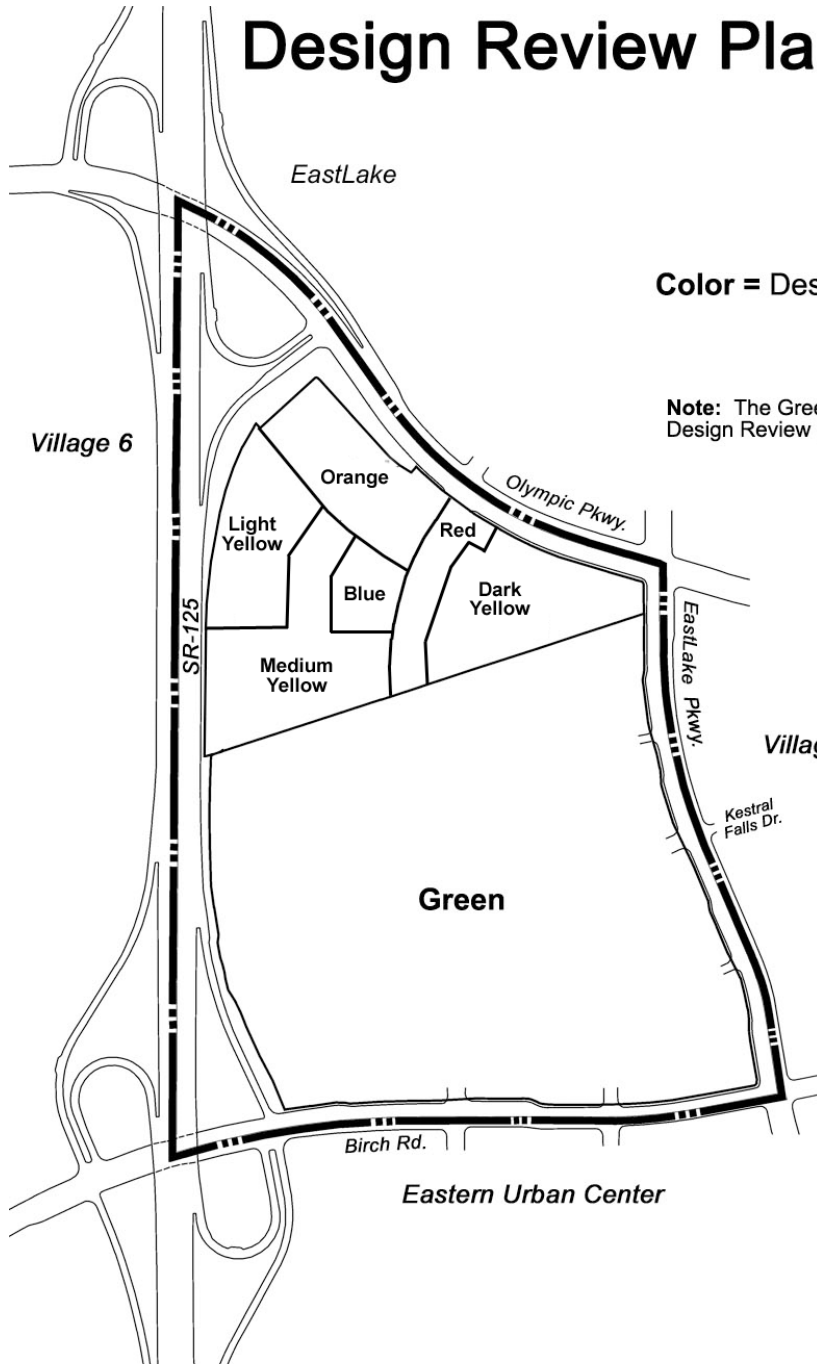
Required components of an individual design review area project submittal will be determined at the pre-application meeting with City staff. Generally, the following plans will be required: site

plan, floor plans, landscape plan, grading plan, building elevations, roof plan, sign plans, site photographs, colors and materials palette. Additional information may be required, depending upon

the specific project proposed. All submitted plans must be consistent with the provisions of this Design Plan and the Master Precise Plan.

Individual buildings, store fronts or other improvements, not approved in the overall Design Review process, shall provide evidence that the proposed improvement has been reviewed and approved by the Master Developer. The City shall not initiate the review process, except for pre-application consultation, until the Master Developer has approved the design.

# Design Review Planning Areas



**Color = Design Review Planning Area**

**Note:** The Green Area permits phased Design Review (Refer to text).



**Freeway Commercial**

**OTAY RANCH**



*Exhibit 32*

### **C. City of Chula Vista Design Review Process**

The requirements of the City are fairly typical and are further detailed below, but each builder should contact the City for current, specific requirements. As noted above, the design review process with the master developer should be initiated prior to formal review by the City.

The design review process with the City should be initiated with an informal pre-application meeting with City staff to identify specific design issues and submittal requirements for the proposed project. A formal application would be the next step in the process to which city staff would provide comments. A revised submittal would then be prepared and the proposed project would be scheduled for a formal approval action.

Site Plan and Architectural Approval, as well as Design Review are required for all uses within the Freeway Commercial zoning district, as defined in the Freeway Commercial Planned Community (PC) District Regulations. Specific requirements for application and review procedures are provided in Chapter VI of the PC District Regulations and Chapter 19.14 of the City's Zoning Ordinance.

In addition to the Freeway Commercial Design Plan, the City's "Design Manual" provides design guidance for all projects subject to Design Review, including commercial and industrial projects. The Design Manual should be consulted when preparing plans for these projects, along with these guidelines.

The City has also published a "Landscape Manual" which describes the landscape review process and provides some guidelines for landscape design from the City's perspective. The Manual also includes specific standards for landscape and irrigation improvements.

#### **1. Design Review Process**

- a. Plans for the establishment, location, expansion or alteration of structures in all multifamily residential zones and all commercial and industrial zones shall require design review by the Planning Commission.
- b. The Planning Commission shall approve, conditionally approve or deny such plans. The Planning Commission shall base its findings and actions on the design review provisions of the affected design manuals of the City.
- c. The Zoning Administrator has the discretion, with the concurrence of the applicant, to act in the place of the Planning Commission in the case of minor projects, including new construction or additions to commercial, industrial, or institutional projects with a total floor area of 20,000 square feet or less, and residential projects of 10 units or less. The Zoning Administrator shall base its findings and actions upon the provisions of the affected design manuals of the City. (Ord. 3268 § 3, 2013; Ord. 3212 § 4, 2011).

## 2. Appeals

a. The applicant or other interested persons may file an appeal from the decision of the Planning Commission or Zoning Administrator for minor projects to the City Council within 10 business days after the decision is made. The appeal shall be in writing and filed with the Development Services Department on forms prescribed for the appeal, and shall specify therein the argument against the decision of the Planning Commission. If an appeal is filed within the time limit specified, it automatically stays proceedings in the matter until a determination is made by the City Council.

b. Upon the hearing of such appeal, the City Council may, by resolution, affirm, reverse or modify, in whole or in part, any determination of the Planning Commission or Zoning Administrator for minor projects. The resolution must contain a finding of facts showing wherein the project meets or fails to meet the requirements of this chapter and the provisions of the design review manual.

c. The decision of the City Council is final. (Ord. 3268 § 3, 2013; Ord. 3212 § 6, 2011; Ord. 3153 § 2 (Exh. A), 2010; Ord. 2822 § 1, 2000; Ord. 2036 § 1, 1983; Ord. 1994 § 1, 1982; Ord. 1771 § 3, 1977).

# **PC DISTRICT REGULATIONS**

## **Otay Ranch Freeway Commercial Sectional Planning Area (SPA)**

Adopted April 1, 2003  
by Resolution No. 2003-132, Ordinance No. 2903

*Amended September 21, 2004  
by Resolution No. 2004-300, Ordinance No. 2977*

*Amended by Resolution No. 2016-187 on September 13, 2016  
and  
Adopted by Ordinance No. 3376 on September 20, 2016*

*Amended XXX, 2019  
by Resolution No. 2019-XXX, Ordinance No. XXX*

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**OTAY RANCH FREEWAY COMMERCIAL SPA  
PLANNED COMMUNITY DISTRICT REGULATIONS**

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**OTAY RANCH FREEWAY COMMERCIAL SPA  
PLANNED COMMUNITY DISTRICT REGULATIONS**

**I. General Provisions**

**A. PURPOSE & SCOPE**

For the purpose of promoting and protecting the public health, safety and welfare of the people of the city of Chula Vista, to safeguard and enhance the appearance and quality of development in the Freeway Commercial Sectional Planning Area (SPA) of the Otay Ranch General Development Plan (GDP) area, and to provide the social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources, these Planned Community (PC) District Regulations defining land use districts and regulations within those districts are hereby established and adopted pursuant to Title 19 (Zoning Ordinance) of the Chula Vista Municipal Code (CVMC), specifically Chapter 19.48 P-C Planned Community Zone.

The Freeway Commercial Planned Community District Regulations are intended to:

- Ensure that the SPA Plan is prepared and implemented in accordance with the provisions of the Otay Ranch GDP.
- Implement the Chula Vista General Plan for the Eastern Territories.
- Promote the orderly planning and long term phased development of the Freeway Commercial portion of the Otay Ranch GDP area.
- Establish conditions which will enable the Freeway Commercial SPA to exist in harmony within the larger community.

**B. PRIVATE AGREEMENTS**

The provisions of this ordinance are not intended to abrogate any easements, covenants, or other existing agreements which are more restrictive than the provisions contained within this ordinance.

**C. CONFLICTING ORDINANCES**

Whenever the provisions of this ordinance impose more, or less, restrictive regulations upon construction or use of buildings and structures, or the use of lands/premises than are imposed or required by other ordinances previously adopted, the provisions of this ordinance or regulations promulgated hereunder shall apply.

**D. ESTABLISHMENT OF LAND USE DISTRICTS**

In order to classify, regulate, restrict and separate the use of land, buildings and structures, and to regulate and limit the type, height and bulk of buildings and structures in the various districts, and

to establish the setback areas and other open space areas abutting and between buildings and structures, and to regulate the density of population, the Freeway Commercial SPA is hereby divided into the following Land Use Districts:

**FREEWAY COMMERCIAL SPA LAND USE DISTRICTS DEFINITIONS**

SYMBOL	DEFINITION
FC-1	Freeway Commercial: District which permits regional uses which require an automobile orientation near regional transportation systems, including, but not limited to thoroughfare commercial, visitor commercial, and regionally oriented retail and service commercial uses. FC-1 additionally permits major (>500,000 square feet) regional retail facilities.
FC-2	Freeway Commercial North (FC-2) is divided into three sub-categories. H is primarily intended to contain hotels. RM is primarily intended for multi-family residential in an urban character with a urban park provided at the core of the planning area. C/MU and R/MU are primarily intended to contain mixed-use multi-family residential and commercial.

**1. Adoption of Land Use Districts Map**

Land Use Districts and boundaries are established and adopted as shown, delineated and designated on the Freeway Commercial SPA Land Use Districts Map (see Exhibit PC-1) of the city of Chula Vista and San Diego County. This map, together with all notations, references, data, district boundaries and other information thereon, is made a part of these Freeway Commercial SPA Planned Community District Regulations and adopted concurrently herewith.

**2. Amendments to the Land Use Districts Map**

Changes to the boundaries of the land use districts shall be made by Ordinance and shall be reflected on the Freeway Commercial SPA Official Land Use Districts Map, as provided in Section VI.C herein. Minor changes resulting on the basis of an approval of a tentative or final map may be made to the Land Use Districts Map as an administrative matter.

**E. CLARIFICATION OF AMBIGUITY**

If ambiguity arises concerning the proper classification of a particular land use within the meaning and intent of this Ordinance, or if ambiguity exists with respect to height, setback requirements, area requirements or land use district boundaries as set forth herein, it shall be the duty of the Zoning Administrator to ascertain all pertinent facts concerning such ambiguity and forward said findings and recommendations to the Planning Commission, or on appeal, to

the City Council. If approved by the Commission, or on appeal, by the City Council, the established interpretation shall govern thereafter.

Should any provision of these regulations conflict with the regulations of the Municipal Code, the requirements herein shall apply.

#### **F. EFFECT OF REGULATIONS**

The provisions of this Ordinance governing the use of land, buildings, structures, the size of setbacks abutting buildings and structures, the height and bulk of buildings, standards of performance, and other provisions are hereby declared to be in effect upon all land included within the boundaries of each and every land use district established by this Ordinance.

#### **G. DEFINITIONS OF TERMS**

For the purposes of this ordinance, certain words, phrases and terms used herein shall have the meaning, assigned to them by Title 19 of the City of Chula Vista Municipal Code.

When consistent with the context, words used in the present tense include the future; words in the singular number include the plural; and those in the plural number include the singular. The word "shall" is mandatory; the word "may" is permissive.

Any aspect of land use regulation within the Freeway Commercial SPA not covered by these district regulations or subsequent plan approvals, shall be regulated by the applicable chapter of the CVMC.

The following specific definitions are provided for the Freeway Commercial SPA:

1. Floor Area Ratio (FAR): The total Floor Area of FC-1, divided by the total site area in FC-1, excluding the enhancement buffer.
2. Major Regional Retail Facility: A retail complex serving the broader regional and consisting of at least 500,000 square feet of retail facilities.
3. Floor Area for Major Regional Retail Facility: The total floor area of buildings, including customer sales, service and storage areas, excluding: covered or screened delivery areas; transit shelters; kiosks; cart sales areas; building walls and architectural projections; mechanical rooms; covered or screened refuse disposal areas; covered patios; maintenance rooms; fire corridors; and, sign structures.
4. Enhancement Buffer (measurement): An area seventy-five feet from the curb line of EastLake Parkway and Birch Road, excluding therefrom: entry streets and drives; acceleration and deceleration lanes; and, the right-of-way for SR-125. The buffer may be reduced to 30 feet along Olympic Parkway.

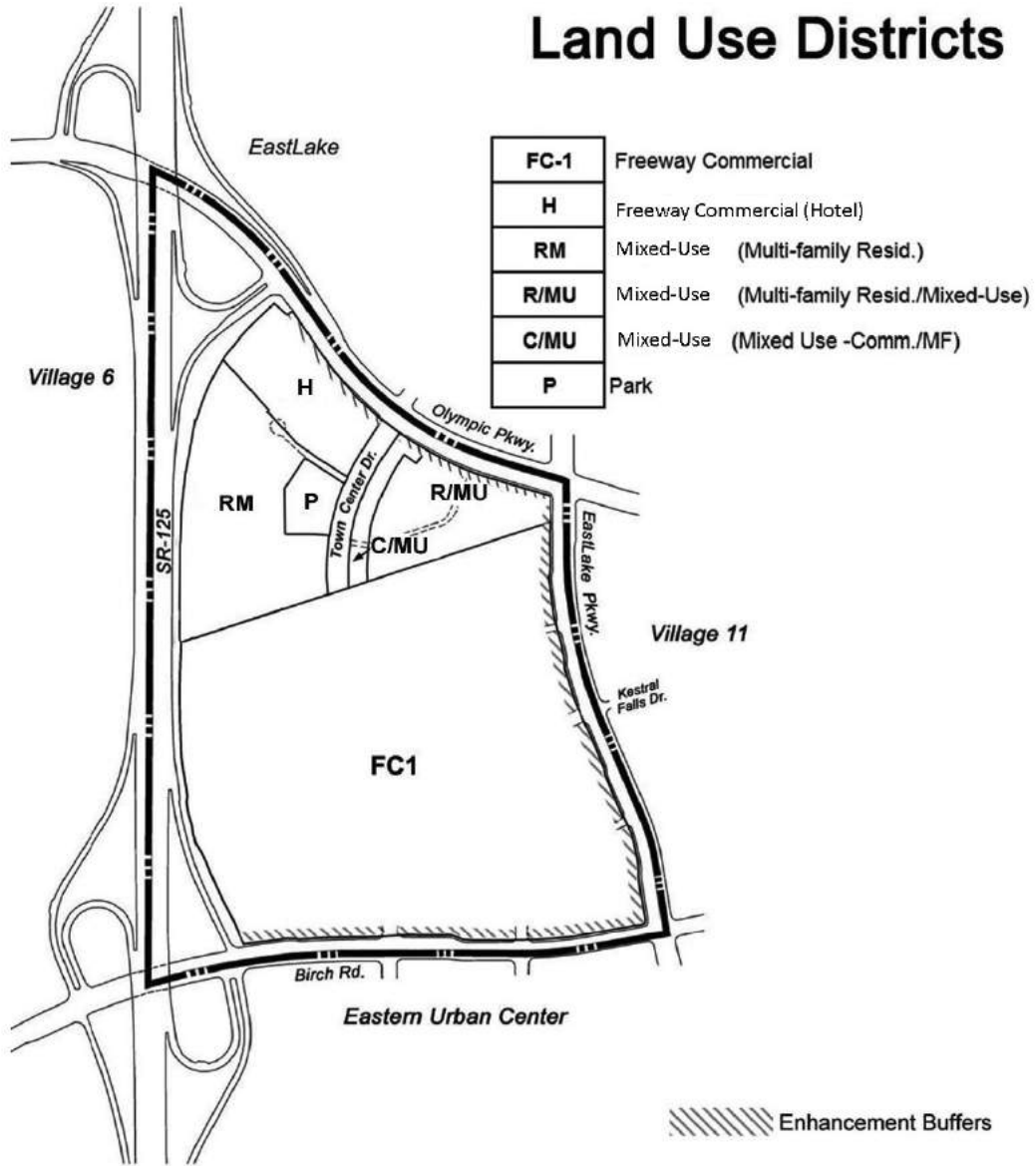
**II. Land Use Districts Map**

This chapter consists of the Land Use Districts (Zoning) Map for Freeway Commercial SPA included in a reduced form as Exhibit PC-1. The original Freeway Commercial SPA Official Land Use Districts Map shall be kept on file with the City Clerk and shall constitute the original record. A copy of said map shall also be filed with the City Planning Department.

**A. DISTRICT BOUNDARIES**

The land use district boundaries shown on the map coincide with proposed streets, alleys, driveways, parking bays, or lot lines. Minor amendments to these boundaries resulting from the relocation of a boundary street, alley or lot line by the approval of a tentative or final subdivision map shall be incorporated in the Land Use Districts Map as an administrative matter.

# Land Use Districts



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

4/2/2019

**EXHIBIT PC-1**



### III. Freeway Commercial District

#### A. PURPOSE

The Freeway Commercial SPA is designated with Freeway Commercial and Residential Land Uses in the Otay Ranch GDP. Freeway Commercial is intended to serve as the site for regional automobile-oriented commercial uses, complementing the Eastern Urban Center, adjacent to the south, which is to serve as a more pedestrian-oriented, mixed-use focal point for the Otay Ranch community. The SPA's location adjacent to the SR-125 freeway and surrounded by arterial roads, while also served by the SANDAG transit line, allows it to provide a unique mix of regionally oriented commercial uses. Two commercial land use districts, Freeway Commercial (FC-1 & FC-2), are designated to accommodate these uses. A portion of FC-2 has been designated as RM and R/MU, which permits residential uses to provide walkable, transit-oriented housing opportunities.

The Freeway Commercial District is included in these Planned Community District Regulations to achieve the following:

- To provide an area for retail stores and service establishments offering commodities and services required by residents onsite and within surrounding communities and the South County region.
- To provide an integrated mixture of walkable transit-served commercial and residential uses.
- To provide appropriate development standards for retail commercial, residential, and support facilities;
- To encourage retail and service commercial uses, and related support uses, to concentrate for the convenience of the public and for a more mutually beneficial relationship to each other.
- To provide adequate space to meet the needs of modern commercial activity, including off- street parking and loading areas.
- To minimize traffic congestion and avoid overloading utilities by restricting construction of buildings of excessive size in relation to the amount of land around them.
- To promote high standards of site planning, architectural and landscape design for developments which have a mix of commercial and residential uses within the city of Chula Vista.

**B. PERMITTED & CONDITIONAL USES**

The following uses shall be permitted where the symbol “P” appears and shall be permitted subject to a Conditional Use Permit where the symbol “C” appears. Uses where the symbol “N” appears shall not be permitted.

**PERMITTED USE MATRIX – FREEWAY COMMERCIAL DISTRICT**

LAND USE <sup>1</sup>	ZONING DISTRICT				
	FC-1 Comm	H Hotel	RM Resid	R/MU Resid	C/M Comm
<b>Administrative and professional services:</b>					
Business or professional office	P	P	N	N	P
Financial institution or office	P	P	N	N	P
Medical, dental & health services and offices (including laboratories)	P	N	N	N	N
Real estate sales office	P	P	P	P	P
<b>General commercial uses:</b>					
Antique shop (no outdoor storage)	P	P	N	N	P
Apparel store	P	P	N	N	P
Appliance store, including repair (no outdoor storage)	P	N	N	N	N
Arcade and electronic games (subject to chapter 19.58 CVMC) 2	C	P	N	N	C
Art, music or photographic studio or supply store	P	P	N	N	P
Athletic and health club	P	P	N	N	P
Automobile and/or truck services and car wash facilities (subject to chapter 19.58 CVMC)	C	N	N	N	N
Bakery, retail	P	P	N	N	P
Barber and beauty shop	P	P	N	N	P
Bicycle shop, non-motorized	P	P	N	N	P
Printing and photocopy services	P	P	N	N	P
Books, gifts and stationery store	P	P	N	N	P
Candy store or confectioner	P	P	N	N	P
Catering establishment	P	P	N	N	N
Cleaners	P	P	N	N	P
Cocktail lounge, bar or tavern, including related entertainment	C	C	N	N	C

<sup>1</sup> P = permitted; C=Conditional use permit; N= not permitted

<sup>2</sup> Refer also to Section III-K-13, herein.

LAND USE <sup>1</sup>	ZONING DISTRICT				
	FC-1 Comm	H Hotel	RM Resid	R/MU Resid	C/M Comm
Commercial recreation facilities not otherwise listed (subject to chapter 19.58 CVMC)	C	C	N	N	C
Electronics store, including sales and repair	P	N	N	N	P
Equipment rental (enclosed in building)	P	N	N	N	N
Fast food restaurants with drive-in or drive-through (subject to Chapter 19.58 CVMC)	P	C	N	N	N
Fast food restaurants without drive-in or drive-through	P	N	N	N	N
Food Trucks (Walk up mobile food restaurant)	N	P	N	N	P
Florist shop	P	P	N	N	P
Food store, Specialty Market (<40,000 square feet.	P	C	N	N	C
Drug store, pharmacy	P	P	N	N	P
Furniture, carpet or home furnishings store	P	N	N	N	N
Gasoline service station (subject to Chapter 19.58 CVMC)	C	C	N	N	C
Hardware or home improvement store	P	N	N	N	P
Hobby shop	P	P	N	N	P
Hotel or motel (subject to Chapter 19.58 CVMC)	P	P	N	N	P
Jewelry store	P	P	N	N	P
Junior department or department store, discount or membership department store	P	N	N	N	N
Kiosk, including photo sales, located in parking lot	P	P	N	N	P
Kiosk, including photo sales, located in plaza area	P	P	N	N	P
Laundry (coin-operated)	P	P	P	P	N
Liquor store, package off-sale	C	N	N	N	C
Newspaper and magazine store, including printing and publishing	P	P	N	N	P
Nursery or garden supply store in enclosed area	P	N	N	N	P

LAND USE <sup>1</sup>	ZONING DISTRICT				
	FC-1 Comm	H Hotel	RM Resid	R/MU Resid	C/M Comm
Office supplies/stationery store	P	N	N	N	P
Outdoor sales and display (subject to Chapter 19.58 CVMC)	P	N	N	N	P
Parking facilities, commercial (subject to Chapter 19.58 CVMC)	P	P	N	N	P
Pet store, pet supplies and services including grooming (no boarding)	P	N	N	N	P
Printing shop	P	P	N	N	P
Recycling collection center (subject to Chapter 19.58 CVMC)	P	N	N	N	N
Restaurant serving alcoholic beverages with live entertainment or dancing	C	C	N	N	N
Restaurant with cocktail lounge or bar serving alcoholic beverages	P	P	N	N	C
Restaurant with incidental serving of beer/wine but without cocktail lounge, bar, entertainment or dancing	P	P	N	N	C
Restaurant, coffee shop, delicatessen	P	P	N	N	P
Restaurant, drive-through	P	C	N	N	N
Retail, wholesale, including membership stores and manufacturer's outlets which require extensive floor areas for the storage and display of merchandise, and the high volume, warehouse-type sale of goods and uses which are related to and supportive of existing on-site retail distribution centers or manufacturer's outlets	P	N	N	N	N
Retail store or shop	P	P	N	N	P
Snack bar or refreshment stand contained within a building	P	P	N	N	P
Stamp and/or coin shop	P	P	N	N	P
Stores, shops and offices supplying commodities or performing services for the residents of the city as a whole or the surrounding community such as department stores, specialty shops, banks, business offices, and other financial institutions and personal service enterprises	P	N	N	N	P
Swimming pool supply store	P	N	N	N	N

LAND USE <sup>1</sup>	ZONING DISTRICT				
	FC-1 Comm	H Hotel	RM Resid	R/MU Resid	C/M Comm
Television, stereo, radio store, including sales and repair	P	N	N	N	N
Theater, movie, multiplex	C	N	N	N	N
Tire sales and service	P	N	N	N	N
Travel agency	P	N	N	N	P
Veterinary office and/or animal hospital	C	N	N	N	N
<b>Public and Semi-Public Uses:</b>					
Assembly Uses	N	N	N	N	N
Day nursery, daycare school or nursery school (for profit)	P	P	N	N	P
Day nursery, daycare school or nursery school (non-profit)	N	P	N	N	P
Educational institution	C	C	N	N	C
Public utility and/or public service sub-station, reservoir, pumping plant and similar installation	C	C	C	C	C
Public Park	NA	P	P	P	P
Outdoor recreational facilities, including but not limited to: tennis and swim clubs, basketball, racquetball and handball courts	C	C	P	P	C
<b>Residential Uses:</b>					
Single Family Detached Residential	N	N	N	N	N
Multi-family Residential	N	N	P	P	P
Residential Care Facilities and Housing for Seniors	N	N	N	N	N
<b>Temporary Uses:</b>					
Subject to the provisions of Section VI.B	P	P	P	P	P
<b>Other Uses:</b>					
Unclassified uses (subject to Chapter 19.54 CVMC)	C	P	C	C	C

### C. ACCESSORY USES & BUILDINGS

Accessory uses and accessory buildings customarily appurtenant to a permitted use are allowed subject to the requirements of Chapter 19.58 CVMC.

Roof mounted satellite dishes shall be permitted as accessory structures subject to the following standards or conditions:

- The dish shall be screened using appropriate matching architectural materials or parapet walls;
- Dishes shall be of a neutral color, match the building, or as otherwise approved by the Planning Director;
- A building permit shall be required; and,
- No advertising material shall be allowed on the satellite dish antenna. Satellite dish antennae containing advertising material shall be considered signs.

### D. SIGN REGULATIONS

No person, except a public officer or employee in performance of a public duty, shall post, paint, erect, place or otherwise fasten any sign, pennant or notice of any kind, visible from a public street except as provided herein. To ensure compliance with this section, a sign permit shall be required for any sign, pursuant to Chapter 19.60.030 of the Chula Vista Municipal Code, except as provided by the following. The following provisions that refer to type, size and content of the sign are only guidelines, but shall not restrict any First Amendment rights to speech.

#### 1. Sign Permit Exceptions

The following signs shall be exempt from the sign permit requirements, however an electrical and/or building permit may be required. Any signage in excess of the specific exemptions listed below is prohibited:

- a. Real Estate Kiosk Signs: Signs installed pursuant to a Real Estate Kiosk Program sanctioned by the city of Chula Vista.
- b. Political Signs: Signs having to do with any issue, ballot measure, political statements and expressions, or candidate in any municipal, County, State or Federal election shall be permitted.
  - All political signs shall be placed, erected, constructed, painted or assembled no earlier than thirty calendar days prior to the election and shall be removed no later than ten calendar days following the date of the election.
  - A political sign shall not exceed five square feet in total area for one side in a residential district, and twelve square feet in a commercial district. Double-

faced signs shall not exceed five square feet per side in residential districts and twelve square feet per side in commercial districts. No signs shall be placed in a manner that would obstruct the visibility of, or impede pedestrian or vehicular traffic, or endanger the health, safety, or welfare of the community.

- All political signs shall not exceed an overall height of six feet from the finished grade immediately around the sign.
  - No political sign shall be lighted either directly or indirectly unless said sign is erected, painted, or constructed on an authorized structure already providing illumination.
  - No political sign shall be placed or affixed to a traffic signal, street light, tree, fence, utility pole or existing sign, nor shall it be posted on any public property or in the right-of-way if, in the opinion of the Zoning Administrator, said sign impedes or renders dangerous public access to any public improvement, including but not limited to, utility poles and fire hydrants; or obstructs the vision of any sign designed to regulate, control or assist public or private transportation or obstructs the vision of any user of a public right-of-way.
  - No political sign shall be posted in violation of any provisions of this section. Further, the Zoning Administrator or his designated representative shall have the right to remove all signs placed contrary to the provisions of this section. Any political sign placed on private property without the consent of the owner may be removed by said owner or representative of said owner.
- c. Temporary Subdivision Signage: Temporary billboards, directional signs and staff-mounted flags are allowed in FC-2, as shown in Master Precise Plan. Such signs shall be for the identification of a subdivision, price information and the developer's name, address and telephone number.

Canvas signs, banners, advertising flags, and similar devices are permitted. Flagpole height shall not exceed 21 feet in height.

Billboards shall not exceed 400 square feet on each side. Directional signs shall not to exceed 64 square feet in total area for two (2) sides or 32 square feet for one (1) side and a total overall height of twelve (12) feet may be permitted on each street frontage of each neighborhood.

Temporary signs installed in the City public right-of-way shall require an encroachment permit from Land Development Department. There shall be no visibility obstructions within five feet from any driveway. Said signage shall be allowed until the units within the subdivision are sold out, or a period of thirty-six months, whichever comes first. Extensions of twelve (12) months may be approved by the Development Services Director/Zoning Administrator prior to

the expiration date. Such signs shall be removed within thirty (30) calendar days from the date of the final sale of the land and/or residences. Signs shall be maintained in good repair.

- d. Temporary Construction Sign: Two directory signs shall be permitted on the construction site for all contractors (may include financial institutions, real estate agents, subcontractors, etc.) not exceeding thirty-two square feet each, unless legally required by government contracts to be larger. No sign shall exceed eight feet in overall height and shall be located no closer than ten feet to any property line. Such sign shall be removed upon the granting of occupancy by the City. For all other projects, a total of two signs per development site may be installed with a maximum of four square feet in area and five feet in height for each sign. Such sign(s) shall be removed upon finalization of building permits.
- e. Interior Signs: Signs within a structure or building when not visible or readable, nor intended to be read from off-site or from outside of the structure or building.
- f. Memorial Tablets, Plaques or Directional Signs: Signs for community historical resources, installed by a City-recognized Historical Society or civic organization.
- g. Convenience and Secondary Directional Signs: Signs not to exceed four square feet in area or ten feet in height.
- h. Official and Legal Notices: Notices issued by any court, public body, person, or officer or in furtherance of any non-judicial process approved by State or local law.
- i. Signs Providing Direction, Warning or Information: Signs or structures required or authorized by law or by Federal, State, County or City authority.
- j. A Single Official Flag: The flag of the United States of America and/or two flags of either the State of California, or other states of the United States, counties, municipalities or official flags for nations, and flags of internationally or nationally recognized organizations or the company flag. Flags shall be a maximum of five feet by eight feet, unless otherwise specifically approved on a site plan
- k. Signs of Public Utility Companies: Signs indicating danger, or which serve as an aid to public safety, or which show locations of underground facilities or public telephones.
- l. Safety Signs: Safety signs on construction sites.



- m. “No Trespassing”: “No dumping” and similar warning signs not exceeding four square feet.
- n. Signs on Public Transportation Vehicles: Signs regulated by a political subdivision, including but not limited to buses and taxicabs.
- o. Signs on Licensed Commercial Vehicles: Provided such vehicles are not used or intended for use as portable signs or as may be prohibited in Section III.D.2.
- p. A Change of Copy: Copy conforming to an approved Comprehensive Sign Program. All other changes of copy shall comply with this section.

## **2. Prohibited Signs & Lighting**

All signs and lighting not expressly permitted are prohibited in all districts including, but not limited to the following:

- a. Roof signs.
- b. Flashing lights or signs.
- c. Animated signs or lights that convey the illusion of motion
- d. Revolving or rotating signs
- e. Vehicle signs (when parked or stored on property to identify a business or advertise a product).
- f. Portable signs (except where permitted by these regulations).
- g. Off-site signs (except temporary subdivision or real estate signs).
- h. Signs within the public right-of-way (except those required by a governmental agency). No sign shall be placed, erected or constructed on a utility pole, traffic device, traffic sign, warning sign, or so as to impede access to any public improvement.
- i. Signs located on public property except as may be permitted by Section III.D.1.b or required by a governmental agency.
- j. Signs within the public right-of-way prohibited by the Streets and Highway Code (Sec. 101 *et. seq.* and Sec. 1460 *et. seq.*), the Vehicle Code (Sec. 21400 *et. seq.*) and the Public Utilities Code (Sec. 7538 *et. seq.*).
- k. Signs blocking doors or fire escapes.

- l. External light bulb strings and exposed neon tubing outside of buildings (except for temporary uses such as Christmas tree lots, carnivals and similar events having prior approval of the City).
- m. Inflatable advertising devices of a temporary nature, including hot air balloons (except for special events as provided for in Section V.B).
- n. Advertising structures (except as otherwise permitted in this section).
- o. Statuary (statues or sculptures) advertising products or logos of the business located outside of the structure that houses the business.
- p. The use of decals, stick-on or transfer letters, or tape on the walls or parapets of buildings, fences, walls and other structures.
- q. Signs which purport to be, are an imitation of, or resemble official traffic warning devices or signs, that by color, location or lighting may confuse or disorient vehicular or pedestrian traffic. This does not include traffic or directional signs installed on private property to control on-site traffic.

### **3. Signs Permitted**

The following signs may be placed with approval of a sign permit provided it is in compliance with all other applicable laws and ordinances. These signs are subject to the individual special provisions listed:

- a. Convenience Signs: On-site signs no greater than six square feet necessary for public convenience or safety may be approved by the Zoning Administrator. Signs containing information such as “entrance,” “exit,” or directional arrows shall be designed to be viewed from an area adjacent to the site by pedestrians or motorists. Signs that convey advertising or products shall not be considered a convenience sign.
- b. Public and Quasi-Public Signs: Schools, community centers and any other public or institutional building, shall be allowed the following signs:
  - Public and quasi-public uses are permitted one wall or monument sign, not to exceed thirty square feet in area and a bulletin board or announcement sign not to exceed fifty square feet in area and twelve feet in height. Any bulletin board or announcement sign not attached flat against the building shall maintain a ten-foot setback from the streets.
  - Public and quasi-public uses may request a permit allowing for temporary use of a sign announcing a special event. Either wall-mounted, or freestanding signs of paper, cardboard, plastic or fabric are permitted; provided that the Zoning Administrator finds that the copy, color and design

of the sign will not adversely affect the order, amenity, or residential enjoyment of the neighborhood in which it is located.

- Special event signs shall be located on the premises of the institution or organization having the special event, and shall not exceed five feet in height, nor contain more than twenty-five square feet of sign area. Freestanding signs shall maintain a minimum ten-foot setback from any property line abutting a street right-of-way. Only one sign shall be allowed for each street frontage.
  - Upon application for a permit, the applicant shall submit a statement and diagram noting the nature of the special event, indicating the occasion, size, copy and colors of the proposed sign. No less than one permit for a special event sign shall be issued to any one institution or organization in one calendar year subject to Chapter 19.60.290 CVMC.
- c. Community Special Event Signs: Special event signs may be approved for a limited period of time as a means of publicizing special events such as grand openings, Christmas tree lots, parades, rodeos and fairs that are to take place within the Freeway Commercial SPA. Community special events such as a rodeo or community fair may be permitted the following signage:
- No more than four off-site signs up to thirty-two square feet in size and eight feet in height to publicize the event.
  - Temporary advertising signing consistent with the requirements set forth in Section V.B.
- d. Commercial Special Events: Events such as grand openings and painted seasonal holiday window displays may be permitted the following signage:
- No more than four signs, thirty-two square foot or smaller in size, eight feet in height, on-site, freestanding special event signs.
  - All other on-site special event signs can be either wall and window signs, flags, banners and pennants. Inflatable advertising devices of a temporary nature may be permitted. In no case shall any signage, flag, pennant, inflatable device, or banner be placed above the roof line.
- e. Comprehensive Sign Program: Any and all signs approved in a comprehensive sign program adopted as a component of a Design Review submittal and pursuant to the Freeway Commercial Design Plan or Master Precise Plan are permitted.

**4. Signs Relating to Inoperative Activities**

Signs pertaining to activities or businesses which are no longer in operation, except for temporary closures for repairs, alteration or similar situations, shall be removed from the premises or the sign copy shall be removed within thirty days after the premises have been vacated. Any such sign not removed within the specified time shall constitute a nuisance and shall be subject to removal under the provisions of this section and local ordinance.

**5. Enforcement, Legal Procedures & Penalties**

Enforcement, legal procedures and penalties shall be in accordance with the enforcement procedures established by Chapter 19.60 CVMC. Unauthorized illegal signs may be abated by the City in accordance with local ordinance. If said sign is stored by the City, the owner may recover said sign from the City upon payment to the City of any storage and/or removal charges incurred by the City. The minimum charge shall be no less than three dollars per sign. All signs removed by the City may be destroyed thirty calendar days following removal. If any sign, in the opinion of the Zoning Administrator, is an immediate threat to the public health and safety, said sign shall be immediately and summarily removed with the cost of removal charged to the property owner in accordance with local ordinances.

**6. Construction & Maintenance**

a. Construction

Every sign and all parts, portions and materials shall be manufactured, assembled and erected in compliance with all applicable State, Federal and City regulations and the Uniform Building Code.

b. Maintenance

Every sign and all parts, portions and materials shall be maintained and kept in proper repair and safe structural condition at all times. The display surface of all signs shall be kept clean, neatly painted and free from rust and corrosion. Any cracked or broken surfaces, and malfunctioning or damaged portions of a sign shall be repaired or replaced. Noncompliance with such a request shall constitute a nuisance and will be replaced within thirty calendar days following notification of the business by the City and will be abated.

**7. Design Standards**

Each sign shall be designed with the intent and purpose of complementing the architectural style of the main building or buildings, or type of business on the site. Signs located on institutional or community purpose sites, but in a predominantly residential area, shall take into consideration compatibility with the residential area to the extent possible.

a. Relationship to Buildings

Signs located upon a lot with only one main building housing the use which the sign identifies shall be designed to be compatible with the predominant visual elements of the building such as construction materials, color, or other design details. Each sign located upon a lot with more than one main building, such as a shopping center or other commercial or industrial area developed in accordance with a common development plan, shall be designed to be compatible with the predominant visual design elements common or similar in all such buildings or the buildings occupied by the “main tenants” or principal uses.

The Zoning Administrator may place conditions of approval on any sign permit to require incorporation of such visual elements into the design of the sign where such an element(s) is necessary to achieve a significant visual relationship between the sign and building or buildings.

b. Relationship to Other Signs

Where there is more than one freestanding sign located upon a lot, all such signs shall be complementary and consider the following five design elements:

- Type of construction material (such as cabinet, sign copy or supports).
- Letter style of sign copy.
- Type or method used for support, uprights or structure on which sign is supported.
- Sign cabinet or other configuration of sign area.
- Shape of the entire sign and its several components.

**8. Landscaping**

Each freestanding sign shall be located in a landscaped area which is of a shape, design and size (equal to at least the maximum allowable sign area) that will provide a compatible setting and ground definition to the sign. The landscape area shall be maintained in a neat, healthy and thriving condition.

**9. Illumination & Motion**

Signs shall be stationary structures (in all components) and illumination, if any, shall be maintained by artificial light which is stationary and constant in intensity and color at all times (non-flashing).

**10. Sign Copy**

The name of the business, use, service and/or identifying logo shall be the dominant message on the sign. The inclusion of advertising information such as lists of products (more than one product), is prohibited.

**11. Relationship to Streets**

Signs shall be designed so as not to obstruct any pedestrian, bicyclist, or driver's view of the street right-of-way.

**12. Design Review & Approval**

A signage plan including sign locations, size, style, materials, lettering size and style, and any other information necessary to adequately review the proposal shall be prepared and submitted for review and approval by the Zoning Administrator prior to construction.

Off-site signs for Town Center in the Olympic Parkway corridor are permitted, but require, in addition to a sign permit, consideration of required input from adjacent property owners.

**E. PROPERTY DEVELOPMENT STANDARDS**

The following property development standards apply to all land and buildings other than accessory buildings authorized in the Freeway Commercial District. In FC-1, any legal lot may be used as a building site, except no building permit shall be issued for any lot having lot size less than 10,000 square feet.

**1. General Requirements**

The standards in the following table are minimums unless otherwise stated. An approved Master Precise Plan, the contents of which are to be determined by the Zoning Administrator, will be required for all areas within the Freeway Commercial North (FC-2). This Master Precise Plan will establish specific design districts within FC-2 and may limit the location of certain uses (e.g. fast food restaurants, auto repair, etc.). This Master Precise Plan shall be prepared in accordance with the Otay Ranch Freeway Commercial SPA Plan, Design Plan, and adopted City standards.

a) **Standards for Commercial Use Districts (FC-1 and Hotel)**

Purpose: The provisions of this section shall apply to commercial and hotel uses within FC-1 and Hotel site.

**TABLE A  
COMMERCIAL PROPERTY DEVELOPMENT STANDARDS**

STANDARD	DIMENSION				
	FC-1 Comm	FC-2 H Hotel			
Lot area, net sq. ft. (000's)	40 <sup>1</sup>	SP			
Lot width (feet)	100	SP			
Lot depth (feet)	100	SP			
Front yard setback (feet to other FC zoned lot)	SP	SP			
Side yard setback, each (feet to other FC zoned lot)	SP	SP			
Rear yard setback (feet to other FC zoned lot)	SP	SP			
Building setback from Olympic Parkway, EastLake Parkway and Birch Road (measured from curb in feet) <i>Note: Transit Structures, signs, entry monuments, and pedestrian oriented facilities are excluded.</i>	75	30			
Public Transit ROW setback (feet)	SP	SP			
Internal vehicular travelway setback (measured from curb in feet)	10	10			
Building height, maximum for main building (feet)	60 <sup>2</sup>	65			
Building feature, maximum height (feet)	75	75			
Lot coverage, maximum (% net lot area)	SP	SP			
Landscaping, minimum (% net lot area)	SP	SP			
SP=per approved site plan. (May also be set at the Master Precise Plan or Design Review Phases). Refer also to Section III-M, herein for property development standards for Residential uses.					

<sup>1</sup> Map for condominium development does not need to meet lot area requirement. Minimum lot area may be reduced to 10,000 sq. ft. for master planned building complexes with Design Review approval. Such plans shall be for a total area of no less than 60,000 sq. ft.

<sup>2</sup> Maximum stories for buildings <20,000 square feet shall be further limited to no more than two floors, and buildings >20,000 square feet shall be limited to no more than three floors.

b) **Standards for Residential and Mixed-Use District**

(1) PURPOSE

The provisions of this section shall apply to residential uses within the RM District and mixed-use arrangement of commercial and residential uses within the R/MU and C/MU Districts. .

**TABLE B  
FC-2 RESIDENTIAL AND MIXED-USE DEVELOPMENT STANDARDS  
(RM, R/MU, AND MU)**

STANDARD	DIMENSION <sup>5</sup>		
	RM (RESIDENTIAL)	R/MU (MIXED USE)	C/MU (MIXED USE)
Lot Size	DR	DR	DR
Lot width and depth	DR	DR	DR
Setbacks (front, rear, and side yards)	DR	DR	DR
	Architectural feature projections such as awnings, building massing projections, cantilevers, bay windows, patio/balcony pop-outs, and other similar features are permitted to project into a required front or rear setback for a distance not to exceed two feet, provided any adopted Building Code requirement for separation of structures is maintained.		
FAR (Floor Area Ratio)	N/A	N/A	N/A
Building Height <sup>1</sup>	50'	75' <sup>1</sup>	75' <sup>1</sup>
Lot coverage (maximum %)	DR	DR	DR
Landscaping (minimum %)	DR	DR	DR
Parking required <sup>3</sup>	Refer to Table B.	Refer to Table C, Mixed Use.	Refer to Table C, Mixed Use.
Common Useable Open Space <sup>4</sup>	200 sq. ft. per unit <sup>4</sup> Where above standards cannot be met, up to one-third of the Common Useable Open Space requirement may be met through excess Private Open Space, as long as the Private Open Space is equally distributed among all units.	200 sq. ft. per unit.	N/A
Private Useable Open Space (Minimum square feet per unit) <sup>2</sup>	Studios, 1-bedroom, and units above first story: 60 sq. ft. Ground floor units: 80 sq. ft. for 2-bedroom units 100 sq. ft. for 3-bedroom units Where above standards cannot be met, amenitized common open space will be provided instead at a 2:1 ratio. Note: No dimension of usable private open space shall be less than 6 feet.	60 sq. ft. per unit.	N/A
<p>DR= Determined by Design Review approval; NA = Not Applicable</p> <p><sup>1</sup> Building features may exceed maximum building height with Design Review approval</p> <p><sup>2</sup> May be modified subject to Design Review approval.</p> <p><sup>3</sup> Requirements for bicycles parking shall be determined during the Design Review process.</p> <p><sup>4</sup> Exceptions and alternatives that meet the intent may be approved during Design Review. Excludes driveways, drive aisles, sidewalks and walkways that serve only as access to the units, unless they are part of a paseo or larger enhanced common useable area. Enhanced motorcourts designated as "No Parking" can count towards Open Space. <sup>5</sup></p> <p>Dimensions approved on a Master Precise Plan shall establish the dimension requirements for Design Review.</p>			



(2) COMMON USEABLE OPEN SPACE

Common usable open space (CUOS) shall be provided for all multi-family developments. CUOS shall take the form of passive and active recreation areas such as swimming pools, picnic areas, ball courts, paseos, etc. These areas shall not be fragmented or consist of left over land, parking areas, areas dedicated exclusively for access or refuse storage areas, and must be pedestrian linked and/or easily accessible to the majority of residents in the development. Driveway are not counted towards open space, unless they are enhanced as plazas and not used for parking. Any portion of a lot which is relatively level (maximum five percent grade), developed for recreational or leisure use, and which contains 60 square feet with no dimension less than six feet, shall be considered open space.

Where above standards cannot be met, up to one-third of the CUOS requirement may be met through excess Private Open Space, as long as the Private Open Space is equally distributed among all units.

(3) PRIVATE USABLE OPEN SPACE

In a high-density urban environment, the common space is what defines the character of the neighborhood. As generously sized yards associated with single- family development are not possible, the benefits of private open space taking form of upstairs balconies and patios diminish in their recreational, aesthetic, and environmental value. Private open space areas in multi-family homes are frequently used for storage rather than for enjoyment of their intended use due to their limited size. Expanding and enhancing common usable open space becomes more beneficial to the residents. High quality recreational amenities and landscaped garden areas serve for social gathering, active and passive recreation.

The project will meet its open space requirement through a combination of private balconies, terraces, porches, and common usable open space to satisfy open space needs for residents.

Private usable open space (PUOS) shall be provided for all multi-family residential dwelling units. PUOS shall take the form of yard area, porches, decks, patios, terraces, and balconies. If intended to satisfy the PUOS requirements, PUOS areas shall meet the Residential Development Standards in Table D above. Where minimum requirement for individual units cannot be met per the above allowances, the project shall provide two (2) times the required PUOS area as highly amenitized Common Useable Open Space to satisfy their PUOS requirement. Amenities may include community gardens, sports courts, dog park, lounge areas, and cabanas.

Modifications may be allowed subject to approval by the Director of Planning and Building.

**2. Additional Requirements:**

- a. Conveniently located common laundry facilities shall be provided for units which do not have individual hook-ups.
- b. Conveniently located and well screened enclosures for trash and recyclables shall be provided consistent with the City of Chula Vista’s solid waste and recycling guidelines.
- c. Mailbox kiosks shall be conveniently located throughout the complex.
- d. Units may be approved for either rental, condominium ownership, or fee simple, subject to the applicable City of Chula Vista regulations.
- e. Masonry walls shall be constructed where required for noise attenuation.
- f. Recreational vehicle parking areas shall be provided fully screened, unless parking of recreational vehicles on-site is specifically prohibited.

**3. Special Requirements**

- a. Ownership: Boundaries for several requirements are based on ownership boundaries as of the adoption of this SPA Plan. In the event that these boundaries are adjusted, the Zoning Administrator shall adjust the requirement to the new ownership boundary if determined to be in substantial conformance to the adopted plan.
- b. The Enhancement Buffers, as depicted on the Land Use Districts Map (Exhibit PC-1), identifies an enhancement area of 30 to 75 feet back from the adjacent curb. No buildings greater than 25,000 square feet may encroach into this buffer zone. Buildings less than 25,000 square feet may only encroach where it can be clearly demonstrated that encroachment improves pedestrian orientation, provides pedestrian oriented amenities and does not negatively impact the streetscape. Parking areas, drive aisles, driveways, seating areas, and patios may encroach, subject to Design Review approval, providing parking is screened and the encroachment is for a limited distance as opposed to a continuous encroachment. Transit lanes and station facilities may be located within the buffer zone.
- c. Design Review and Site Plan and Architectural approval shall be required for all uses within the Freeway Commercial Districts. Site plans and architectural designs shall comply with the provisions of the Freeway Commercial Design

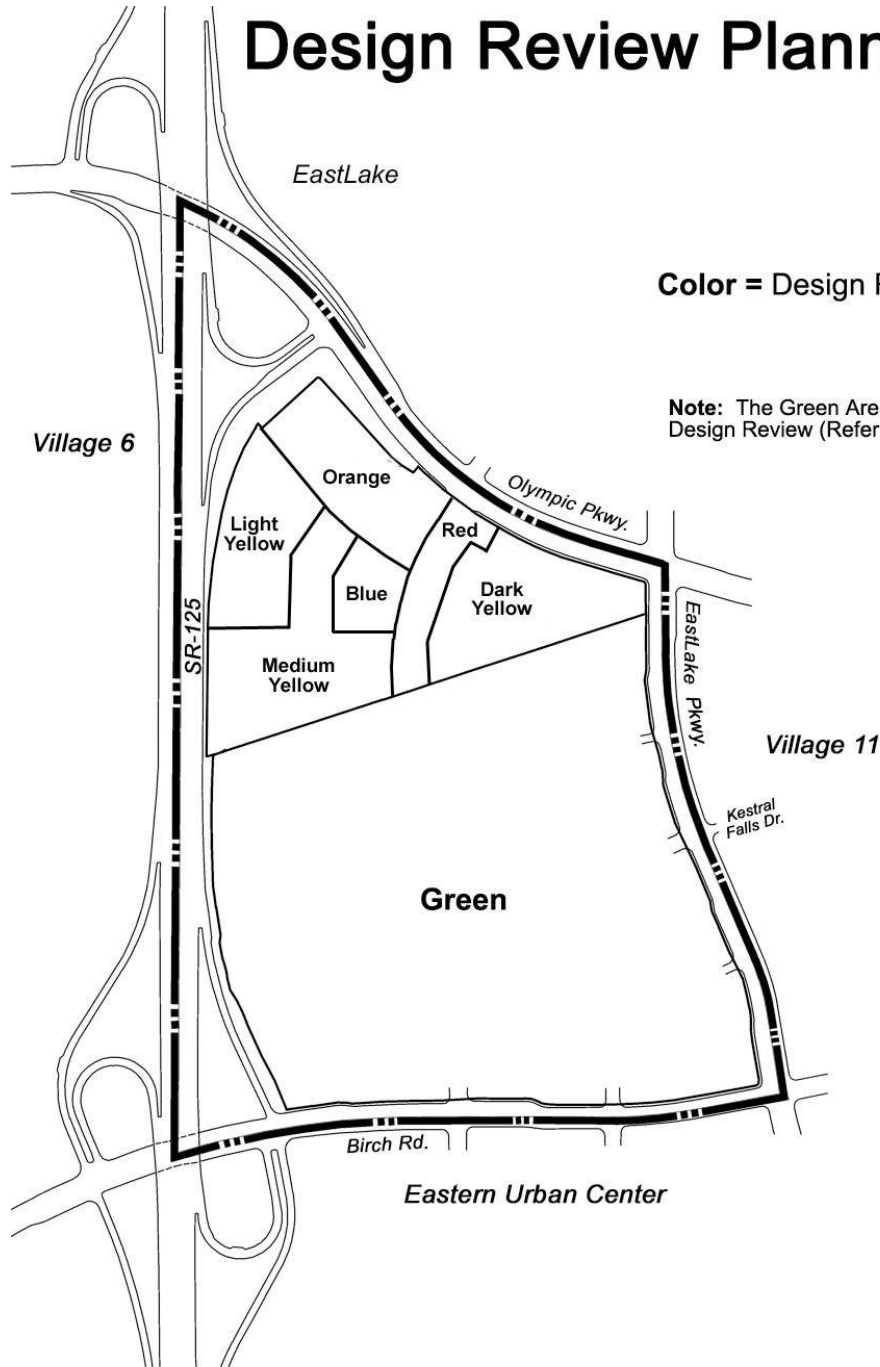
Plan. Submittals shall, at a minimum, include an entire Design Review Area as shown on Exhibit PC-2 and contain the information required per Chapter III Design Review Process of the Design Plan. As an alternative to preparing detailed plans for an entire Design Review Area, a Precise Plan may be approved for the entire area and implemented through phased Design Review approvals. The subsequent phases shall be reviewed for consistency with the Precise Plan. Public notice to property owners within five hundred feet of the project shall be provided for all reviews requiring public hearings.

The area on Exhibit PC-2 designated as “Orange” is primarily intended for hotels. The area designated as “Red” is primarily intended for mixed-use, with multi-family and commercial uses. The areas designated “Yellow” is primarily intended for multi-family residential uses, including a centrally located urban park (“Blue”). These areas shall be developed in phases based on an overall Master Precise Plan, which will satisfy many of the components of the required Design Review requirements.

The area on Exhibit PC-2 designated as the “Green” Planning Area is intended for a major regional retail facility, which will have Design Review performed in phases as follows:

1. Initial Master Plan Level: This will be subject to Design Review of the regional retail facility on an overall basis, including the site plan and arrangement of buildings and parking areas. At this level an overall signing program, landscape design, and architectural standards shall be established. The Design Review Committee shall review and approve the project at this level.
2. Major Buildings Design Review. This will include the Design Review of any single building (user) in excess of 20,000 square feet. The Design Review Committee shall review and approve all major buildings at this level.
3. Design Review for individual free-standing buildings (<20,000 square feet), The Zoning Administrator shall review and approve the Administrative Design Review at this level.
4. Individual tenant store fronts, specific signs requiring a sign permit, or other similar improvements shall be reviewed and approved by the Zoning Administrator during the building permit process.

# Design Review Planning Areas



**Color = Design Review Planning Area**

**Note:** The Green Area permits phased Design Review (Refer to text).

**F. PARKING & LOADING FACILITIES**

These regulations are for the purpose of providing convenient on- and off-street parking space for vehicles. The parking requirements of this section are to be considered as the minimum necessary for such uses permitted by the respective zone. All parking lots shall be subject to the requirements of the City of Chula Vista Storm Water Manual, dated January 2011.

The intent of these regulations is to provide adequately designed parking areas with sufficient capacity and adequate circulation to minimize traffic congestion and promote public safety. It shall be the responsibility of the developer, owner, or operator of the specific use to provide and maintain adequate off-street parking.

**1. Size and Access Requirements**

The following property development standards shall apply to all parking areas:

a. General Requirements

The following are minimums unless otherwise stated:

1) Automobile:

Standard:

- Uncovered: 9 feet by 19 feet each space
- Covered in a garage: 9 feet by 19 feet for single-car garage  
18 feet by 20 feet for side-by-side two-car garage  
10 feet by 39 feet for tandem two-car garage

Size and configuration of automobile parking spaces shall, as a minimum, comply with the City of Chula Vista’s adopted parking table (PL-30) which establishes stall sizes relative to parking angle and aisle width.

- 2) Motorcycle Space: 4 feet by 8 feet each space
- 3) Bicycle Space: 2 feet by 6 feet each space or as provided in a manufactured storage rack/device
- 4) Motorized Cart Space: 4 feet by 6 feet each space; may also use automobile spaces

- Automobile, handicapped, motorized cart, motorcycle, and bicycle spaces: All parking stalls and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or any other all-weather surfacing approved by the Zoning Administrator and subject to current City standards. All parking facilities shall be graded and drained to provide for the disposal of all surface water on the site, except as may be deemed preferable to satisfy NPDES

requirements.

Off-street parking areas for more than three vehicles shall be provided with a concrete curb not less than six inches in height to confine vehicles to the parking area.

6) **Striping & Identification**

- a) Automobile: All parking stalls shall be clearly outlined with lines on the surface of the parking facility.
- b) Handicapped: All handicapped spaces shall be striped and marked according to the applicable State standards.
- c) Motorcycle: All motorcycle spaces shall have bollards installed and appropriately spaced to prevent automobile usage of the motorcycle area. Motorcycle spaces shall be marked so that they can be clearly identified for motorcycle use.
- d) Bicycle: All bicycle parking facilities shall be clearly visible.

7) **Storm Water Management**: Parking lots of 5,000 square feet or more or containing 15 or more parking spaces, and potentially exposed to urban runoff, shall comply with the City of Chula Vista Urban Storm Water Mitigation Plans (SUSMPs).

b. **Access & Driveways**

- 1) No parking area may be located so as to require or encourage the backing of automobiles or other vehicles across any street lot line, to effect egress from the places of parking.
- 2) Driveways for parking areas shall be a minimum of fifteen feet wide for one-way traffic and twenty-four feet wide for two-way traffic. The minimum vertical clearance shall be ten feet to allow for the passage of emergency vehicles, based on minimum standards administered by the Director of Engineering.
- 3) All aisles and turning areas shall be adequate to provide safe and efficient access to and from parking spaces, based on minimum standards administered by the city traffic engineer.

c. **Special Requirements**

- 1) Shared parking may be permitted pursuant to the following criteria:
  - a) The applicant shall show that there is no substantial conflict in the principal

operating hours of the buildings or uses for which the shared parking is proposed.

- b) Parties involved in the shared use of a parking facility or facilities shall evidence agreement for such shared use by a proper legal instrument approved by the City Attorney as to form and content.
  - c) Any shared parking facility shall be provided with adequate signs on the premises indicating the availability of that facility for patrons of the participating uses.
- 2) All shopping cart storage areas shall be screened from public view from the parking lot areas and public streets.

**2. Number of Spaces Required for Designated Land Use**

- a. The number of parking spaces required shall be as set forth in the table below.

**TABLE C  
PARKING REQUIREMENTS**

LAND USE	MINIMUM OFF-STREET PARKING REQUIRED
<b>Commercial (FC-1 and Hotel)</b>	
Administrative & professional services offices	1 space/300 square feet of gross floor area; minimum 4 spaces
Appliance, furniture, home furnishings store	1 space/600 square feet of gross floor area
Auto or truck sales	1 space/10 car storage/display spaces
Bowling alley or billiard hall	5 spaces/alley plus 2 for each billiard table plus required parking of any other uses on the site
Eating & drinking establishment (non-fast food)	1 space/each 2½ seats or 1 space/50 square feet of seating area where there are no fixed seats
Fast food restaurant w/ drive-in or drive through	1 space/each 7 seats plus 1 space per employee, minimum 15 spaces and on-site queue line for at least 8 vehicles when drive through is included
Gasoline dispensing and/or automotive services stations	2 spaces plus 4 for each service bay
Hotel or motel	1 space per room
Medical, dental or veterinary office or clinic	1 space/200 square feet of gross floor area; minimum 5 spaces
Theater, movie	1 space/3½ seats
Shopping Center and General Commercial, not otherwise listed	1 space/200 square feet of gross floor area (5:1000 sf) Max. 10% of sq. ft. may be restaurants on this basis.
Major Regional Retail Facility (>500,000 square feet)	4.5 spaces per 1,000 square feet as an overall blended total for all uses (including shared park & ride spaces).
<b>Public and Semi-public Uses</b>	
Day nurseries, daycare schools, nursery schools	1 space/staff member plus 2 spaces/5 children or 1 space/10 children if adequate drop-off facilities are provided. Drop-off facilities must be designed to accommodate a continuous flow of passenger vehicles to safety load and unload children. The adequacy of proposed drop-off facilities shall be determined by the Zoning Administrator.
College or vocational school	1 space/2 faculty member or employee plus 1 space/3 students
Place of public assembly	1 space/3½ seats within the main auditorium or 1 space/45 square feet of gross floor area within the main auditorium where there are no fixed seats
Public utilities, civic uses	To be determined by the Zoning Administrator



**TABLE C- CONTINUED**

LAND USE	MINIMUM OFF-STREET PARKING REQUIRED*
<b>West Residential</b>	
RM	2 assigned covered spaces/unit plus minimum 0.33 guest spaces/unit. Tandem garage spaces are permitted. A two-car tandem garage will count as 1.75 parking spaces. The remaining 0.25 spaces will be provided as common unassigned parking.
Senior, Congregate Care, or Affordable Housing	To be determined by Design Review. Tandem spaces are permitted. Parking requirements may be reduced for developments restricted to Affordable and Senior Citizens at the discretion of the Planning Commission through a Conditional Use Permit procedure.
<b>Mixed-Use**</b>	
R/MU	Studio units: 1.0 spaces/unit 1-bedroom units: 1.5 spaces/unit 2-bedroom units: 2.0 spaces/unit 3-bedroom units: 2.25 spaces/unit Guest parking ratio of 0.33 is included in above ratios.
C/MU	4 spaces per 1,000 sq. ft.

\* Parking on Town Center Drive shall not be used to satisfy residential parking requirements.

\*\*Parking on Town Center Drive may be used to satisfy the Commercial component of Mixed Use parking requirements.

b. Handicapped Parking Requirements

- a. Handicapped parking for residential uses shall be provided at the rate of one space for each dwelling unit that is designated for occupancy by handicapped persons.
- b. Handicapped parking spaces for all uses, other than residential, shall be provided at the following rate:

**TABLE D  
REQUIRED HANDICAPPED PARKING**

NUMBER OF AUTOMOBILE SPACES PROVIDED	NUMBER OF HANDICAPPED SPACES REQUIRED
1 – 25	1
26 – 50	2
51 – 75	3
76 – 100	4
101 – 150	5
151 – 200	6
201 – 300	7
301 – 400	8
401 – 500	9
501 – 1000	2% of Total Spaces
Over 1000	20 plus 1 space for every 100 spaces (or fraction thereof) over 1001

- 2) Handicapped parking spaces required by this section shall count toward fulfilling off-street automobile parking requirements.

c. Bicycle Parking Requirements

Commercial uses are required to install bicycle parking facilities providing a minimum of four bicycle parking spaces per tenant/user greater than 25,000 square feet. Bicycle parking facilities shall be stationary storage racks or devices designed to secure the frame and wheel of the bicycle. Bicycle parking facilities shall be distributed throughout the commercial center and located in close proximity to the entrance of each commercial use requiring provision of the facility.

Commercial uses in FC-2 that are specifically related to bicycle sales and repair should consider providing changing rooms and showers.

d. Motorcycle Parking Requirements

Motorcycle parking areas shall be provided for all uses at the following rate:

- Uses with 25 to 100 automobile parking spaces shall provide one designated area for use by motorcycles (minimum two spaces).
- Uses with more than 100 automobile parking spaces shall provide motorcycle parking areas at the rate of one motorcycle parking area (minimum two spaces) for every 100 automobile parking spaces provided.

e. Fuel Efficient Vehicle Parking Requirements

Parking spaces for electric vehicles, if provided, shall satisfy the amount of conventional parking space requirements. The project shall meet all City of Chula Vista requirements for electric vehicle parking.

f. On-Street Parking

On-street parking may be permitted on the internal streets and drives, subject to approval by the City Engineer. Any approved on-street parking may be applied to meet the parking requirements for adjacent uses. The assignment of specific spaces to individual buildings/uses shall be made in the Design Review approval, or as specified on an approved the Master Precise Plan.

On-street parking restrictions, enforcement, and provisions for dual-use spaces shall be under the control of the home or business owners association for the mixed-use area in MU.

**3. Loading Facilities**

- a. Adequate loading area shall be provided for each building and/or user such that loading operations do not interfere with public access and circulation. If feasible, separate access and circulation routes shall be provided for loading and service areas.
- b. Loading and service areas shall be located to the rear of buildings to minimize visibility from right-of-ways, circulation conflicts and adverse noise impacts, unless specifically approved in Design Review. Any loading and/or service area which would be visible from Olympic Parkway, EastLake Parkway or Birch Road shall be adequately screened to maintain the streetscape appearance.
- c. Loading facilities shall be adequately screened from adjacent land uses along the boundary of FC-1 and FC-2 by walls and covered trellises.

- d. Loading/unloading facilities shall implement Best Management Practices (BMPs) to prevent pollution of the storm drainage systems. Storm drain inlets shall not be located near the loading/unloading areas.

#### 4. General Provisions

- a. Parking facilities, for both motor vehicles and bicycles, shall be provided for any new building constructed; for any new use established; for any addition or enlargement of an existing building or use; and for any change in the occupancy of an existing building.
- b. For additions or enlargement of any existing building or use, or any change of occupancy or manner of operation that would increase the number of parking spaces required, the additional parking spaces shall be required only for such addition, enlargement or change, not for the entire building or use, unless required as a condition of approval of a Conditional Use Permit.
- c. The required parking facilities needed for any development shall be located on the same site or, if an irrevocable access and/or parking easement is obtained, the parking may be on an adjacent site. Property within the ultimate right-of-way of a Commercial Promenade Street may be used, to the extent available, and subject to sight distance criteria per City standards, to provide required on-site parking or loading/unloading facilities so long as at least one stall is provided on site.
- d. All required off-street parking spaces shall be designed, located, constructed, and maintained to be fully usable during workday periods or as needed by the use of the premises. Temporary uses for which a temporary use permit has been secured may utilize parking areas as allowed by the temporary use permit.
- e. Where the application of these schedules results in a fractional parking space, the fraction shall be rounded to the higher whole number.
- f. The parking requirement for uses not specifically listed in the matrix shall be determined by the approval body for the proposed use on the basis of requirements for similar uses, and on any traffic engineering and planning data that is appropriate to the establishment of a minimum requirement.
- g. In situations where a combination of uses are developed on a site, parking shall be provided for each of the uses on the site according to the schedule given in this section.
- h. Parking areas shall be separated from buildings by landscaping, bollards, and/or a raised concrete walkway. Parking lots shall be designed so that pedestrians will generally walk parallel to the flow of vehicles when approaching the

adjacent building.

- i. All parking facilities required by this section shall be maintained in good operating condition for the duration of the use requiring such facilities. Such facilities shall be used exclusively for the parking of vehicles. Parking facilities shall not be used for the storage of merchandise, or, for the storage or repair of vehicles or equipment. Parking facilities shall not be used for the sale of merchandise, except on a temporary basis, pursuant to Section V.B Temporary Uses.
- j. A maximum of five drive-through facilities for fast food restaurants are permitted within the Freeway Commercial SPA.

## **5. Parking Screening Requirements**

Off-street parking areas for more than five vehicles, adjacent to a public street, shall be effectively screened by a ten-foot wide landscaped strip. The requirements specified herein may be eliminated in whole or in part where, in the opinion of the zoning administrator, such requirements are not necessary for the proper protection of abutting property because of substantial grade differentials, the existence of adequate walls or other equally valid reasons.

## **6. Parking Area Landscaping**

- a. Parking areas shall be landscaped in accordance with the City's Landscape Manual and Freeway Commercial SPA Design Plan (Section II.A.4).
- b. Any unused space resulting from the design of the parking area shall be used for landscaping purposes, if determined to be of appropriate size and location. Refer to the Freeway Commercial SPA Design Plan (Section II.C.6) for additional guidelines relating to parking lot landscaping.
- c. All landscaped parking lot islands shall have a minimum inside dimension (landscaped area) of three feet and shall contain a twelve-inch-wide walk adjacent to the parking stall and be separated from vehicular areas by a six inch high, six inch wide concrete curbing.
- d. All landscaped areas shall be irrigated automatically with reclaimed water and kept in a healthy and thriving condition free from weeds, debris and trash.

## **7. Parking Area Lighting**

All parking facilities shall have lighting in accordance with City of Chula Vista standards. The lighting shall be designed and installed with cut-offs to confine direct rays to the site. Parking lot light standards shall be a maximum height of 35 feet from the finished grade of the parking surface in the major parking fields and directed away from the property lines. Light standards in pedestrian oriented areas shall not exceed 12 feet in height.

## G. OUTDOOR STORAGE & SALES AREAS

Except where otherwise approved on a site plan, outdoor storage areas shall be entirely enclosed by solid walls not less than six feet in height to adequately screen outdoor storage areas. Stored materials shall not be visible above the required walls.

Permanent outdoor sales areas shall be screened to improve site aesthetics when viewed from a distance, but the screening materials need not be solid or opaque. Filtered, close-range views of the materials for sale are allowed. Screening materials and design shall be consistent and integrated with the design and materials of the adjacent commercial building.

## H. TRASH STORAGE & RECYCLING FACILITIES

### A. Commercial:

1. All developments shall provide areas for trash storage. These areas shall be enclosed within a minimum five-foot high masonry wall, or higher if deemed necessary in site plan approval, to adequately screen the trash area, built to standards adopted by the City for a freestanding wall and shall be designed to accommodate the trash containers used by the trash service company contracted with the City. Recycling facilities, including compactors and similar equipment, shall be located adjacent to trash storage areas and similarly screened from view. Recycling facilities shall be designed to meet best management practices and current available technologies.
2. The number of containers required shall be not less than required by the sanitary service operator on the site and a specified number by the zoning administrator for all commercial or other uses as determined by the actual use.
3. Trash areas shall be kept neat and clean. Storage enclosures or containers for recyclables shall be designed to protect stored materials from the elements or spilling.
4. The location of any trash area(s) shall be approved on the Design Review site plan and not block circulation during loading operations.
5. The trash and recycling facilities enclosure shall be permanently maintained.
6. Trash storage areas and recycling facilities shall be located away from storm drain inlets and be covered, bermed or otherwise protected to prevent rainwater from reaching stored materials and/or the flow of polluted water from such materials onto paved areas and into storm drains.

### B. Residential

Residential projects will comply with the Recycling and Solid Waste Standards for

central collection bin services or accommodate the storage and curbside pickup of individual trash, and recycling containers (2 total), as approved for a small-quantity generator, to the satisfaction of the Director of Public Works and the Waste Management Manager.

#### **I. WALL REQUIREMENTS**

There shall be no zoning wall requirement for development within the Freeway Commercial SPA. Any walls deemed necessary shall be approved as part of the Master Precise Plan and shown on the Design Review submittal.

#### **J. LANDSCAPING**

Required landscaping shall be identified on the approved site plan. Said landscaping shall consist predominantly of plant materials except for necessary walks and drives. All planting and irrigation shall be in accordance with the City Landscape Manual. All required landscaping shall be permanently maintained in a healthy and thriving condition, free from weeds, trash and debris.

#### **K. PERFORMANCE STANDARDS**

1. The noise level emanating from any commercial use or operation shall not exceed the standards established in the Chula Vista Municipal Code.
2. All ground mounted mechanical equipment, including heating and air conditioning units, backflow prevention devices, and trash receptacle areas, shall be completely screened from public view and surrounding properties by use of a wall or fence, or shall be enclosed within a building. No material or equipment so screened shall have a height greater than that of the enclosing wall, fence or building. Structural and design plans for any screening required under the provisions of this section shall be approved by the Director of Planning as part of the Design Review process.
3. All roof appurtenances including, but not limited to, air conditioning units, and mechanical equipment shall be shielded and architecturally screened from view from on-site parking areas, internal circulation routes and adjacent public streets.
4. Reciprocal ingress and egress, circulation and parking arrangement shall be required to facilitate the ease of vehicular movement between adjoining properties. Provisions shall be integrated into the circulation design to permit the Freeway Commercial district to function as an integrated commercial center.
5. All light sources shall be shielded in such a manner that the light is directed away from streets or adjoining properties. Safety and security lighting may be placed a maximum of 35 feet above grade. Illuminators should be integrated within the architecture of the building. Lighting plans shall be submitted and approved as a part of the Design Review process.

6. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed to public view except where required by utility provider. Pad mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment such as berms, walls and/or landscaping.
7. There shall be no emission on any site, for more than one minute in any hour, of air contaminants which, at the emission point or within a reasonable distance of the emission point, are as dark or darker in shade as that designated as No. 1 on the Ringelman Chart as published by the United States Bureau of Mines Information Circular #7718.
8. No use shall be permitted which creates an offensive odor, in such quantities as to be readily detectable beyond the boundaries of the lot on which it was created, except the normal odors coming from restaurants and cooking establishments.
9. Buildings should be located on the site to provide adjacent buildings adequate sunlight for solar access when practical. Buildings should be designed to minimize energy consumption, including but not necessarily limited to the following conservation measures:
  - Co-generation
  - Windows placement
  - Shading for windows
  - Deciduous shade trees on southerly or westerly orientations
  - Dual glazing and improved insulation
  - Energy efficient lighting
  - Recycling
10. Automobile service, washing and rental facilities shall have designated areas for washing and detailing vehicles which are equipped with water recycling units, shall drain to the sanitary sewer system, or use other measures deemed appropriate by the Zoning Administrator.
11. All food preparation facilities shall have grease traps on their sanitary sewer connections and have designated areas for washing floor mats, or mops which drain to the sanitary sewer system.
12. Nurseries and garden supply stores/areas shall implement BMPs to prevent flow or polluted rainwater or irrigation water into the storm drainage system. Typical pollution from such areas includes sediments, fertilizers, pesticides and herbicides.
13. Arcade and Electronic games facilities shall be designed and operated in a manner that discourages illegal activities and truancy.



**L. PARK AND RIDE FACILITIES:**

The required 200 Park and Ride spaces within the Major Regional Retail Facility may use shared parking standards, without an increase in parking spaces otherwise required, providing the parking area is identified by signing as available for Park & Ride use from the hours of 6:00 AM to 6:00 PM and available for general use after 6:00 PM.



## IV. Special Uses & Conditions

### A. PURPOSE

This section provides additional regulation for special uses and conditions which require special review standards beyond those of the basic land use districts. Temporary uses and recreation amusement facilities are addressed in this section. Where this section prescribes regulation, which is more restrictive than that of the Land Use District, the provisions of this section shall apply.

### B. TEMPORARY USES & SPECIAL EVENTS

#### 1. Purpose

The provisions of this section shall apply to uses allowed for a limited amount of time, as specified herein. Temporary uses are subject to administrative approval by the Zoning Administrator, except as noted.

#### 2. Temporary Uses Listed

- a. Circuses, rodeos, parades or similar outdoor entertainment or enterprises, subject to not more than five days of operation in any calendar year. Requests exceeding these time limitations will require a Conditional Use Permit.
- b. Christmas tree sales, Halloween pumpkin sales and other holiday sales subject to not more than forty days of site occupation and operation in any calendar year.
- c. Outdoor art and craft shows and exhibits, subject to not more than three calendar days of operation or exhibition in any sixty-calendar day period.
- d. Contractors' offices and storage yards on the site of an active construction project.
- e. Mobile home residences for security purposes on the site of an active construction project.
- f. Charitable or school sponsored drop-off bins for recycling of cans, newspapers, or similar items, or for drop-off of clothes and small items. Bins shall be located in the parking lots of businesses or other public or semi-public property on a temporary basis when written permission is granted by the property owner or business owner. Said bins shall be kept in a neat and orderly manner. Collection of bottles, cans and newspapers shall also be regulated by Chapter 19.58.345 CVMC.
- g. Temporary tract signs for marketing purposes.
- h. Additional uses determined to be similar to the foregoing in the manner prescribed by these regulations.

### **3. Permits & Bonds**

All temporary uses shall be subject to the issuance of a Temporary Use Permit by the Zoning Administrator and other necessary permits and licenses, including but not limited to, building permits, sign permits and solicitors or vending licenses. In the issuance of such a permit, the Zoning Administrator shall indicate the permitted hours of operation and any other conditions, such as walls, fences or lighting, which are deemed necessary to reduce possible detrimental effects to surrounding developments and to protect the public health, safety and welfare. Prior to the issuance of a permit for a temporary use, a cash deposit may be required to be deposited with the City. This cash deposit shall be used to defray the costs of property cleanup by the City in the event the permittee fails to do same.

### **4. Extension or Modification of Limits**

Upon written application, the Zoning Administrator may extend the time within which temporary uses may be operated or may modify the limitations under which such uses may be conducted if the Zoning Administrator determines that such extension or modification is in accord with the purposes of the zoning regulations.

### **5. Condition of Site Following Temporary Use**

Each site occupied by a temporary use shall be left free of debris, litter or any other evidence of the temporary use upon completion or removal of the use and shall thereafter be used only in accord with the provisions of the zoning regulations.

### **6. Fee**

The application shall be accompanied by a fee established by the Master Fee Schedule to cover the cost of processing the application prescribed in this section.

## **C. RECREATIONAL FACILITIES**

Construction of recreation courts, including necessary fencing and lighting, may be permitted subject to administrative review and a finding that adjacent properties will not be unduly affected.

Recreation courts shall meet the following minimum standards:

2. A maximum 20-foot high fence (measured from the finished grade of the court) shall be allowed. Fences shall include a screening material which screens the court activity from off-site view and which improves the appearance of the fence.
3. Setbacks for the court shall be: Side yard: 10 feet; Rear yard: 10 feet

4. Maximum of eight lights permitted, mounted at a height not to exceed twenty-two feet.  
All lights and light fixtures shall be certified by a qualified lighting engineer to:
  - a) Be designed, constructed, mounted and maintained such that, the light source is cut off when viewed from any point five feet above the ground measured at the lotline.
  - b) Be designed, constructed, mounted and maintained such that the maximum illumination intensity measured at the wall of any residential building on abutting property shall not exceed ½ foot candle above ambient levels.
  - c) Be used between 7:00 a.m. and 10:00 p.m.
5. The surface area of any recreational court shall be designed, painted, colored and/or textured to reduce the reflection from any light incident thereon.
6. Landscaping shall be installed as required between the fence and the property line.

## **V. Legislative Procedures**

### **A. PURPOSE**

Zoning is a legislative act involving police power asserted in the interests of the public health, safety and general welfare. These Planned Community District Regulations are adopted to provide zoning for the Freeway Commercial SPA of the Otay Ranch Planned Community.

### **B. ADOPTION OF PLANNED COMMUNITY DISTRICT REGULATIONS**

These Planned Community (PC) District Regulations are adopted pursuant to Title 19, Zoning, of the Chula Vista Municipal Code and are intended to implement and integrate the Chula Vista General Plan, the Otay Ranch General Development Plan (GDP), and the Freeway Commercial Sectional Planning Area (SPA) Plan. The SPA is zoned P-C Planned Community pursuant to the adoption of the Otay Ranch GDP and Chapter 19.48 CVMC. These regulations provide for the implementation of the GDP and P-C zone by setting forth the development and use standards for all property within Otay Ranch Freeway Commercial SPA Planned Community District.

These PC District Regulations, along with the Freeway Commercial SPA Plan, delineate precisely the allowable use of the property.

### **C. AMENDMENTS**

Application for any change in district boundaries, use listing, property development standard or any other provision of these regulations shall be considered a zone change and be processed in accordance with the provisions of Chapter 19.12 CVMC. Approval of a zone change requires affirmative action following a public hearing by both the Planning Commission and City Council.

## **VI. Administrative Procedures, Conditional Uses & Variances**

### **A. PURPOSE & INTENT**

The purpose of this chapter is to define certain administrative procedures and requirements to provide clear instructions and notice to property owners and developers within Freeway Commercial SPA regarding permit and plan approvals. The general intent of these regulations is to use the standard procedures provided in Chapter 19.14 CVMC except where special procedures are required or defined herein.

The administration of the Freeway Commercial SPA Plan shall be as provided for in Chapter 19.48.090 *et. seq.* CVMC, except that the Zoning Administrator may accept less detail or require additional detail to suit the development concepts included in the SPA plan.

For matters relevant to the proper development and use of property within Freeway Commercial SPA and not addressed herein, the provisions of Title 19 CVMC (Zoning Ordinance) shall apply. In the event of conflicting standards, these Planned Community District Regulations shall apply.

### **B. ZONING ADMINISTRATOR - AUTHORITY**

The Zoning Administrator is authorized to consider and to approve, disapprove or modify applications on the following subjects and/or issue the following required permits without setting the matter for a public hearing:

#### 1. Conditional Use Permit

The Zoning Administrator shall be empowered to issue Conditional Use Permits, as defined herein, in the following circumstances:

- a. Where the use requiring the permit would make use of an existing building and does not involve substantial remodeling thereof.
- b. For signs, as defined herein, and temporary tract houses, as limited herein.
- c. Establishments that include the sale of alcoholic beverages for off- site use or consumption. The Zoning Administrator shall hold a public hearing in accordance with Section 19.14.060-19.14.090 of the CVMC (Chapter 19.14 Administrative Procedures, Conditional Uses and Variances: sections .060 = Conditional Use Permit - Defined-Purpose and Intent, 090 = Conditional Use Permit - Public Hearing Procedure - Finding of Facts and .080 = Conditional Use Permit - Prerequisites For Grading) of the CVMC upon giving notice thereof in accordance with Sections 19.12.070-19.12.080 of the CVMC (Chapter 19.12 Legislative Zoning Procedures: Sections .070 = Hearings - Notices Required - Methods And Additional Contents Of Notice, And .080 = Hearings - Notice Required – Contents) A Conditional Use Permit shall not be granted unless the

Zoning Administrator or other issuing authority finds in his/her sole discretion, and based on substantial evidence in view of the entire record, that all of the facts required by Section 19.14.080 of the CVMC (Administrative Procedures,

Conditional Uses and Variances: Conditional Use Permit - Prerequisites for Grading) of the CVMC exist, and that approval of the permit will not result in an over concentration of such facilities. Over concentration may be found to exist based on: 1) the number and location of existing facilities; 2) compliance with State Alcohol Beverage Control over concentration standards in effect at the time of project consideration; 3) the impact of the proposed facility on crime; and, 4) the impact of the proposed facility on traffic volume and traffic flow. The Police Department or other appropriate City departments may provide evidence at the hearing. A permit to operate may be restricted by any reasonable conditions including but not limited to limitations on hours of operation.

d. The City Clerk shall inform the City Council of the decision on each such permit when the decision is filed in accordance with Section 19.14.090 of the CVMC (Administrative Procedures, Conditional Uses and Variances: Conditional Use Permit - Public Hearing Procedure - Finding of Facts). The decision of the Zoning Administrator may be appealed.

e. Such appeal shall be directed to the City Council, rather than the Planning Commission, and must be filed within 10 days after the decision if filed with the City Clerk, as provided in Section 19.14.100 of the CVMC (Administrative Procedures, Conditional Uses and Variances: Conditional Use Permit – Appeals Procedure Generally.) If appealed within the time limit, said appeal shall be considered in a public hearing conducted by the City Council, in the same manner as other appeals pursuant to Sections 19.14.120 and 19.14.130 of the CVMC (Administrative Procedures, Conditional Uses and Variances: sections .120 – Conditional Use Permits – Appeal - City Clerk - Duties and section .130 – Conditional Use Permits – Appeal - City Council Action – Resolution) of the CVMC, except that the Council must make the same written findings required of the Zoning Administrator herein, in order to grant the permit.

## 2. Variances

The Zoning Administrator shall be authorized to grant variances for limited relief in the case of:

a. Modification of distance or area regulations.

b. Additions to structures, which are nonconforming as to side yard, rear yard or lot coverage, providing the additions meet the requirements of the zoning ordinance affecting the property.

c. Walls or fences to exceed heights permitted by ordinances. Modifications requested in said applications for relief to be administered with the requirement for a public hearing shall be limited to deviations not to exceed 25% of the requirements imposed by



ordinances.

3. Site, Architectural and Landscape Plan Approvals

The Zoning Administrator shall be empowered to grant site plan, architectural plan and landscape plan approval as provided herein.

4. Performance Standard Procedure

The Zoning Administrator shall be authorized to issue a zoning permit for uses subject to performance standards procedures, as provided herein.

5. Home Occupations

The Zoning Administrator shall be authorized to grant permits for home occupations, as defined and regulated in Section 19.14.490 of the CVMC (Administrative Procedures, Conditional Uses and Variances: Home Occupations Permit Required when – Restrictions and Requirements).

6. Design Review

The Zoning Administrator (ZA) has the discretion, with the concurrence of the applicant, to act in the place of the Planning Commission (PC) in the case of minor projects, including new construction or additions to signs, commercial, industrial, or institutional projects which constitute less than a 50% increase with a total floor area of 20,000 square feet or less, any multi-family residential projects of ten units or less. A decision of the Zoning Administrator may be appealed to the City Council as set forth in Section 19.14.583 (Planning Commission – Appeal Procedure) of the CVMC.

- a. Legal description, legend, scale, north arrow, vicinity map and identification of designer.
- b. The boundary lines of subject property fully dimensioned together with the name and dimensions of adjoining streets.
- c. Existing topography and proposed grading plan showing, slope, retaining walls, pad elevations and percent of slope on streets, driveways and other graded areas.
- d. Existing and proposed streets, utilities and easements
- e. Access: Pedestrian, vehicular and service, points of ingress and egress, with driveway locations and dimensions.
- f. Loading and trash areas, walls and/or fences (including height).
- g. Proposed location, height and dimensions of buildings, including color and materials on all elevations. The floor area, number of stories, number of units and bedrooms (when applicable) shall be given. Proposed uses shall be indicated including floor area devoted to each use.

- h. Parking layout, including dimensions, number of stalls and circulation flow.
- I. Location, height and size of signs proposed on the property.
- j. All Landscape Areas: Such areas shall be defined with a written proposal outlining the landscaping concept, as well as the proposed method of irrigation. In addition, all existing trees on the site shall be identified with a note as to proposed disposition.
- k. Lighting, including the location, type and hooding devices to shield adjoining properties.
- l. Location and design of recreational areas.

The Zoning Administrator shall determine from data submitted whether the proposed use will meet the development standards and design guidelines established in the e Design Plan, and shall approve the application upon making a positive finding. The application may be disapproved, may be approved as submitted or may be approved subject to conditions, specific changes or additions. The approval of the Zoning Administrator shall be noted by endorsement upon two copies of all sketches.

In carrying out the purpose of this division, the Zoning Administrator shall consider in each specific case any or all of the following principles as may be appropriate:

- a. It is not a purpose of this section to control design character so rigidly that individual initiative is stifled in the layout of any particular building or site and substantial additional expense incurred; rather, it is the intent of this division that any control exercised be the minimum necessary to achieve the over-all objective of the Freeway Commercial SPA plan and associated regulatory documents.
- b. The siting of any structure on the property, as compared to the siting of other structures in the immediate neighborhood, shall be considered.
- c. The size, location, design, color, number, lighting and materials of all signs and outdoor advertising structures shall be reviewed. No sign shall be approved in excess of the maximum limits set herein.
- d. Landscaping as provided in accordance with the Freeway Commercial SPA Plan and associated regulatory documents shall be required on the site and shall be in keeping with the character or design of the site and existing trees shall be preserved whenever possible.
- e. Ingress, egress and internal traffic circulation shall be so designed as to promote convenience and safety.

7. Substantial Conformance:

The Zoning Administrator may determine a variation in an application from an adopted SPA document or statistic is in substantial conformance to the adopted document, subject to the findings below and providing the statistical variation is less than ten

percent.

8. Zoning Administrator - Required Findings:

- a. That the proposed project or use is consistent with the Chula Vista General Plan and adopted policies of the city;
- b. That the proposed project or use is consistent with, or found to be in substantial conformance with, the SPA Plan, the purpose and intent of these Planned Community District Regulations, and the Design Plan;
- c. That the proposed project or use will not, under circumstances of the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity; and,
- d. That the proposed project or use is consistent with the principles and overall quality of design established for the Otay Ranch Planned Community.

In regard to applications on any of the aforementioned subjects, the Zoning Administrator shall set a reasonable time for the consideration of the same and give notice thereof to the applicant and to other interested persons as defined in the Chula Vista Municipal Code. In the event objections or protests are received, the Zoning Administrator shall set the matter for public hearing as provided herein.

**C. PLANNING COMMISSION**

The Planning Commission shall review applications or conditional use permits and shall approve, conditionally approve or deny such plans. In cases which the application meets the criteria of Section VI.B.1 above, the application shall be directed to the Zoning Administrator.

The Planning Commission shall review all appeals filed to contest sign design rulings of the Zoning Administrator.

The Planning Commission shall make its findings and action upon the provisions of the Otay Ranch General Development Plan, Freeway Commercial Sectional Planning Area Plan, Planned Community District Regulations, Design Plan and other associated regulatory documents.

**D. PLANNING COMMISSION - APPEALS PROCEDURE**

Decision of the Planning Commission may be appealed to the City Council within 10 working days after the decision is filed with the City Clerk. The appeal shall be in writing and filed in triplicate with the Development Services Department on forms prescribed for the appeal and shall specify therein the argument against the decision of the Planning Commission. If an

appeal is filed within the time limit specified, it automatically stays proceedings in the matter until the City Council makes a determination.

Upon the hearing of such appeal, the Planning Commission may, by resolution, affirm, reverse or modify, in whole or in part, any determination of the Planning Commission. The resolution must contain a Finding of Facts showing wherein the project meets or fails to meet the requirements of this Chapter and the provisions of the Otay Ranch General Development Plan, Sectional Planning Area Plan, Planned Community District Regulations, Design Plan and other associated regulatory documents.

### **E. SITE PLAN & ARCHITECTURAL APPROVAL**

The purpose of site plan and architectural approval is only to determine compliance with the Freeway Commercial Sectional Planning Area Plan, Planned Community District Regulations, Design Plan, and associated regulatory documents. A Building Permit shall not be issued until site plan and architectural approval has been obtained for any land use requiring site plan and architectural approval.

A site plan and architectural approval application shall be accompanied by the following plans.

Additional plans or information may be necessary to enable the Zoning Administrator to make the determinations for these applications.

9. Legal description, legend, scale, north arrow, vicinity map and identification of designer.
10. The boundary lines of subject property fully dimensioned together with the name and dimensions of adjoining streets.
11. Existing topography and proposed grading plan showing, slope, retaining walls, pad elevations and percent of slope on streets, driveways and other graded areas.
12. Existing and proposed streets, utilities and easements.
13. Access: Pedestrian, vehicular and service points of ingress and egress, with driveway locations and dimensions.
14. Loading and trash areas, walls and/or fences (including height).
15. Proposed location, height and dimensions of buildings, including color and materials on all elevations. The floor area, number of stories, number of units and bedrooms (when applicable) shall be given. Proposed uses shall be indicated including floor area devoted to each use.
16. Parking layout, including dimensions, number of stalls and circulation flow.

17. Location, height and size of signs proposed on the property.
18. All Landscape Areas: Such areas shall be defined with a written proposal outlining the landscaping concept, as well as the proposed method of irrigation. In addition, all existing trees on the site shall be identified with a note as to proposed disposition.
19. Lighting, including the location, type and hooding devices to shield adjoining properties.
20. Location and design of recreational areas.
21. The Zoning Administrator shall determine from data submitted whether the proposed use will meet the development standards and design guidelines established in the Freeway Commercial Planned Community District Regulations and Design Plan and shall approve the application upon making a positive finding. The application may be disapproved, may be approved as submitted or may be approved subject to conditions, specific changes or additions. The approval of the Zoning Administrator shall be noted by endorsement upon two copies of all sketches.

In carrying out the purpose of this division, the Zoning Administrator shall consider in each specific case any or all of the following principles as may be appropriate:

- a. It is not a purpose of this section to control design character so rigidly that individual initiative is stifled in the layout of any particular building or site and substantial additional expense incurred; rather, it is the intent of this division that any control exercised be the minimum necessary to achieve the over-all objective of the Freeway Commercial SPA plan and associated regulatory documents.
- b. The siting of any structure on the property, as compared to the siting of other structures in the immediate neighborhood, shall be considered.
- c. The size, location, design, color, number, lighting and materials of all signs and outdoor advertising structures shall be reviewed. No sign shall be approved in excess of the maximum limits set herein.
- d. Landscaping is provided in accordance with the Freeway Commercial SPA Plan and associated regulatory documents shall be required on the site and shall be in keeping with the character or design of the site and existing trees shall be preserved whenever possible.
- e. Ingress, egress and internal traffic circulation shall be so designed as to promote convenience and safety.

## F. SITE PLAN & ARCHITECTURAL - APPEALS

Appeals from determinations by the Zoning Administrator shall be to the Planning Commission, upon written request for a hearing before the Commission. In the absence of such request being filed within seven days after determination by the Administrator, the determination shall be final.

The appeal shall be filed with the Development Services Department on the form required by the City and be accompanied by the non-refundable Required Fee. The appeal shall include a statement of the reasons supporting the appeal, including a demonstration that any issues being raised were raised before the Zoning Administrator. Upon the proper filing of the appeal, the Development Services Director shall cause the matter to be set for public hearing, giving the same notice as required in Sections 19.12.070 and 19.12.080 of the CVMC (19.12 Legislative Zoning Procedures: .070 = Hearings - Notices Required - Methods and Additional Contents Of Notice and .080 = Hearings - Notice Required – Contents).

Upon the hearing of an appeal, the Planning Commission may by resolution, affirm, reverse or modify, in whole or in any part, any determination of the Zoning Administrator. The resolution shall contain Findings of Facts showing wherein the project meets or fails to meet any applicable site plan and architectural principles or development standards and design guidelines established in the Freeway Commercial Sectional Planning Area plan and Village Design Plan. A copy of the decision resolution of the Planning Commission shall be filed with the City Clerk and mailed to the applicant. The decision of the Planning Commission shall be final on the eleventh day after its filing, except where further appeal is taken as provided herein.

The applicant or other interested person may appeal the decision of the Planning Commission granting or denying site plan and architectural approval to the City Council within 10 days after said decision is filed with the City Clerk. Said appeal shall be filed with the City Clerk in writing upon forms provided by the City and be accompanied by the non-refundable Required Fee therefore. The appeal shall include a statement of the reasons supporting the appeal, including a demonstration that any issues being raised were raised during the public hearing. If a proper appeal is filed within the time limits specified, it automatically stays proceedings in the matter until a determination is made by the City Council on the appeal.

After hearing the appeal, the City Council may, by resolution, affirm reverse or modify, in whole or in any part, any determination of the Zoning Administrator or the Planning Commission. The Council resolution by which the appeal is decided shall contain Findings of Facts showing wherein the project meets or fails to meet the applicable site plan and architectural principles in Section

19.14.470 of the CVMC (Administrative Procedures, Conditional Uses and Variances - Site Plan and Architectural Approval – Principles to be Observed), the provisions of the Design Manual, any design standards required for the project, or other non-conformity with the requirements of this Chapter. A copy of the decision resolution of the City Council shall be filed with the City Clerk and mailed to the applicant.

## **G. CONDITIONAL USE PERMIT**

The granting of a Conditional Use Permit is an administrative act to authorize permitted uses subject to specific conditions because of the unusual characteristic or need to give special consideration to the proper location of said uses in relation to adjacent uses, the development of the community and to the various elements of the general plan. The purpose of this section is to set forth the findings necessary for such administrative action and to establish a procedure for granting Conditional Use Permits.

After the public hearing, the Planning Commission or the Zoning Administrator may, by resolution, grant a Conditional Use Permit if the Planning Commission or the Zoning Administrator finds from the evidence presented at said hearing that all of the following facts exist:

22. That the proposed use at the particular location is necessary or desirable to provide a service or facility which will contribute to the general wellbeing of the neighborhood or the community.
23. That such use will not, under the circumstances of the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity.
24. That the proposed use will comply with the regulations and conditions specified in this code for such use.
25. That the granting of this conditional use will not adversely affect the General Plan of the City or the adopted plan of any governmental agency.

The Planning Commission or the Zoning Administrator shall make a written finding which shall specify facts relied upon in rendering said decision and attaching such conditions and safeguards as deemed necessary and desirable not more than 10 days following the decision of the Commission or the Zoning Administrator and shall fully set forth wherein the facts and circumstances fulfill or fail to fulfill the requirements. A copy of this written Finding of Facts shall be filed with the City Clerk, with the Development Services Director and mailed to the applicant. The decision of the Planning Commission or Zoning Administrator shall be final on the eleventh day following its filing in the office of the City Clerk, except where appeal is taken as provided herein.

## **H. CONDITIONAL USE PERMIT - APPEALS**

The applicant or other interested party may appeal the decision of the Zoning Administrator to the Planning Commission within 10 days after said decision is filed with the City Clerk. Said appeal shall be in writing and filed in triplicate with the Development Services Department on forms provided by said department and shall specify wherein there was an error in the decision

of the Zoning Administrator. If an appeal is filed within the time limit specified, it stays proceedings in the matter until the Planning Commission makes a determination.

Where the Planning Commission denies an application by less than four votes, the applicant shall have the right to either a rehearing at the next Planning Commission meeting or an appeal to the City Council without payment of additional fees. The choice of alternatives shall be discretionary with the applicant. All other proceedings pertaining to appeals shall continue to apply.

## **I. VARIANCE**

The granting of a Variance is an administrative act to allow a variation from the strict application of the adopted Freeway Commercial development regulations of the particular zone, and to provide a reasonable use for a Neighborhood of property having unique characteristics by virtue of its size, location, design or topographical features, and its relationship to adjacent or surrounding properties and developments. The purpose of the Variance is to bring a particular Neighborhood up to parity with other property in the same zone and vicinity insofar as a reasonable use is concerned, and it is not to grant any special privilege or concession not enjoyed by other properties in the same zone and vicinity. The Variance may not be used to correct improper zoning. It is the purpose of this section to set forth the findings necessary for such administrative action and to establish a procedure for granting variances. In no case shall a Variance be granted to permit a use other than a use permitted in the district in which the subject property is situated.

The Zoning Administrator shall grant a Variance only when the following facts are found:

That a hardship peculiar to the property and not created by any act of the owner exists. Said hardship may include practical difficulties in developing the property for the needs of the owner consistent with the regulations of the zone; but in this context, personal, family or financial difficulties, loss of prospective profits, and neighboring violations are not hardships justifying a Variance. Further, a previous Variance can never have set a precedent, for each case must be considered only on its individual merits.

26. That such Variance is necessary for the preservation and enjoyment of substantial property rights possessed by other properties in the same zoning district and in the same vicinity, and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his neighbor.
27. That the authorizing of such Variance will not be of substantial detriment to adjacent property and will not materially impair the purposes of these regulations or the public interest.
28. That the authorizing of such Variance will not adversely affect the general plan of the City or the adopted plan of any governmental agency.



## J. VARIANCE - APPEALS

The applicant or other interested persons may appeal the decision of the Zoning Administrator to the Planning Commission within 10 days after the decision is filed with the City Clerk and the hearing on said appeal shall be processed by the Planning Commission in the same manner as a Conditional Use Permit within the original jurisdiction of the Planning Commission. The applicant or other interested persons shall have the same right of appeal from any determination of the Planning Commission in such instances as set forth in Sections 19.14.110 through 19.14.130 of the Chula Vista Municipal Code (Administrative Procedures, Conditional Uses and Variances: .110 = Conditional Use Permit – Appeals Form – Contents – Effects of Filing, .120 = Conditional Use Permit – Appeals – City Clerk Duties and .130 = Conditional Use Permit – Appeals City Council Action – Resolution) of the Chula Vista Municipal Code.

Upon the hearing of such appeal, the City Council may, by resolution, affirm, reverse or modify in whole or in part any determination of the Planning Commission, subject to the same limitations. The resolution must contain a Finding of Facts showing wherein the conditional use meets or fails to meet the requirements of CVMC Sections 19.14.080 through 19.14.100 of the CVMC (Administrative Procedures, Conditional Uses and Variances: .080 = conditional use permit - prerequisites for grading, .090 = Conditional Use Permit – Public Hearing Procedure – Finding of Facts and .100 = Conditional Use Permit – Appeals Procedure Generally). Not later than 10 days following the adoption of said resolution, the City Clerk shall transmit a copy of the resolution and finding to the Development Services Director and shall mail a copy to the applicant.

Any Conditional Use Permit or Zone Variance granted by the City as herein provided shall be utilized within one year after the effective date thereof. A Variance or Conditional Use Permit shall be deemed to be utilized if the property owner has substantially changed his/her position in reliance upon the grant thereof. Evidence of change of position would include completion of construction or any expenditures of money by the property owner preparatory to construction and shall also include the use of the property as granted. If there has been a lapse of work for the three months after commencement, the Conditional Use Permit or Zone Variance shall be void. The Commission may, by resolution, grant an extension of time contained in a currently valid Zone Variance or Conditional

Use Permit without a public hearing upon appeal of the property owner, provided that there has been no material change or circumstances since the granting of the Variance or Conditional Use Permit which would be injurious to the neighborhood or otherwise detrimental to the public welfare.

## **VII. Exceptions & Modifications**

### **A. HEIGHT LIMITATION EXCEPTIONS**

Height limitations stipulated in these regulations shall not apply to the following unless specifically stated:

1. Spires, belfries, cupolas and domes, monuments, flagpoles, masts and aerials, or to parapet walls extending not more than four feet above the limiting height of the building;
2. Places of public assembly in permitted public and semi-public buildings, provided that these uses are located on the ground floor of such buildings, and provided further, that for each one foot by which the height of such building exceeds the maximum height otherwise permitted in the district, its side and rear yards shall be increased in width or depth by an additional foot over the side and rear yards required for the highest building otherwise permitted in the district;
3. Bulkheads, elevator and stair penthouses, provided no lineal dimension of any such structure exceeds fifty percent of the corresponding street lot line frontage; or towers and monuments; provided however, that no such structures above the heights otherwise permitted in the district occupy more than twenty-five percent of the area of the lot and are no less than twenty-five feet from any lot line which is not a street lot line.

### **B. PROJECTIONS INTO REQUIRED YARD PERMITTED**

Certain architectural features may project into required yards or courts as follows:

4. Cornices, canopies, eaves or other architectural features may project a distance not exceeding four feet into any front or rear yard and forty percent into any side yard to a maximum of four feet. In the case of a side yard which is less than five feet, a two-foot projection is permitted, provided that such projection does not extend closer than one foot to the property line;
5. Fire escapes may project a distance not exceeding four feet, six inches;
6. An uncovered stair and any necessary landings may project a distance not to exceed six feet, provided such stair and landing shall not extend above the first floor of the building except for a railing not exceeding three feet in height;
7. An open, unenclosed stairway not covered by a roof or canopy may extend or project into a required rear or side yard not more than three feet.

## **VIII. ENFORCEMENT**

### **A. ENFORCEMENT BY CITY OFFICIALS**

The City Council, City Attorney, City Manager, City Engineer, Director of Public Works, Fire Chief, Chief of Police, Director of Building & Housing, Director of Parks and Recreation, Planning Director, City Clerk and all officials charged with the issuance of licenses or permits shall enforce the provisions of this ordinance. Any permit, certificates or license issued in conflict with the provisions of this ordinance shall be void.

### **B. ACTIONS DEEMED NUISANCE**

Any building or structure erected hereafter, or any use of property contrary to the provisions of a duly-approved Design Review, Site Plan, Variance, Conditional Use Permit, or Administrative Review and/or this ordinance shall be declared to be unlawful and a public nuisance *per se* and subject to abatement in accordance with local ordinance.

### **C. REMEDIES**

All remedies concerning this ordinance shall be cumulative and non-exclusive. The conviction and punishment of any person hereunder shall not relieve such persons from the responsibility of correcting prohibited conditions or removing prohibited buildings, structures, signs or improvements, and shall not prevent the enforced correction or removal thereof.

### **D. PENALTIES**

Any person, partnership, organization, firm or corporation, whether as principal, agent, employee or otherwise, violating any provisions of this ordinance or violating or failing to comply any order or regulation made hereunder, shall be guilty of an infraction and, upon conviction thereof, shall be punishable as provided by local ordinance.

# OTAY RANCH PLANNING AREA 12 FREEWAY COMMERCIAL NORTH MASTER PRECISE PLAN



*Adopted September 13, 2016  
by Resolution No. 2016-187*

*Amended by Resolution No. XXX*

**Applicant:**

**Baldwin & Sons**  
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San Diego, California 92101  
Contact: Nick Lee  
(619) 234-4050





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# Freeway Commercial North Master Precise Plan

## ***I. Introduction***





## 1. Introduction

### Background and Purpose

The Otay Ranch Freeway Commercial Center represents a southward and eastward extension of the initial development approved in Otay Ranch Sectional Planning Area (SPA) One, containing Villages 1 and 5. It also represents an eastward extension of Village 6 and a westward extension of Village 11. Additionally, the Freeway Commercial Center is an extension of the urban development approved and constructed in the Eastlake Planned Community, located immediately to the north.

The Freeway Commercial SPA was originally envisioned to be the freeway commercial component of the regional commercial, cultural, social, and public services center of the Eastern Urban Center (EUC). It was also the freeway commercial area in the heart of Otay Ranch as established in the Otay Ranch General Development Plan (GDP).

In 2001, a GDP amendment separated the EUC and Freeway Commercial components into separate planning areas. In September 2004, the Freeway Commercial SPA Plan was adopted and entitled approximately 1,214,000 s.f. of commercial uses: 867,000 s.f. on Freeway Commercial South, or “FC-1”, and 347,000 sf on Freeway Commercial North, or “FC-2”. In 2006, the Otay Ranch Town Center Mall was constructed on FC-1.

Exhibit 1: Location Map



In 2007, SPA amendment was approved which raised the total commercial area allowed on FC-1 from 867,000 sf to 960,000 sf.

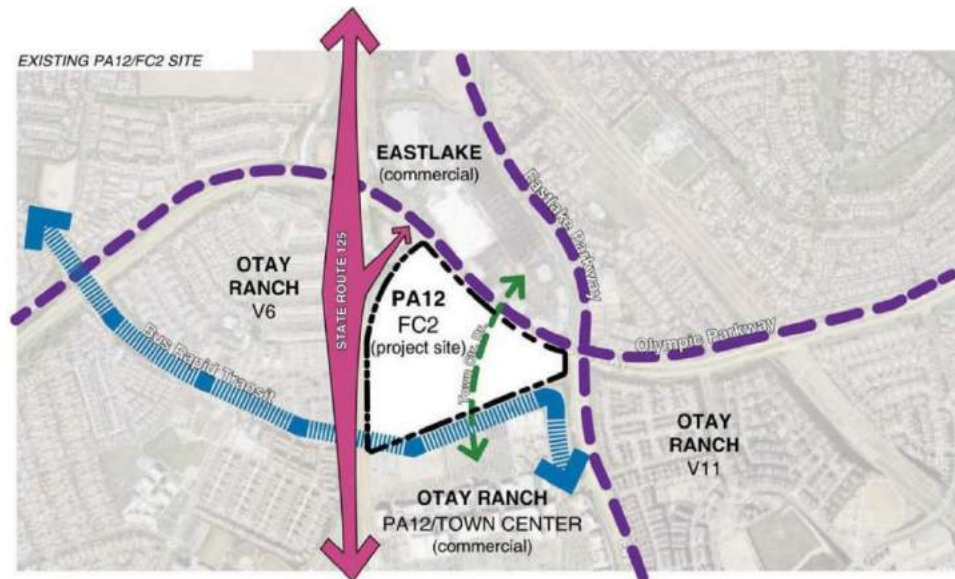
In 2015, due to the changed conditions of development, including economic environment and housing market, a General Plan (GP) amendment and Otay Ranch General Development Plan (GDP) amendment were approved for FC-2 site adding residential land use to the existing freeway commercial. Freeway Commercial SPA Plan amendment to implement the GP And GDP amendments was approved in 2016.

Today, the FC-2 site remains vacant and undeveloped.

The proposed project establishes a unified, walkable, mixed-use plan for the FC-2 site in Planning Area 12 of Otay Ranch. It is intended to enhance living, working, shopping, and transit options in the area.

This Master Precise Plan, required by the Freeway Commercial SPA Plan, provides the entitlement bridge that links the approved policies and land use designations of the Freeway Commercial SPA Plan with subsequent project-level approvals. It serves as a framework document by which future projects are evaluated in accordance with the Application and procedures for site plan and design review as specified in Chapter 19.14.420 et. seq., Chapter 19.14.581 et. seq. CVMC and Chapter III of the Freeway Commercial SPA Design Plan.

Exhibit 2: Existing PA-12 / Otay Ranch FC-2 Site



## Planning Concept

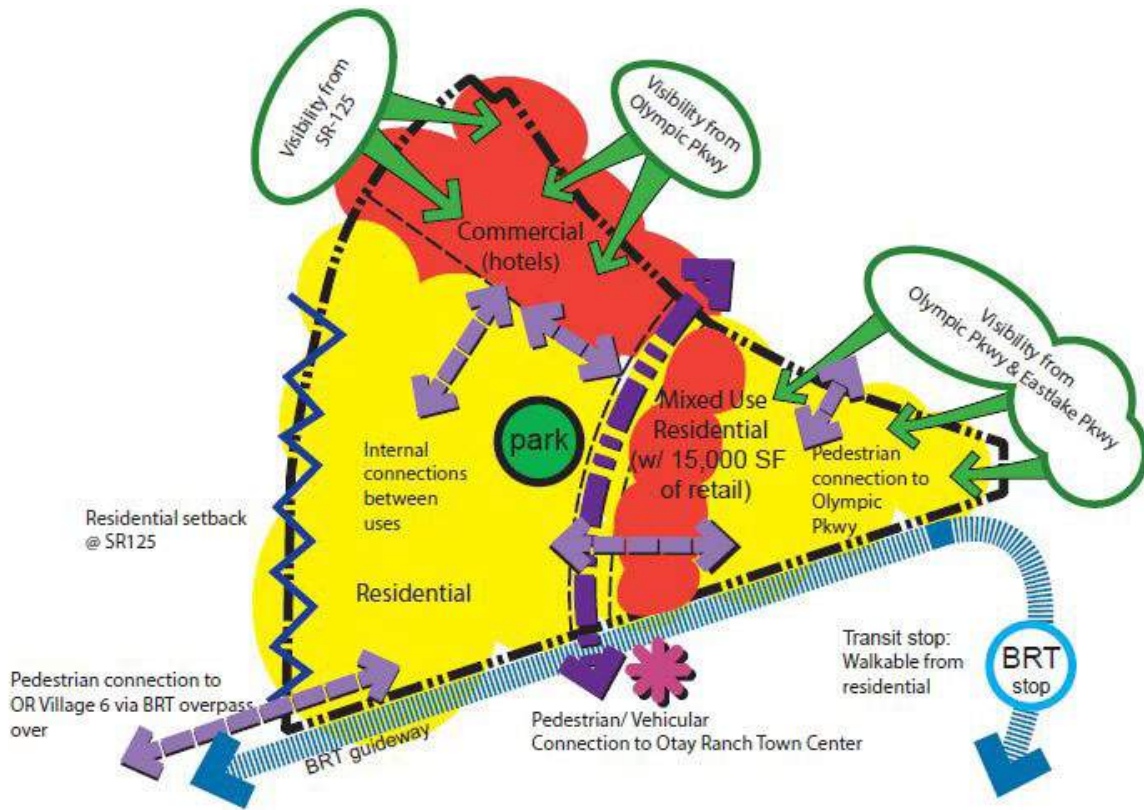
The proposed project establishes a unified, walkable, mixed-use plan for the FC-2 site in Planning Area 12 of Otay Ranch. It is intended to enhance living, working, shopping, and transit options in the area.

Site uses are located to engender project goals, and enhance the viability of proposed uses. As a result, the amount, and location of the uses has been prioritized in the site planning process. Site planning responds to commercial needs by locating retail uses along existing Town Center Drive. This location provides the commercial uses with optimal visibility from the street, and sets it as a gateway to the Otay Ranch Town Center Mall. This is crucial to the viability of retail/commercial uses within the planning area. With visibility and access from surrounding roadways holding equal importance for hotel uses, the hotels are located in the northwest corner of the site that enjoys visibility from SR-125 and Olympic Parkway.

Residential uses are located on the southwest and eastern portions of the site. This provides direct adjacency to the Otay Ranch Town Center Mall. The location is also proximate to Otay Ranch Village 6 which includes neighborhood serving uses such as parks and schools. Additionally, with the construction of the BRT bridge, a pedestrian connection will exist shortening the walk to these uses to less than a 1/4 mile. The close proximity to these neighboring uses, as well as to commercial uses within FC-2, encourages residents to walk to these uses, rather than drive. The proposed residential uses are also within a short walk, less than half of a mile, of the proposed BRT transit stop along Eastlake Parkway at the Otay Ranch Town Center Mall. This further encourages residents to reduce automobile use in favor of walking and transit. The high density mid-rise neighborhood not only creates a sense of place, but also provides a ready source of riders for the public transit system. People who live in transit-oriented development use public transit much more often than people who don't live in a similar situation. The benefits of that are fewer auto trips, less auto congestion, lower air pollution, and a more active lifestyle.

Although residential uses are adjacent to SR-125, buildings will be set back from the western property line to minimize the effects of the freeway. Additionally, the freeway is located well below the level of the residential pad. To create a pedestrian friendly environment and encourage residents to walk, pedestrian sidewalks and pathways will connect residential, hotel, and commercial uses to each other and the Town Center Park. Architecture will be complementary across all uses to further establish a cohesive site design.

Exhibit 3: Site Plan Concept



## Related Documents

The General Development Plan (GDP)-defined “village” is guided by several documents which provide increasing levels of detail for implementing the goals, objectives, and policies established by the Otay Ranch GDP, Overall Design Plan, and subsequent Freeway Commercial SPA Plan and Design Plans. The Otay Ranch GDP and Overall Design Plan provide community-wide land use designations, policies, and design guidance. The Freeway Commercial Design Plan on the other hand, addresses the design issues particular to this subarea and further refines village identity and character by addressing design issues that are site specific and related to land use, circulation, landscape and architecture for the Freeway Commercial Planning Area.

Together these documents guide development proposed for the planning area and provide a specific design framework that bridges the gap between the Otay Ranch GDP and individual precise plans.





# Freeway Commercial North Master Precise Plan

## ***II. Design Review Process***





## 2. Design Review Process

### A. Introduction and Summary

The design review process for FC-2 of Otay Ranch PA- 12 involves a two-part, integrated procedure: design review and approval by the master developer, and Design Review and approval by the City of Chula Vista. The emphasis of this document is on City review of Design Review submittals following the adoption of this Master Precise Plan.

### Master Precise Plan

The City of Chula Vista requires preparation and approval of a Design Review Application (site plan, architectural and landscape review) for all development within the Project. The Master Precise Plan, in conjunction with the SPA Plan and Design Plan, establishes the framework for evaluating these proposals. Individual site plans may vary from the conceptual designs presented in this Master Precise Plan, subject to Design Review.

Design Review Applications within Planning Area 12 shall be administered following the standard procedures for Design Review as set forth in the Freeway Commercial Planning Area PC District Regulations, Village Design Plan, Chula Vista Design Manual and Zoning Ordinance, except as modified or supplemented in this text.

An application for approval of a Design Review application shall be accompanied by all required maps and data that identify the elements of development as listed in Chula Vista Design Manual and Section 19.14.450 of the Zoning Ordinance. All Design Review submittals shall also include materials that demonstrate consistency with the Master Precise Plan Illustration (see Section III), and Design Review Checklists (see Section IV).

### Design Review

In general, Design Review submittals shall be processed according to the procedures established for the City's Planning Commission. Only Design Review applications that are consistent with the Freeway Commercial Planning Area SPA Plan, Design Plan, and Master Precise Plan, shall be approved or conditionally approved by the Planning Commission. Any project, which is inconsistent with the adopted Master Precise Plan shall require amendment of this document prior to or concurrent with its approval. Design Review applications shall be reviewed by the Planning



Commission and shall be considered by the City Council only on appeal, pursuant to Section

19.14.480 of the Zoning Ordinance.

Upon approval of any Design Review application, an annotated illustration of the approved project shall be incorporated as a “hardline” component of the Master Precise Plan Illustration (see Chapter III) and incorporated into the Master Precise Plan. This subsequent modification of the Master Precise Plan Illustration shall be an administrative action and shall not be considered an amendment to the Master Precise Plan.

### Turn-Key Park Approval Process

The master developer of the Freeway Commercial North project will grant a 2-acre property to the City in a permanent easement for public usage. The development of a turn-key park follows a different process than the one described in the section above.

This Master Precise Plan contains a conceptual park design exhibit, park program and mandatory site plan elements, which will serve as the basis for the development of a separate Park Master Plan and the park construction documents.

Freeway Commercial North Master Precise Plan  
**II. Master Precise Plan**





### 3. Master Precise Plan

#### A. Purpose/Role

The Master Precise Plan provides design direction and establishes a detailed framework for the following:

- Building Design/Siting – Locations of proposed structures
- Pedestrian/Vehicle/Transit Access – Identification of pedestrian, bike and vehicle access and circulation.
- Urban character/Architecture/Landscape Architecture – Identification of architectural, landscape architectural style and key urban elements.
- Lighting/Signing/Street Furnishings – Specifications for lighting fixtures, signs and street furnishings.



This document establishes parameters within which design solutions can be developed for FC-2 while ensuring that overall community design objectives are met.

The Master Precise Plan contains specific mandatory criteria and general design recommendations. Specific mandatory criteria are established for features, elements, and/or items deemed essential in establishing a unifying design theme for FC-2 and for achieving the planning area's intended character and use mix.

General design recommendations are provided to promote a well-designed and functional project, while allowing for individual project expression within the framework of the Freeway Commercial SPA Design and Master Precise Plans.



In addition to providing site developers and designers with a framework plan as a basis for their projects, the Master Precise Plan serves as an important tool for reviewing and evaluating schematic, preliminary and final plans, for individual projects. This document does not provide precise design solutions but merely establishes guidelines to ensure that, over time, FC-2 is developed as a cohesive, integrated community.

Clarification of ambiguities of the provisions of the Master Precise Plan is at the sole discretion of the Director of Planning & Building.



## Guiding Principles

The Freeway Commercial-2 site is planned to be a special focus area for the Otay Ranch Community and surrounding areas served by SR-125 freeway adjacent to the site. From a design/planning perspective, the FC-2 is considered a “village” within the Otay Ranch Planned Community. The amenity and design program for this “village” should create a sense of identity in much the same way that the unique features and themes within the Otay Ranch residential villages have formed their identities.

1. The mix and intensity of residential, retail, office, park and public uses, all within a 10-minute walking distance of each other, should be designed to encourage mass transit and non-vehicular modes of transportation, providing convenient access for residents, visitors and employees alike.
2. The area should contain both active and passive uses that consider the needs of children, adolescents, young adults, couples, and the elderly, that are interwoven with work, shopping and the residential areas.
3. The arrangement of uses within the village should be responsive to market viability and phasing considerations. Uses that can be economically developed early in the development program should be arranged to allow for a logical progression of development within the Project over time.
4. The area shall contain clearly defined architectural gateways and focal elements to provide orientation within the village for visitors and residents alike.

The design criteria provided in the Freeway Commercial Sectional Planning Area Design Plan, Chapter II shall be applied in the design of each development parcel.

## Urban Character

Chula Vista has been undergoing rapid and continuous growth in recent years. There is a tremendous amount of new construction and renovation, all to accommodate the city’s growing economy and population. Attractively situated in proximity to commercial services, shopping, recreation facilities, open spaces, schools, and several major transportation arterials, Chula Vista’s Otay Ranch is a diverse and exciting place to live.



The proposed FC-2 project is symbolic of the vision for Chula Vista evolving to its fullest potential as South County's diverse urban center. This mixed-use concept development benefits from its key location at the heart of Otay Ranch, along the intersection of SR-125 and Olympic Parkway, ideal for higher density residential community in a walkable urban framework. This project embraces the growth in the Chula Vista metropolitan area by affording consumers with a more diverse range of housing types, transportation modes, accessibility to commercial facilities, and a quality public realm. It creates an active community that is bike- and pedestrian-friendly and offers diverse amenities, including shopping, dining and a neighborhood park for community gathering, resulting in a more walkable urban community and mixed uses along the way. Additionally, two planned Marriott hotels in FC-2 will fulfill a growing demand for high-quality accommodations in the surrounding area.



The state of California has pledged to reduce its greenhouse gas emissions to 40% below 1990 levels by 2030. These driving reductions can be achieved by walking, biking and use of mass transit, but more importantly through the development of new, higher density housing near jobs and commercial centers. FC-2 project embodies a New Urbanism style development which provides a way to reduce carbon emissions through its compact design and its location next to a transit station.

The urban theme and character of FC-2 village is a denser, walkable neighborhood that offers modern smaller-scale living accommodations within walking distance to local shops, dining and services along Town Center Drive, as well as regional shopping and entertainment at the adjacent Otay Ranch Town Center and Eastlake Land Swap. A cohesive mix of for-sale and for-rent residential and commercial promotes a sense of community, creates a high-quality environment and evokes a sense of place for the residents. Most importantly, it provides a great option for Chula Vista residents looking for a more compact and walkable neighborhood as an alternative to a typical suburban-style subdivision, while still offering a comfortable urban lifestyle and family-friendly environment.



As Chula Vista continuously attracts new residents, it is essential to diversify the housing mix that will accommodate a financially diverse population. FC-2 will offer residents a choice of three multi-family residential products for an urban style living: a mixed-use apartment complex with 4 to 6 story buildings; 3 to 4 story for-sale 8-plex and 12-plex townhouses; and 3-story for-sale rowhouses. Each of the residential

communities carries an urban character with a strong connection to pedestrian streets and common public places, creating high enough density in the area to make walking a feasible alternative to driving. These residential uses are centered around a thriving Town Center Drive and are integrated into a complete place that is designed around people, promotes sidewalk activity and provides eyes on the street, which are essential elements of an urban village.

Abstract Spanish with elements of Contemporary California is the defining architectural style linking the entire project. It is readily identified with the lively urban lifestyle, but still rooted in history. Architectural elements such as awnings, balconies, and trellises are appended to the volumes for interest and reducing mass. In keeping with its historical roots, the buildings will employ mostly exterior plaster, but accented with wood siding of various hues and finishes to add interest. Furthermore, in order to avoid monolithic buildings of the same continuous height, the buildings are topped with gable and hipped roof elements adjacent to flat, parapet roofs, adding to the contemporary nature of the style.



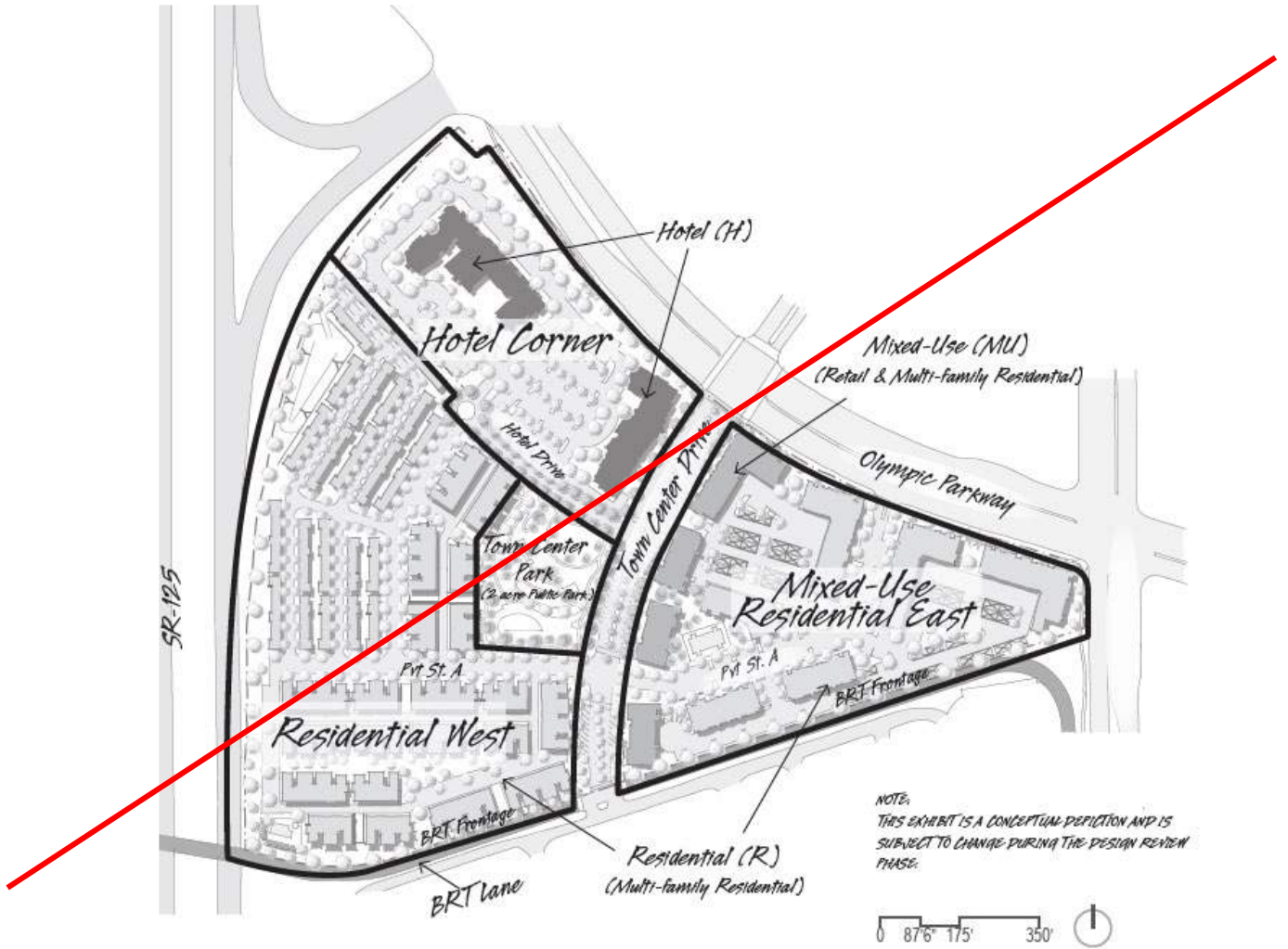
## Design Components

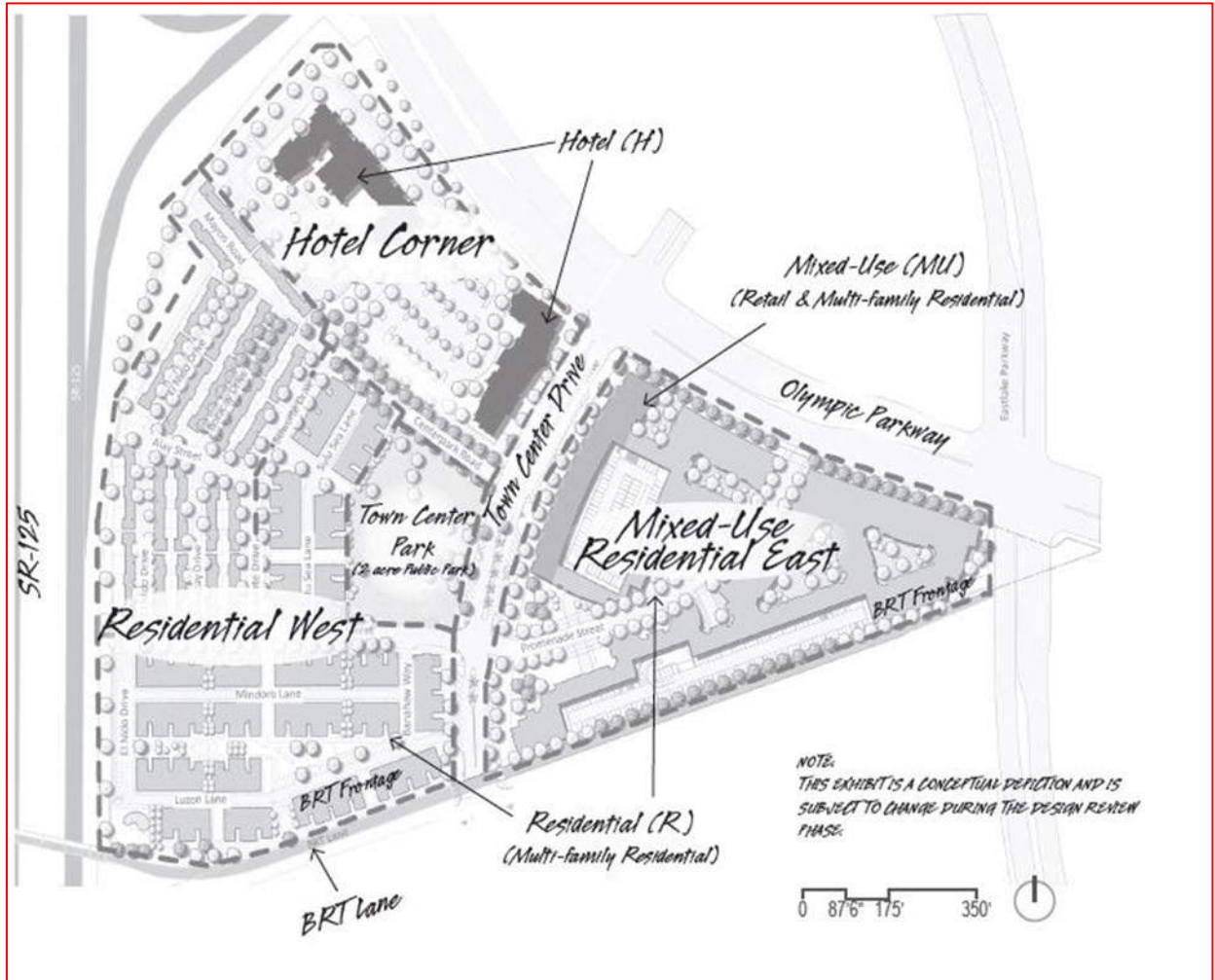
FC-2 consists of four (4) primary components. They are as follows:

- Hotel Corner (H)
- Mixed-Use Residential East (MU, R)
- Residential West (R)
- Town Center Park (P)

The guidelines contained in the Freeway Commercial Design Plan shall be applied to the design of these areas unless specified herein.

Exhibit 4: Design Components





## 1. Hotel Corner

Hotel Corner will consist of two hotels that attractively engage with their surroundings to promote a walkable mixed-use village. Both hotels will have a beautiful presence on Olympic Parkway, as they are set back from the busy road with generous landscaped slopes. The hotel along Town Center Drive will be more emphasized than the other due to its prominent location within the planning area. As visitors and residents enter FC-2, this hotel will consist of special architectural gateway elements and village landscape accents to mark the gateway to the planning area. This hotel will also line Town Center Drive to promote the formation of a mixed-use, pedestrian-oriented, urban shopping and dining street experience. From Town Center Drive, the entrance to Hotel Corner will be impressive as visitors pass the Town Center Park along a beautifully landscaped Centerpark Rd. This elegant entry will lead visitors to a roundabout with a landscape accent feature that marks a significant entrance to both hotels.



**Hotel Corner**  
not to scale

## 2. Mixed-Use Residential East

Mixed-Use Residential East consists of 4-6 story multi-family residential buildings with retail on the ground floor of the buildings fronting Town Center Drive.

Town Center Drive will become a significant street leading residents and visitors to the FC-2 village, Town Center Park, Otay Ranch Town Center Mall, and the future Eastern Urban Center, further south. This important street will be treated prominently with primary and secondary gateway elements, beautiful landscaping, including street trees and a large central median, and angled parking to support what will become an urban shopping and dining experience for all residents and visitors to enjoy.

Promenade Street running through the middle of Residential East will bring back the neighborhood feel of the place, encouraging a social street life for residents. Residential buildings, with possible stoops and large windows on the ground floor and generous windows on upper floors encourage an interaction between people inside and out. Pedestrian walkways will front onto beautifully landscaped pedestrian friendly streets designed to encourage and invite a variety of social activities, such as taking a walk, throwing a ball, or riding a bike.



**Mixed-Use Residential East**

### 3. Residential West

Residential West is beautifully landscaped with impressive 3-4 story multi-family residential buildings, providing an urban backdrop to Town Center Park. Through these buildings, a network of “shared” streets and paseos encourage residents to socialize and connect with each other, while also offering natural pedestrian connections across the site. A variety of public spaces will be provided including a continuation of Promenade Street and pocket parks, each one uniquely landscaped. These public spaces will contribute to creating a sense of place by encouraging a variety of social activities that bring the community together.



**Residential West**  
*not to scale*

### 4. Town Center Park

Building on the surrounding natural topography of the Otay Ranch area, a series of rolling mesas and valleys are used to develop character and give form to the Town Center Park. The lowland “valleys” created by the ridges provide intimate space for small gatherings, seating, active use, and play. These spaces open into larger areas providing flexible event space. The mesas provide users with a unique vantage point taking them above street level, revealing a view of the landscape and surrounding areas otherwise not available. Connecting all the spaces are a series of pathways and decomposed granite trails which traverse stunning native gardens. Where appropriate these connections are also playful with rock climbing walls and oversize slides that allow for interaction with the unique and large topographic features of the park.



**Town Center Park**  
*not to scale*

The central plaza for the park is nestled beneath a palm grove along Promenade Street. This area is a flexible space with enhanced paving such as pavers or decorative concrete. Here there is space for food trucks or mobile vending operations to enter the park. Large communal tables provide a space for retail workers, residents, and shoppers to have lunch or dinner during vending hours or for picnicking and gathering at other times. Adjacent to this space is a small low use water feature employing misters or a similar water conscious feature to add interest to the park. To keep the park active and usable for long periods of time a small comfort station with restrooms is provided on the west side of the park. This element allows for the accommodation of large events, as well as potential storage or small concessions.

### E. Master Precise Plan Illustration

The Master Precise Plan Illustration, Exhibit 5, graphically depicts a generalized design solution for FC-2 and conceptually illustrates the overall land use, diversity, and building/parking/open space/ pedestrian relationships. Annotations are included to identify the important elements, many of which are mandatory.

Exhibit 5: FC-2 Master Precise Plan Illustration





PLANNING AREA 12 | FREEWAY COMMERCIAL NORTH | MASTER PRECISE PLAN  
 Master Precise Plan





## Site Plan and Architectural Review

Site plans and architecture for FC-2 must be consistent with the Master Precise Plan Illustration and the site-specific design criteria contained in this document. While projects will be evaluated for consistency with this document, findings for consistency need not be made based on identical appearance with the Master Precise Plan Illustration but on compatibility with the character, content, and intent of the plan.

Site plans and architectural drawings shall be consistent with the Master Precise Plan Illustration in the following areas:

- Access and circulation patterns, both non- vehicular and vehicular (including parking);
- Major landscape, hardscape, signing, color and material themes;
- Complementary architectural design, building scale, and orientation; and,
- Design Plan Elements/Site Design Guidelines in Chapter IV.

Each Site Plan and architectural submittal shall include a depiction of the adopted Master Precise Plan Illustration with the proposed project incorporated into the exhibit. The applicant shall annotate this exhibit to identify the design features that demonstrate consistency with the Master Precise Plan Illustration. Should the proposed Precise Plan necessitate refinements or minor adjustments the proposed refinements or adjustments shall be identified. Design refinements to the plan may be approved by the Planning Commission and Baldwin & Sons prior to submittal of any site plan and architectural drawing.

Site plans and architectural drawings shall be reviewed for consistency with the guidelines contained in the Freeway Commercial Sectional Planning Area Design Plan and this document.

## Mandatory Site Plan Elements

Certain mandatory site plan elements are required to implement community design themes or functions within FC-2. The mandatory site plan elements are listed below, by Design Component, for convenience and are graphically depicted on Exhibit 6 on page 39:

## 1. Hotel Corner

Hotel Corner is composed of hotel (H) uses. This design component shall:

- Provide an architectural gateway element on the building at the main entrance to FC-2, at the intersection of Town Center Drive and Olympic Parkway to create a defined entry and arrival point for visitors and residents entering the planning area. This gateway will include a primary architectural element, such as a 2-3 story round or square tower and/or enhanced facade materials, details and finishes on the building.
- Be supported by a primary village landscape accent, such as a plaza with special trees and landscaping, lighting, public art, or monumentation to create a sense of place.
- Have a special architectural enhanced elevation on the hotel's building facade along Town Center Drive.
- Provide a secondary village landscape accent at the roundabout on Centerpark Road. Centerpark leads visitors to the roundabout, where they will turn right to enter the Hotel Corner.



The treatment of the roundabout should be impressive and elegant, such as special trees, landscaping, lighting, public art, or monumentation to highlight the hotel entry.

- Encourage landscaped slopes alongside Olympic Parkway.

## 2. Mixed-Use Residential East

The Mixed-Use Residential East component is composed of mixed-use residential (MU) and multi-family residential (R) uses. Mixed-use buildings along Town Center Drive will contain storefront retail commercial intended to serve residents and visitors with multi-family residential above. The rest of the site will contain multi-family residential buildings. This component shall:

- Include primary architectural gateway elements on the corner of building located at the intersection of Town Center Drive with Olympic Parkway, to the north
- Create secondary architectural gateway elements on the corner of buildings at the intersection of Town Center Drive and Promenade Street.



- Provide special architectural enhanced elevations on all building facades along Town Center Drive, especially those facades facing Town Center Park.
- Provide a secondary architectural gateway element on the corners of the buildings at the intersection of Promenade Street and Olympic Parkway, a secondary entrance to FC-2.
- Incorporate special architectural enhanced elevations on building facades facing Olympic Parkway to strengthen the visual appeal of this secondary gateway to FC-2.
- Utilize secondary village landscape accents, such as special trees and landscaping, lighting, or public art. Design surrounding buildings and open spaces to create a sense of place at this node.
- Provide a well-defined pedestrian connection to the transit stop on the corner of Eastlake Pkwy and Olympic Pkwy



### 3. Residential West (R)

The Residential West component is comprised of multi-family residential (R) uses. This component shall:

- Include primary architectural gateway elements on the building's corner at the intersection of Town Center Drive and the Otay Ranch Town Center Mall parking lot entry. This entry will be primary, but not as significant as the entrance from Olympic Parkway.
- Provide secondary village landscape accents, such as special trees and landscaping, lighting, or public art along A Street. Design surrounding buildings and open spaces to create a sense of place at this node.



#### ***Primary Architectural Gateway Elements***

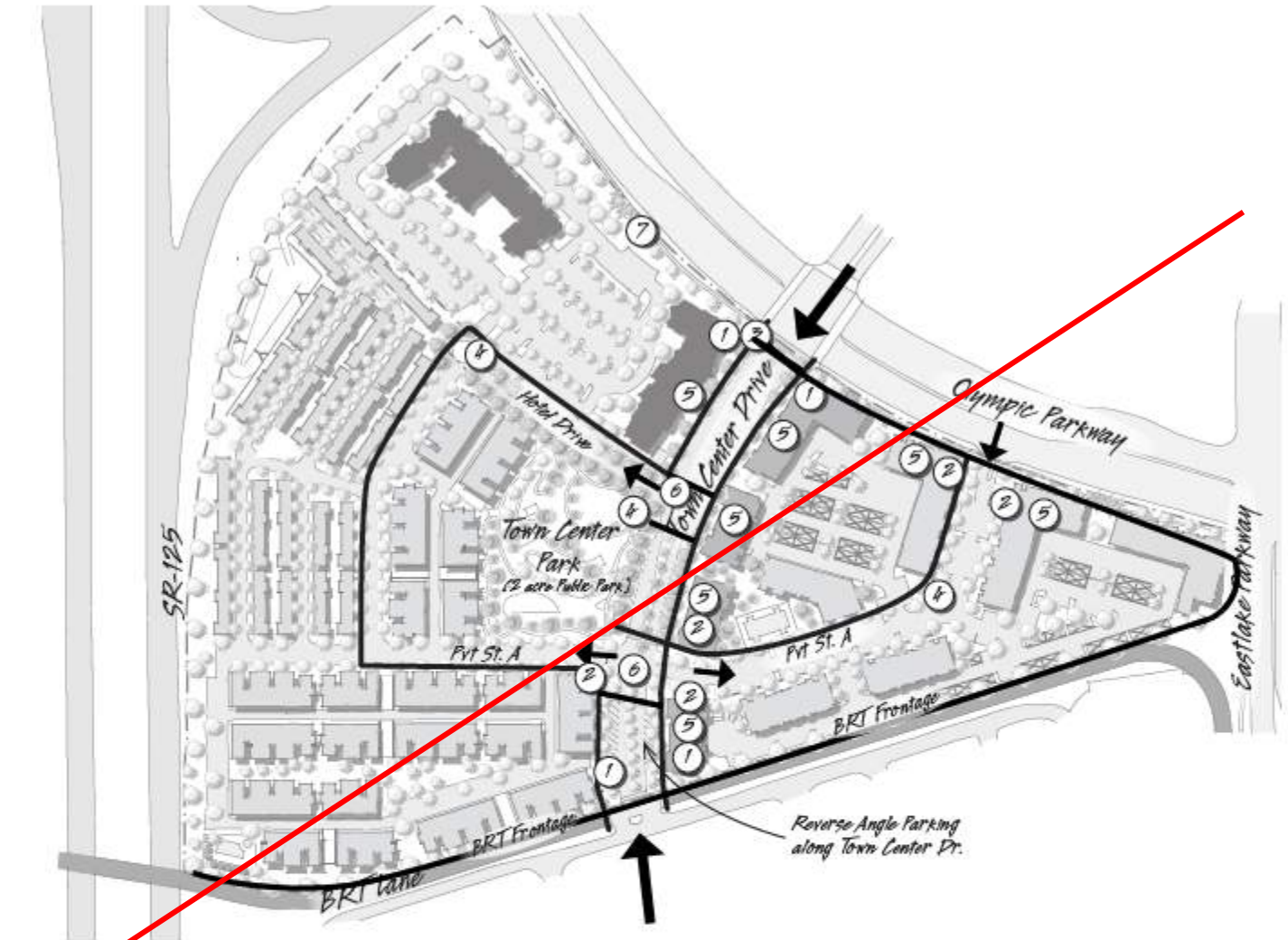
These elements help to create a building that becomes most prominent and may include, but is not limited to, vertical architectural elements, such as 2-3 story round or square towers, elaborated chimney tops, 1-2 story covered porches, open or roofed balconies and parapets. These buildings may also include enhanced facade materials, details and finishes at appropriate locations.

#### ***Secondary Architectural Gateway Elements***

These elements help to create a building that is more prominent and may include, but is not limited to, pedestrian scale architectural and landscape elements, such as trellis covered walkways and/or seating areas, arched entry features, colonnades, small outdoor plazas, special lighting, and enhanced paving and landscape materials.



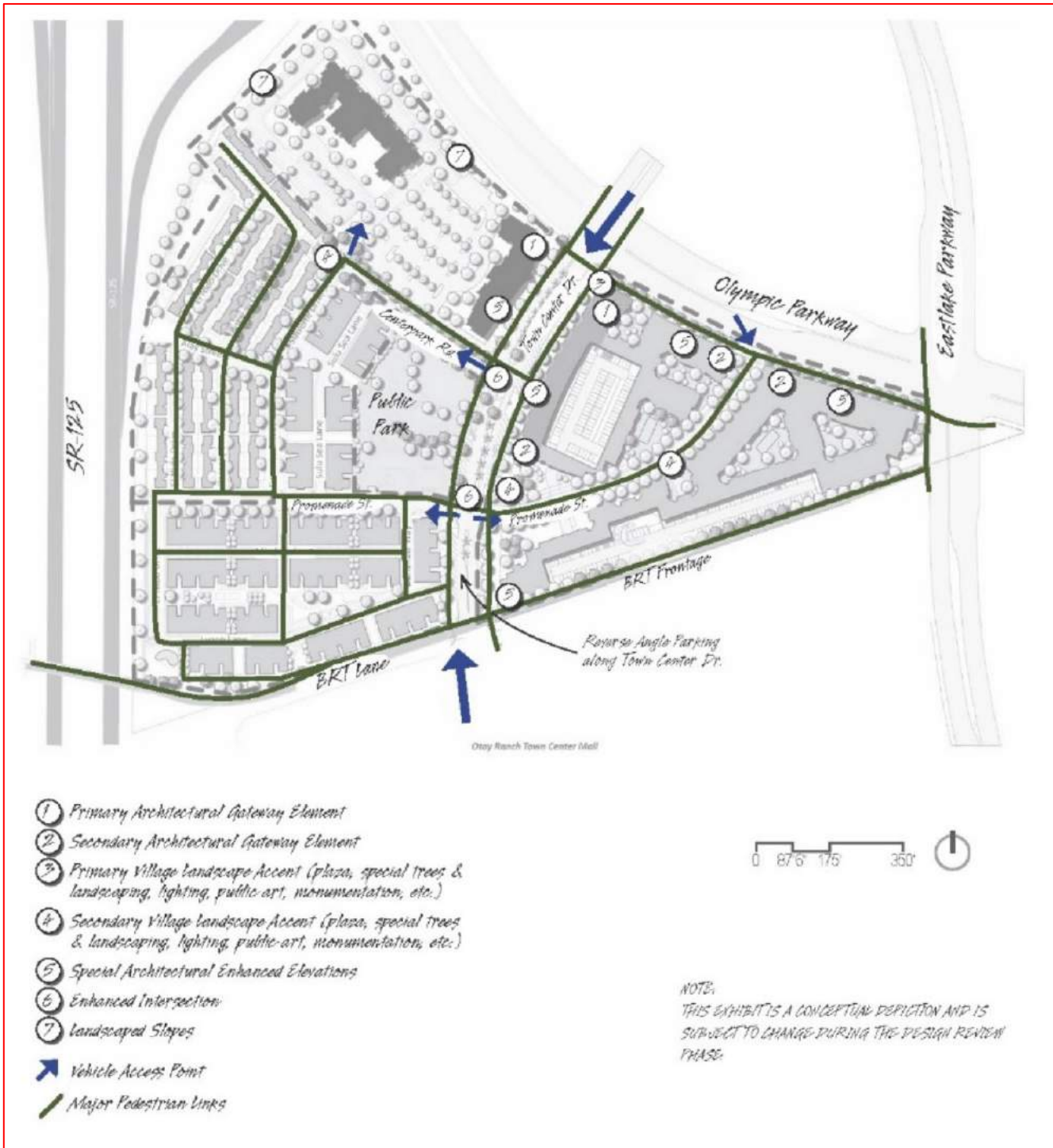
Exhibit 6: Mandatory Site Plan Elements



- ① Primary Architectural Gateway Element
- ② Secondary Architectural Gateway Element
- ③ Primary Village Landscape Accent (plaza, special trees & landscaping, lighting, public art, monumentation, etc.)
- ④ Secondary Village Landscape Accent (plaza, special trees & landscaping, lighting, public art, monumentation, etc.)
- ⑤ Special Architectural Enhanced Elevations
- ⑥ Enhanced Intersection
- ⑦ Landscaped Slopes
- Vehicle Access Point
- ▤ Major Pedestrian Links



NOTE:  
 THIS EXHIBIT IS A CONCEPTUAL DEPICTION AND IS SUBJECT TO CHANGE DURING THE DESIGN REVIEW PHASE.







#### 4. Town Center Park (P)

The Town Center Park component is comprised of a 2.0-acre public park (P). This component shall include the following elements:

##### **Program**

- Provide a highly amenitized urban park that will serve a wide range of user groups such as retail employees, hotel guests, residents of all ages in the adjacent developments, and consumers from the adjacent commercial and lifestyle center.
- Encourage eliminating the duplication of adjacent uses. For example, if a dog park and children's play space are being provided in the adjacent apartment complex, they would not be included in the Town Center Park program.
- Consider Chula Vista and Otay Ranch's existing and proposed park system as a whole to avoid conflict or duplication of nearby park programs. Such as interactive water features, active recreation and sports fields, which are provided by surrounding parks.
- Create flexibility in the park design. Given the variety of users, this will become a key component. A physical space that allows the park to be transformed for events and various activities is integral to the park. These activities could be coordinated by a variety of different user groups including the City, adjacent apartment complex, hotels, surrounding businesses, or other groups. Activities could include, inflatable or temporary play, movies, concerts, farmer's markets, or art fairs.

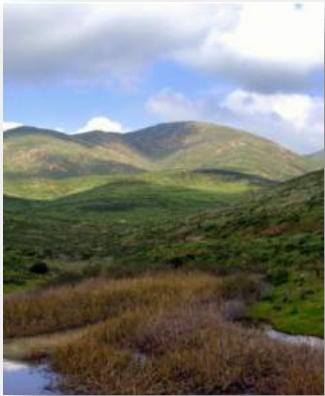


##### **Connections**

- Enhance connections to adjacent uses and provide good pedestrian linkages to other amenities. Provide a pedestrian path along the park boundary with connections to the intersections on all sides. Pedestrian path must meet the required dimensions per the Landscape Manual.
- The Park is bounded by Town Center Drive on the east, Promenade Street on the south, and Centerpark Rd. on the north. Encourage streetscape enhancements along these edges that interface seamlessly with the park and tie together the entire planning area into one complimentary landscape experience.

- Implement safe pedestrian crossings and opportunities to provide traffic calming measures to allow for pedestrian movement from the adjacent development to the park.
- Activate the park with multi-family residential buildings on the western boundary. This frontage and interface with the park will become a key component, not only increasing the desirability of these residential units, but also providing enhanced surveillance and safety in the park, as these residents will have a sense of ownership for the park and keep an eye on its safety.

***Design***



- Highlight surrounding views such as Mt. San Miguel to the north, Otay Mountains to the east, and the palm allee connection at the south of Otay Town Center. Features that provide character, influence the orientation of the park, provide wayfinding elements for pedestrians, and will contribute to a unique sense of place for the park should be highlighted, enhanced and expanded upon as the park and adjacent areas develop.
- Provide provocative and unique design elements and features that are grounded in the Chula Vista and Otay Ranch surroundings.
- Encourage the park to be well designed, functional, and easily maintained and operated.

Exhibit 7: Town Center Park Conceptual Design



- |  |   |   |
|--|---|---|
| ① Open lawn/flexible event space                         | ⑦ Amphitheater seating (150+ capacity)                        | ⑫ Restroom and storage building w/ outdoor showers & trash collection |
| ② Palm oasis / informal bridge & boulder field play area | ⑧ Projection screen / wall                                    | ⑬ Monument sign location  |
| ③ Hillside slide (1:2 slope)                             | ⑨ Community table & flexible seating                          | ⑭ Park entrance from residential edge                                 |
| ④ Hillside seating/informal staircase                    | ⑩ Flexible use plaza with enhanced paving and date palm grove | ⑮ Back-in diagonal parking  |
| ⑤ Shaded picnic grove w/ vista                           | ⑪ Vendor cart/kiosk w/ shade structure                        | ⑯ Trellis   |
| ⑥ Splash pad with water misters                          |   | ⑰ Privacy Berm  |

NOTE:  
 THIS EXHIBIT IS A CONCEPTUAL DEPICTION OF PROPOSED LAND USES AND IS SUBJECT TO CHANGE DURING THE DESIGN REVIEW PHASE. HOWEVER, VEHICULAR AND PEDESTRIAN LINKS HAVE BEEN COORDINATED WITH ADJACENT RESIDENTIAL USES AND ARE CONCEPTUALLY SITED ON THIS ILLUSTRATION.



*Natural Park  
Character*





*Park  
Programing  
and  
Amenities*



*Flexible &  
Temporary  
Uses*



Freeway Commercial North Master Precise Plan  
***IV. Site Design Guidelines***







## 4. Site Design Guidelines

The preceding chapters identified the FC-2 Village, described the Design Review processes and presented an overview of the design components and Master Precise Plan. This Chapter provides additional detailed guidelines for the urban character of FC-2. Projects will be evaluated for consistency with the following design elements:

1. Building Design/Siting;
2. Pedestrian/Bicycle/Vehicle/Transit Access;
3. Architecture/Landscape Architecture
4. Lighting/Signage/Street Furnishings

Projects must also demonstrate consistency with the exhibits in this document. These exhibits must be consulted to determine vehicular and pedestrian access requirements as well as required site plan elements for FC-2.

The following sub-sections provide an overview of the urban character of FC-2, followed by a series of exhibits and discussion of the guidelines and required/desired responses to be addressed in the Design application.

### F. Specific Requirements for Primary Design Components

#### 1. Town Center Drive

Town Center Drive is the most significant street, running through the center of the planning area alongside Town Center Park. This beautiful tree-lined street will serve as the gateway into the planning area, the Otay Ranch Town Center Mall and the urban center beyond. As visitors and residents enter FC-2, they will enjoy a wonderful park-like experience. Here they are encouraged to enjoy a shopping and dining experience along Town Center Drive.

##### a) Building Design & Siting

These guidelines should be applied to the buildings along Town Center Drive. Special attention shall be given to buildings along the park and at the intersection of Olympic Parkway, Centerpark Rd., Promenade Street, and the Otay Ranch Town Center Mall parking lot entry where initial impressions of the planning area will be established.

- Multiple story building: 3-4 stories





- Retail commercial storefronts and/or hotel and residential amenities are encouraged on the ground floor with residential above.
- Buildings are to be set close to the street to encourage interaction between building activities and passersby and to enhance the urban character of the area.
- Building corners shall be well defined with vertical elements to help define public spaces and improve orientation within this district.
- Storefronts shall incorporate display windows to create interest and encourage window shopping along the pedestrian walk.

#### b) Pedestrian/Bicycle/Vehicle/Transit Access

- Provide wide sidewalks to accommodate outdoor cafe seating, benches and a leisurely shopping experience.
- Interior courtyards, paseos, promenades, and plazas are encouraged to provide more opportunities for social gathering and pedestrian connections throughout the community.
- Provide parking along Town Center Drive for vehicular access to shopping and dining activities.
- Provide dedicated bike lanes

#### c) Landscape Architecture

The streetscape merges the character of the Town Center Park and Otay Town Center, combining the naturalized and organic feel of the park with modern and more formal feel of the Town Center. The plant palette is comprised of formal rows of Mexican Fan Palms piercing through the park canopy of Mission Pepper Trees and Coast Live Oaks. A double row of the fan palms is placed on the east side of Town Center Drive to align with the entry allee of palms at Otay Town Center.

- Planting in along Town Center Drive is modern with historical pieces that tie the character to ranch history of Otay.
- Street trees are large and a mix of Mexican Fan Palms as well as Mission Pepper Trees and Coast Live Oaks.
- Street trees are planted in a row along the walk to create a canopy and provide a distinct pedestrian zone away from the street.
- Streetscape design along the park edge shall be more irregular and organic as an attempt to blend the park design with the streetscape.
- Paving should be distinct for Town Center Drive.



- There is a distinct pedestrian zone that provides inviting access to plazas and retail storefronts.

## 2. Private Street A Promenade Street

Private Street A Promenade Street will be primarily used by residents and visitors to walk or bicycle through the Plan Area. Promenade Street will become a strong orientation device, linking the community together to re-create a neighborhood street life experience. Impressive multi-family residential buildings with elegant landscaping, lighting, and paving treatments give this street a sense of significance and prominence within the village.



### a) Building Design & Siting

These guidelines should be applied to the buildings along Private Street A Promenade Street.

- Multiple story building: 3—4 5 stories
- ~~Residential stoops interspersed with~~ Beautiful landscape treatments are encouraged on the ground floor of multi-family residential buildings.
- Residential building facades should contain a generous amount of windows and balconies to provide eyes on the street, while also utilizing quality materials that add texture and visual interest.
- Buildings are to be set close to the street to encourage interaction between building activities and passersby and to enhance the urban character of the area.
- Building corners shall be well defined with vertical elements to help define public spaces and improve orientation within this district.



### b) Pedestrian/Bicycle/Vehicle/Transit Access

- Provide sidewalks for a leisurely walk through the neighborhood.
- Interior courtyards, paseos, promenades, and plazas are encouraged to provide more opportunities for social gathering and pedestrian connections throughout the community.
- Provide parking along the street for vehicular access to residential buildings.



### c) Landscape Architecture



~~Private Street A~~ Promenade Street is configured with planting beds separating the sidewalk from traffic and parked cars to allow for ease of pedestrian travel. Street profiles, sidewalk paving, lighting, site furnishings, planting, and trees species are all continuous to assist in wayfinding and identity.

- Planting in this zone reflects the sinuous nature of the road with flowing grasses and perennials.
- Paving should also be chosen to show movement using a distinct paving pattern and/ or color.
- Paving, planting, lighting, and site furnishings should all be continuous and assist in wayfinding and identity.
- The pedestrian pathway should be separated from the road with landscape planting.

### 3. ~~Hotel Drive~~ Centerpark Road

~~Hotel Drive~~ Centerpark Road will serve as the main entrance to Hotel Corner. With impressive multi-family residential buildings on one side and two hotels on the other, elegant landscaping, lighting, and paving treatments give this street a sense of significance and prominence within the village.

#### a) Building Design & Siting

These guidelines, in addition to those for ~~Private Street A~~ Promenade Street should be applied to the buildings along ~~Hotel Drive~~ Centerpark Road. Special attention shall be given along Town Center Park where initial impressions of the planning area will be established.

- Hotel building facades shall be well articulated with quality materials and lighting that add texture and visual interest.

#### b) Pedestrian/Bicycle/Vehicle/Transit Access

- Generous landscaping and trees should be provided to improve the pedestrian sidewalk experience when parking lots line the street edge.

#### c) Landscape Architecture

- Planting in this zone reflects the park and residential planting character but includes elements of the planting from within the Hotel projects.

- Paving, planting, lighting, and site furnishings should all be continuous with the rest of the project.
- The pedestrian pathway should be separated from the road with landscape planting.

## 4. Shared Streets

Shared Streets will re-define a typical alley experience by offering residents a private place to socially interact with their neighbors and children to actively play.

### a) Building Design & Siting

- 3-story buildings with balconies, patios or porches
- Beautiful landscape treatments are encouraged in planters along the front facades.
- Residential building facades should contain a generous number of windows and balconies to provide eyes on the street, while also utilizing quality materials that add texture and visual interest.
- ~~Residential buildings with front-facing garages are encouraged to emphasize front door stoops to intertwine pedestrian and vehicular access to residential buildings, contributing to a more friendly, social street experience.~~



One-Way Shared Street Illustration

### b) Pedestrian/Bicycle/Vehicle/Transit Access

A shared street is a combination of an alley, a roadway and a pedestrian precinct. The street space is shared by vehicles and pedestrians, there are no raised sidewalks, and several different patterns and textures of pavement are used to demarcate the zones. The driver is forced to slow down, following a route shared with play areas, planters, and parking spaces. The resulting appearance is more of a meandering private driveway than a typical street, which increases its recreational value.

- The distinction between private residential space, pedestrian space, and the street should be minimal and created with unique paving patterns and enhanced paving materials.
- Retain 20' wide clear drive aisle for fire and emergency services

### c) Landscape Architecture

The shared streets will be uniquely urban and walkable and will allow residents and visitors the opportunity for informal gathering. Trees planted in open planting beds protected in the path of vehicular travel by short walls will line the streets providing shade and visual interest while creating an inviting and stimulating urban environment. Special paving, landscaping and architectural treatments will be provided to enhance the soft, organic feel of the street.

- Planting should be more modern and structured as an urban streetscape.
- Deciduous street trees should be planted in tree grates and used to create a pleasant environment during all seasons.
- Paving should consist of a combination of enhanced concrete, unit pavers, and asphalt to break down the overall scale of the street.
- Short cast in place concrete or stone walls should be constructed to protect trees and define private spaces in the direction of the path of travel.



## 5. Alley

Alleys will serve other residents as they enter their homes from the car or as a pedestrian. These streets will feel clean and safe through the use of generous windows and balconies that provide eyes on the street, quality materials that add texture and visual interest, and beautiful landscaping and lighting that soften the feel of the street.

- Paving shall be primarily utilitarian and consist of asphalt, but in areas where the alley is adjacent to parks, open space, or an amenity area the alley paving shall consist of unit pavers or enhanced paving to serve as small residential plazas.
- Landscape planting shall be provided in small pockets where it will not be in conflict with vehicular traffic. These planting areas may contain small scale columnar trees, vines on green screen, and understory planting to help soften the overall appearance of the alley.

## 6. BRT Frontage

BRT frontage provides a soft edge along the BRT dedicated route running along the southern edge of the project site. ~~A wide, graciously landscaped median~~ A landscaped buffer serves to soften the BRT lane, increasing the sense of privacy and safety for residents, ~~as residential buildings are set further back. It doubles as a space for enjoying leisurely activities, such as walking a dog, riding a bike or running.~~

- The BRT frontage zone should reflect functionality in its hardscape materials but provide visual interest through the landscape palette.
- Landscape planting should serve as a divide between the BRT Lane and pedestrian/ residential areas.

Exhibit 8: Section Key Map

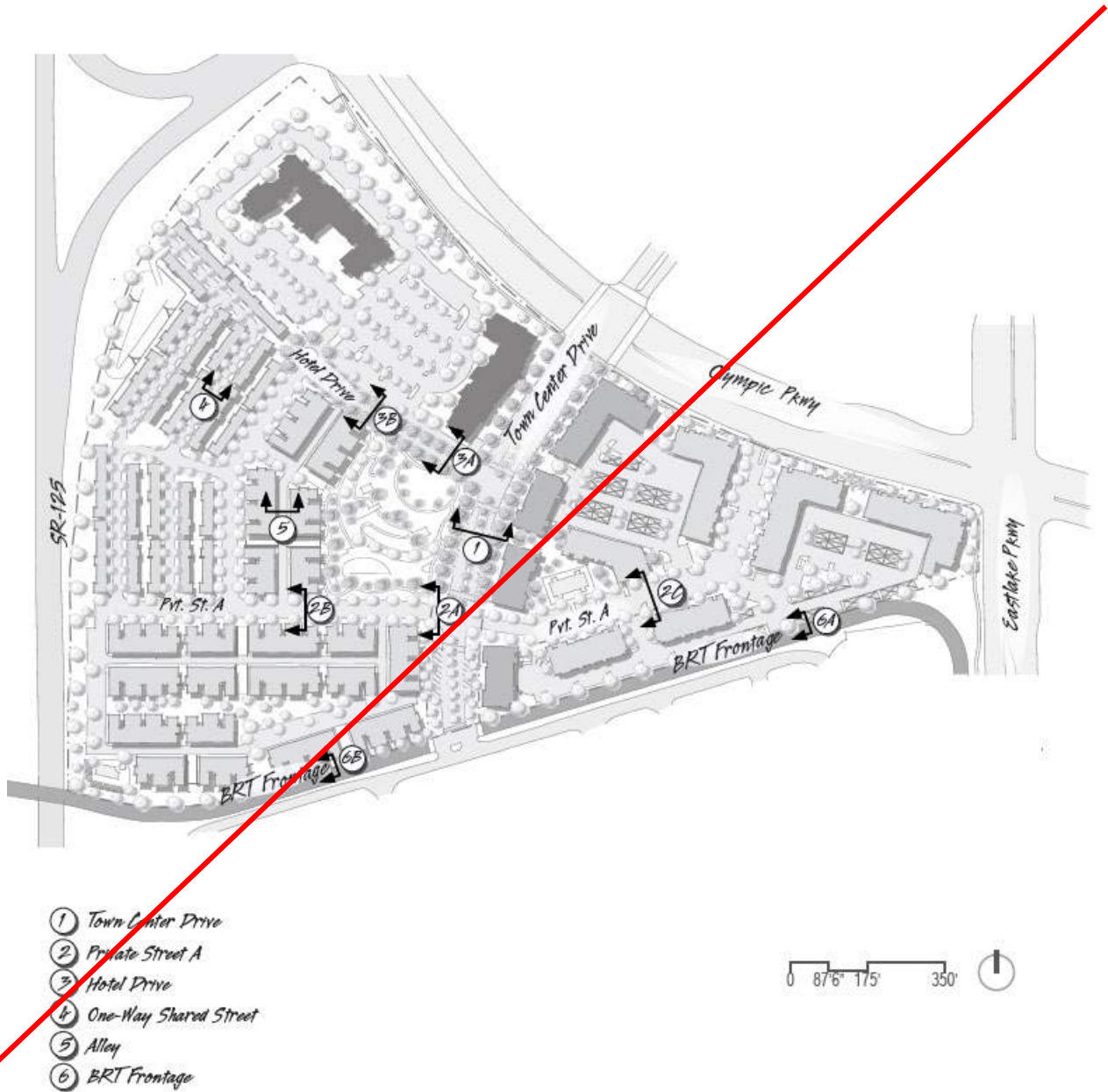
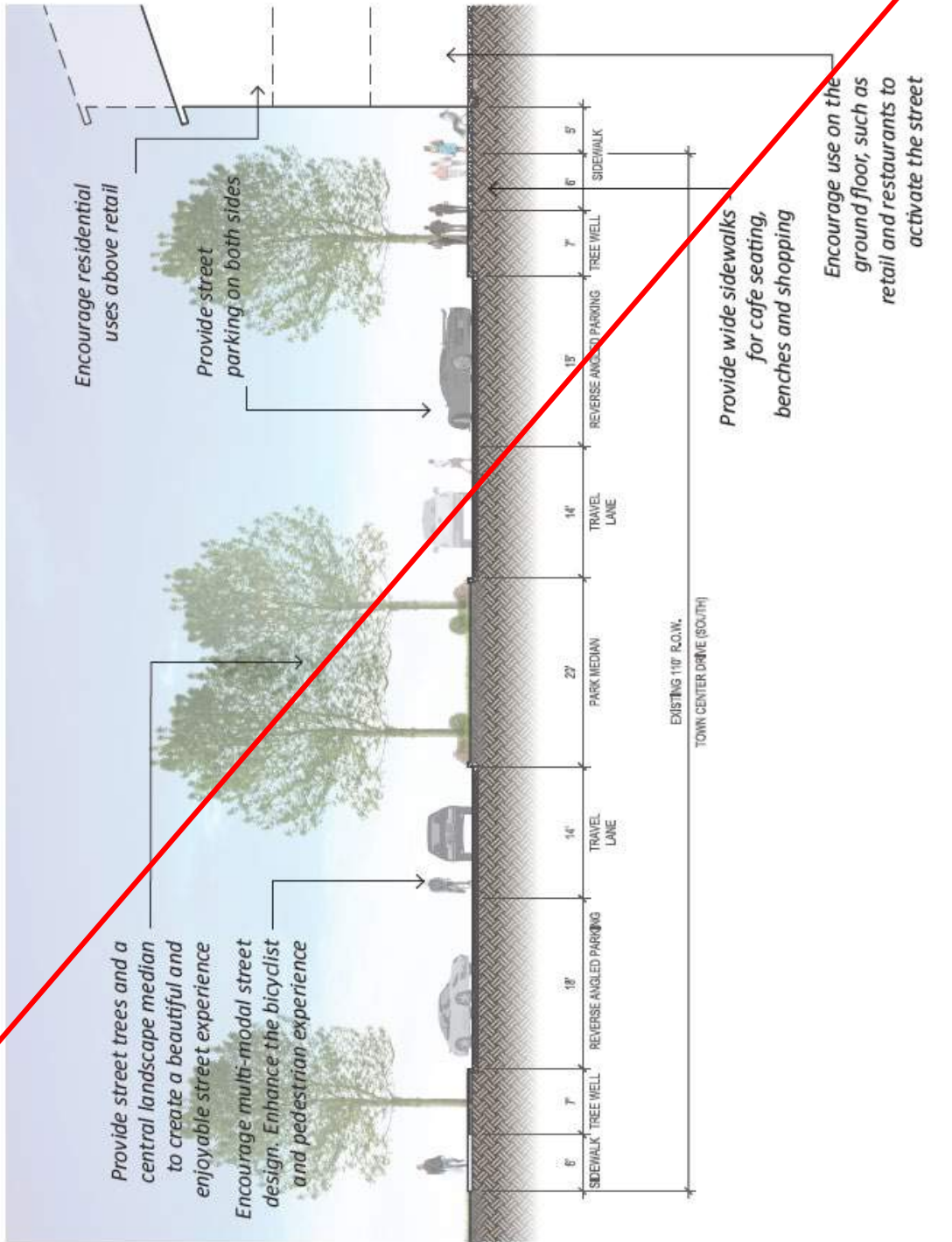




Exhibit 9: Town Center Drive (along Town Center Park)  
 Refer to Key "1" on Exhibit 8 for plan view



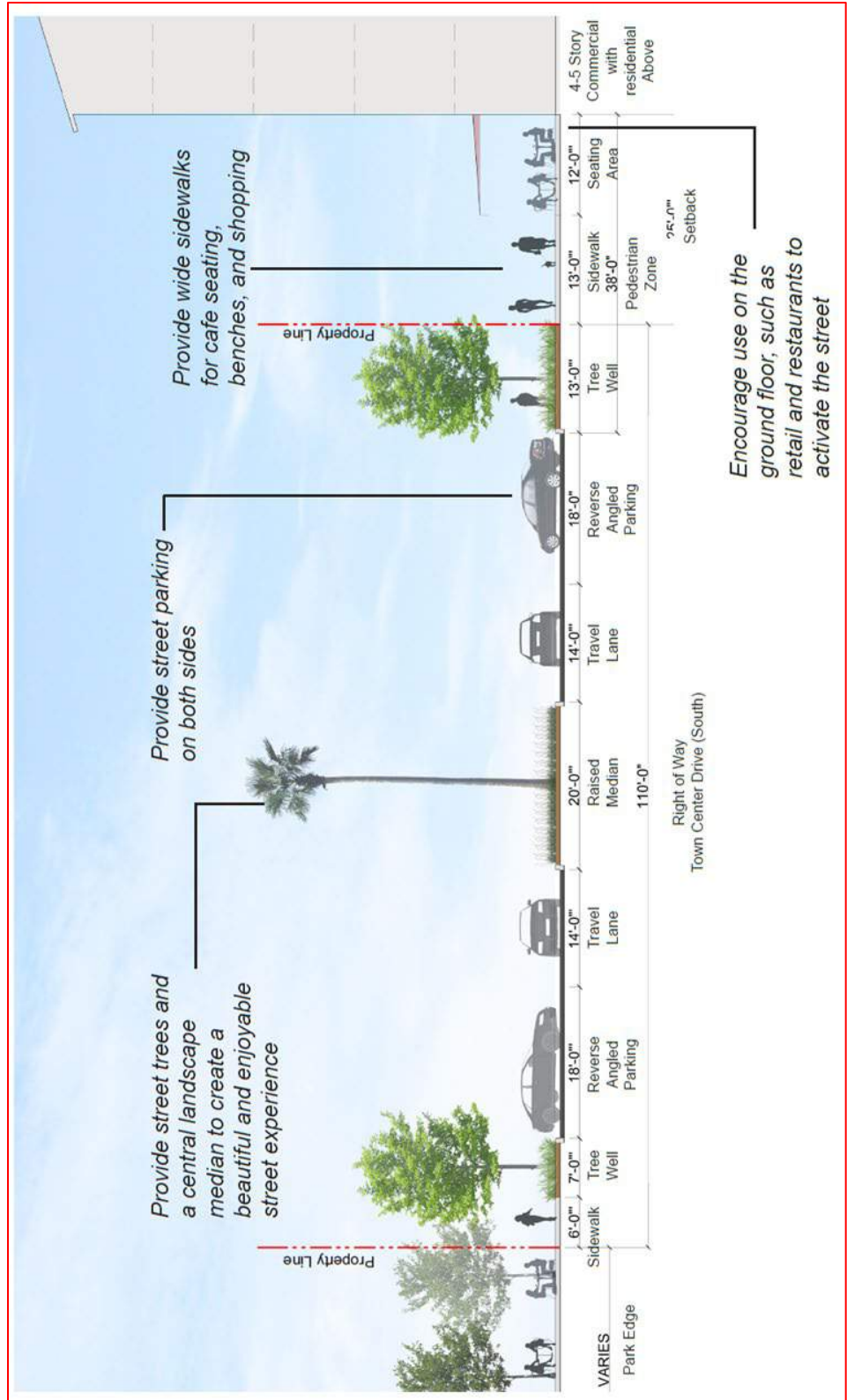


Exhibit 10: ~~Private Street A~~ Promenade St. (West Residential along Town Center Park)  
 Refer to Key "2A" on Exhibit 8 for plan view

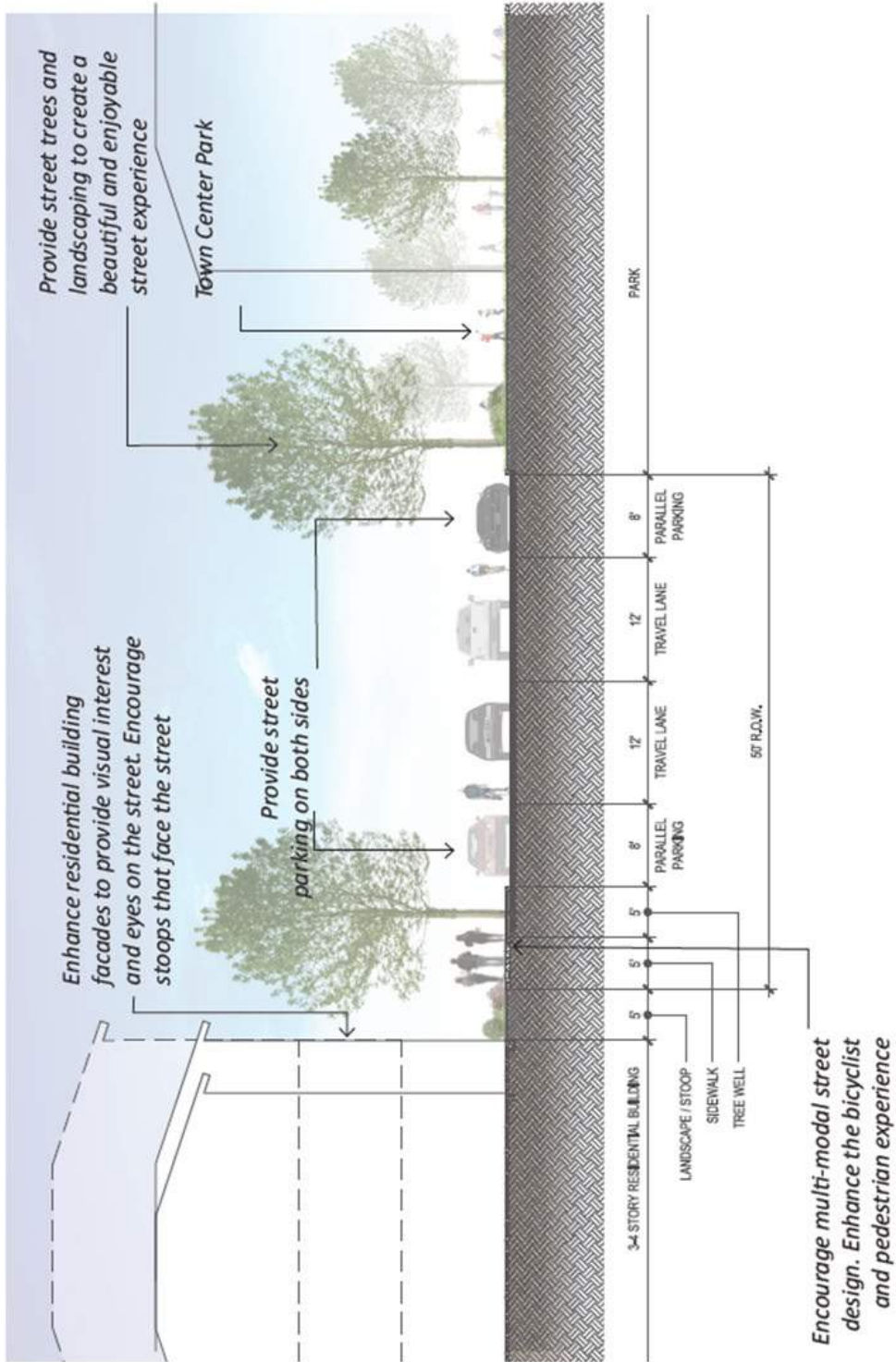


Exhibit 11: Private Street A Promenade St. (West Residential, west of the Park)  
 Refer to Key "2B" on Exhibit 8 for plan view

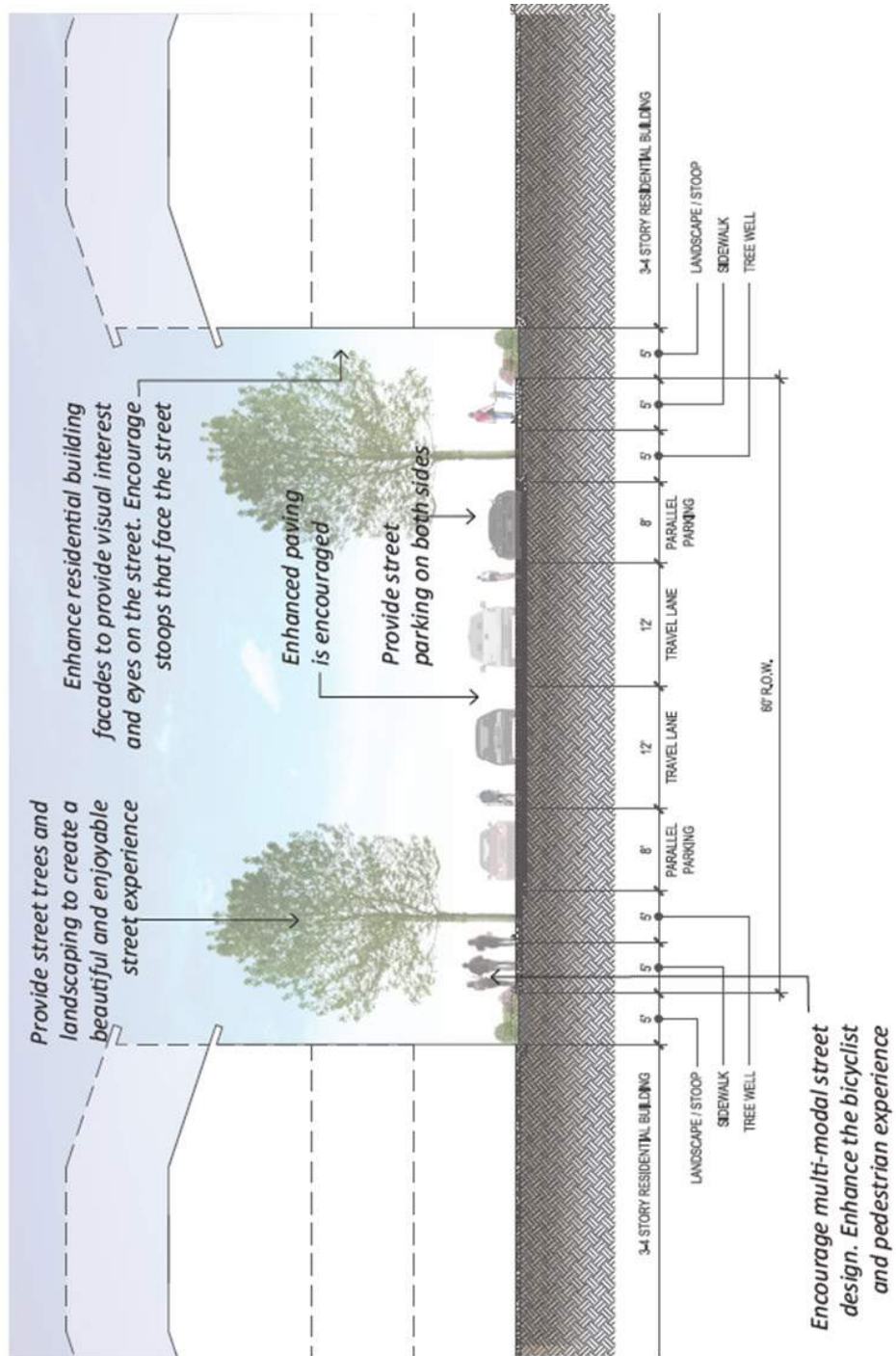
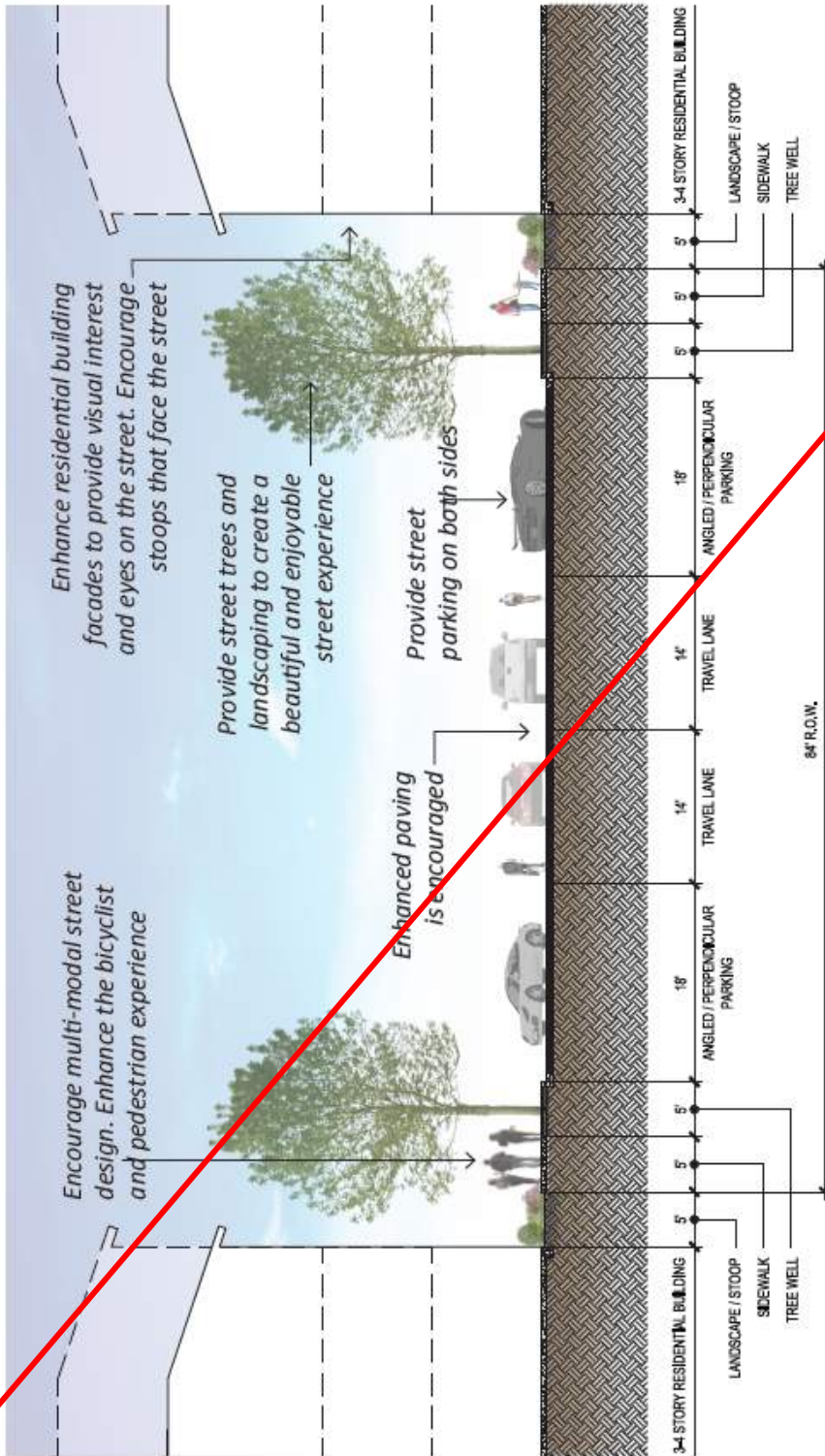


Exhibit 12: ~~Private Street A~~ Promenade St. (East Residential)  
 Refer to Key "2C" on Exhibit 8 for plan view





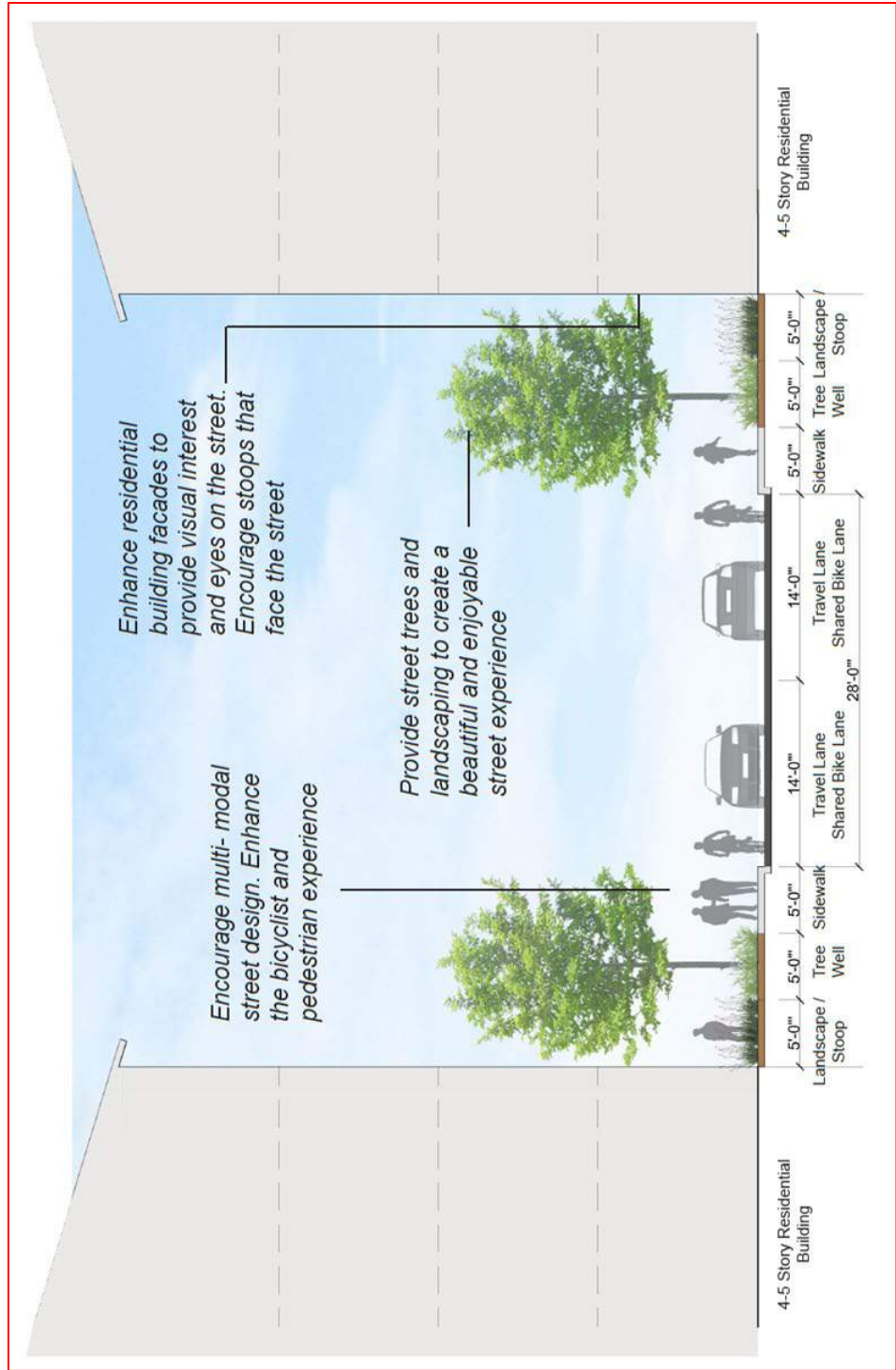


Exhibit 13: Hotel Drive Centerpark Rd. (Along the Park)  
Refer to Key "3A" on Exhibit 8 for plan view

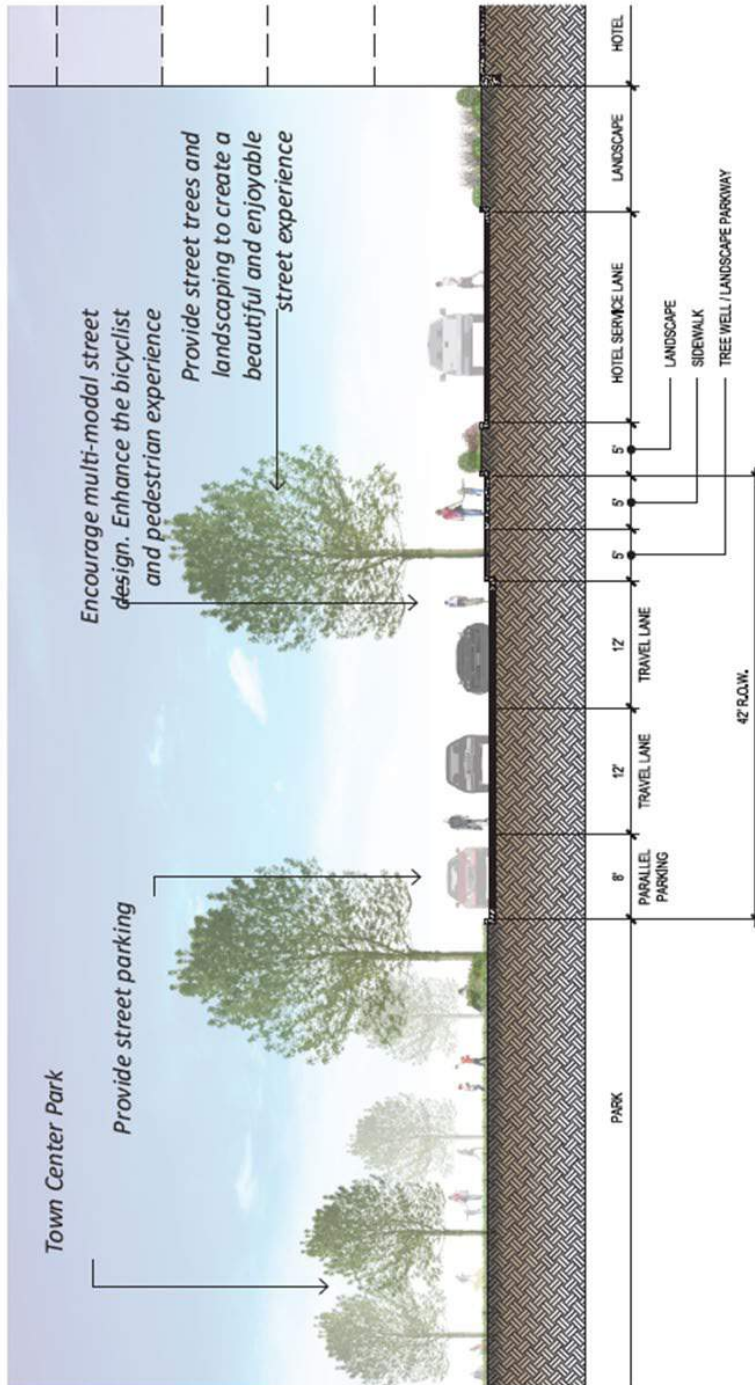


Exhibit 14: Hotel Drive-Centerpark Rd. (west of the Park)  
 Refer to Key "3B" on Exhibit 8 for plan view

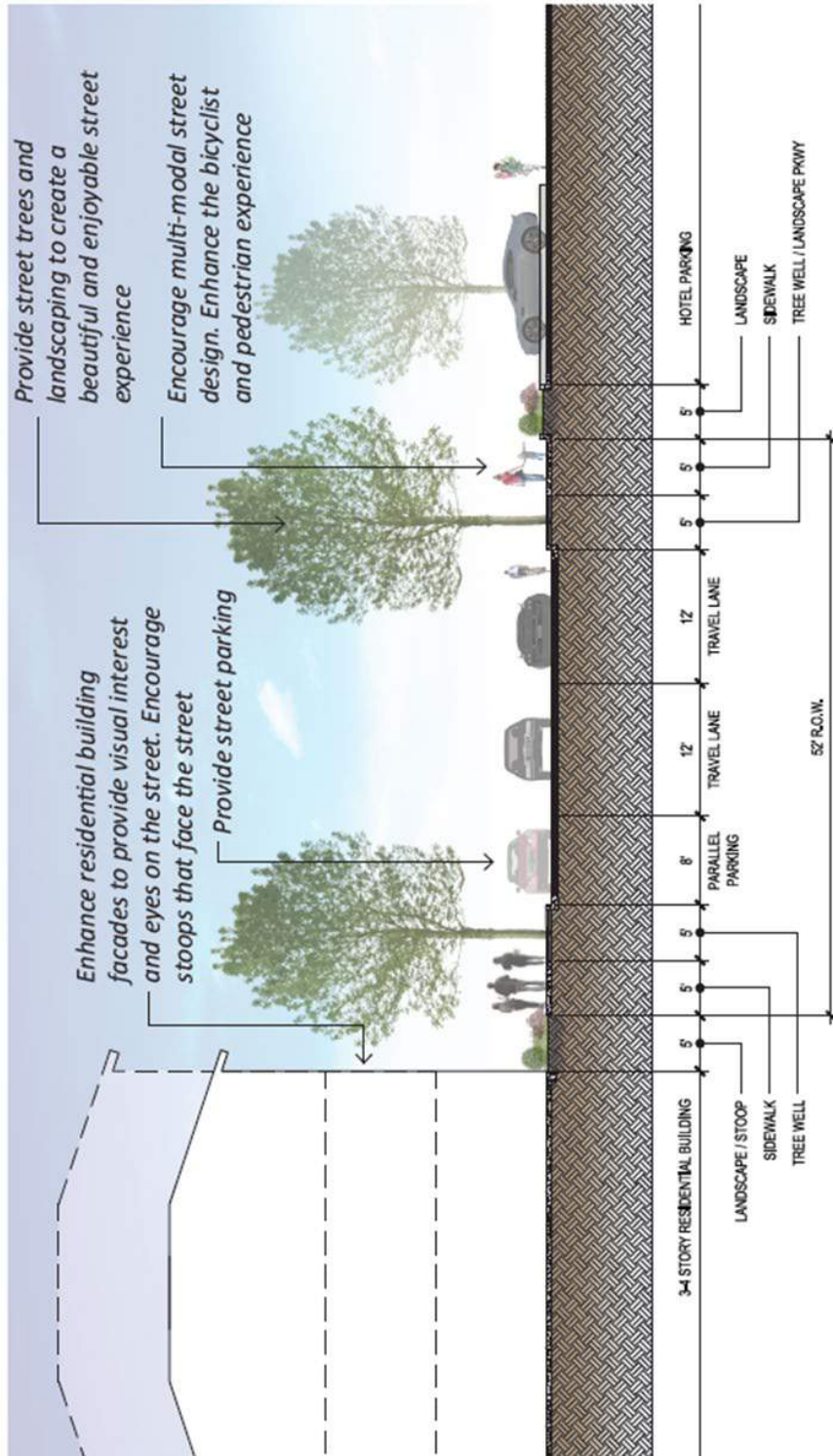


Exhibit 15: One-Way Shared Street (West Residential)  
 Refer to Key "4" on Exhibit 8 for plan view

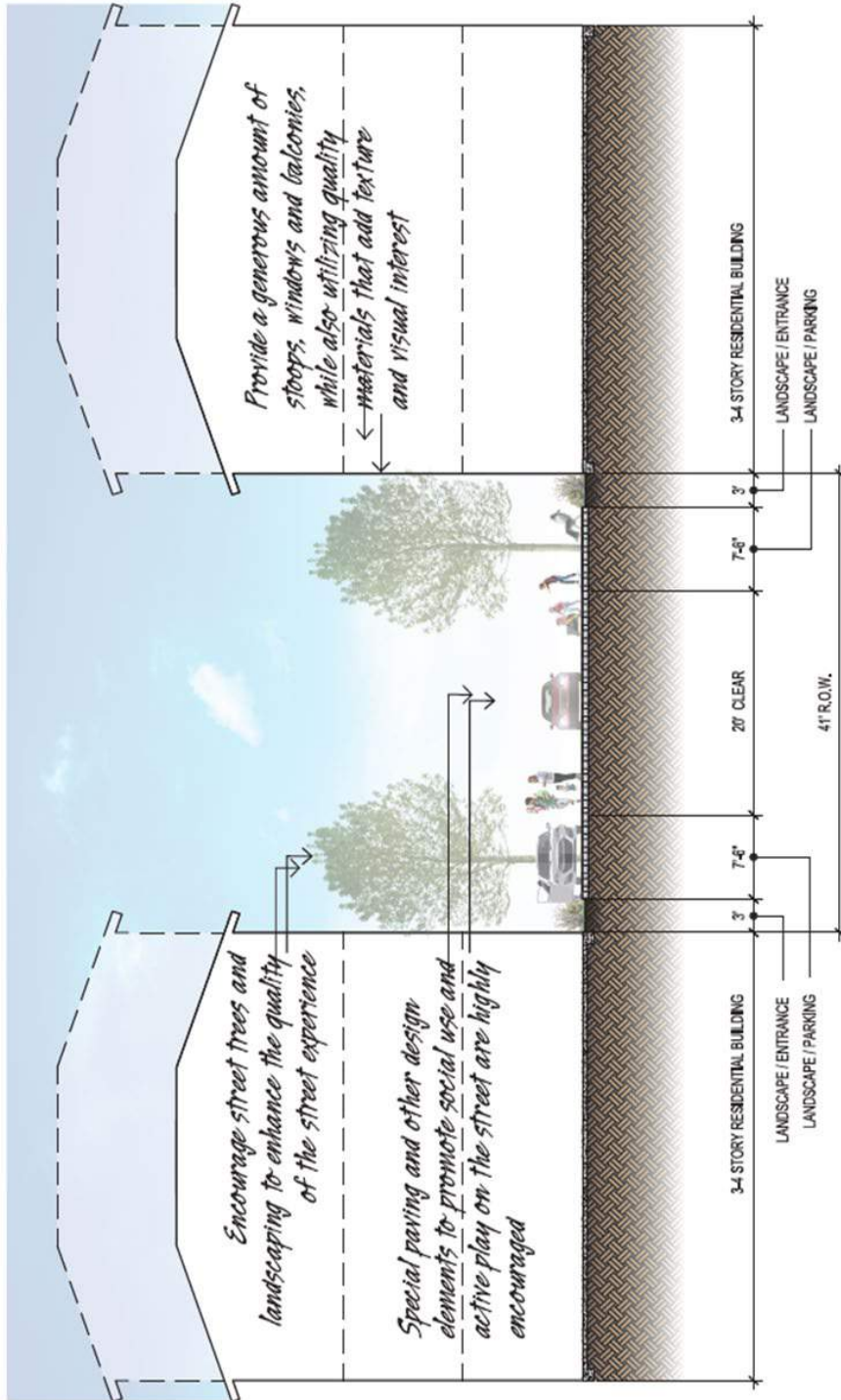


Exhibit 16: Alley (West Residential)  
Refer to Key "5" on Exhibit 8 for plan view

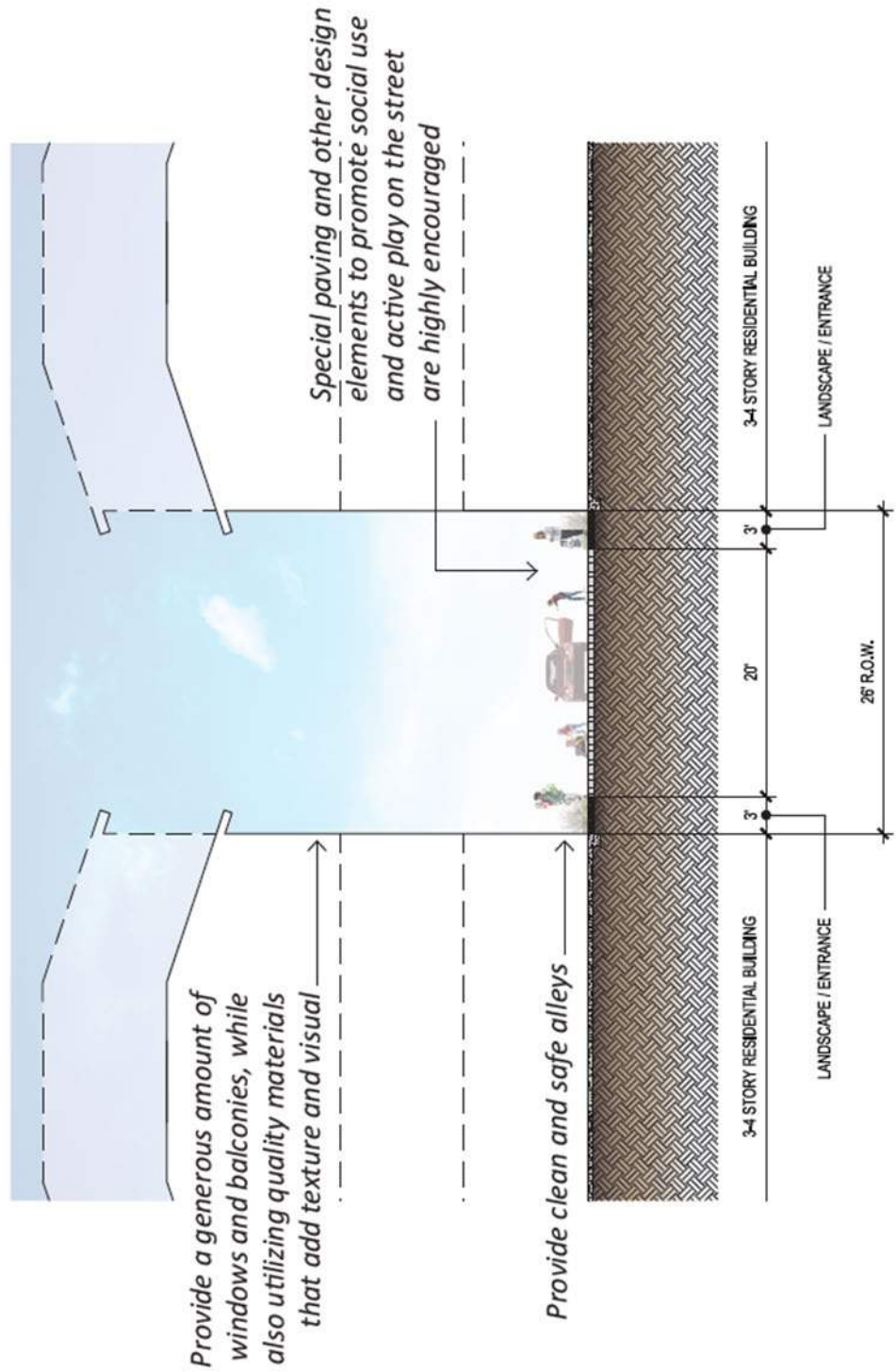


Exhibit 17: BRT Frontage (West of Town Center Drive)  
 Refer to Key "6B" on Exhibit 8 for plan view

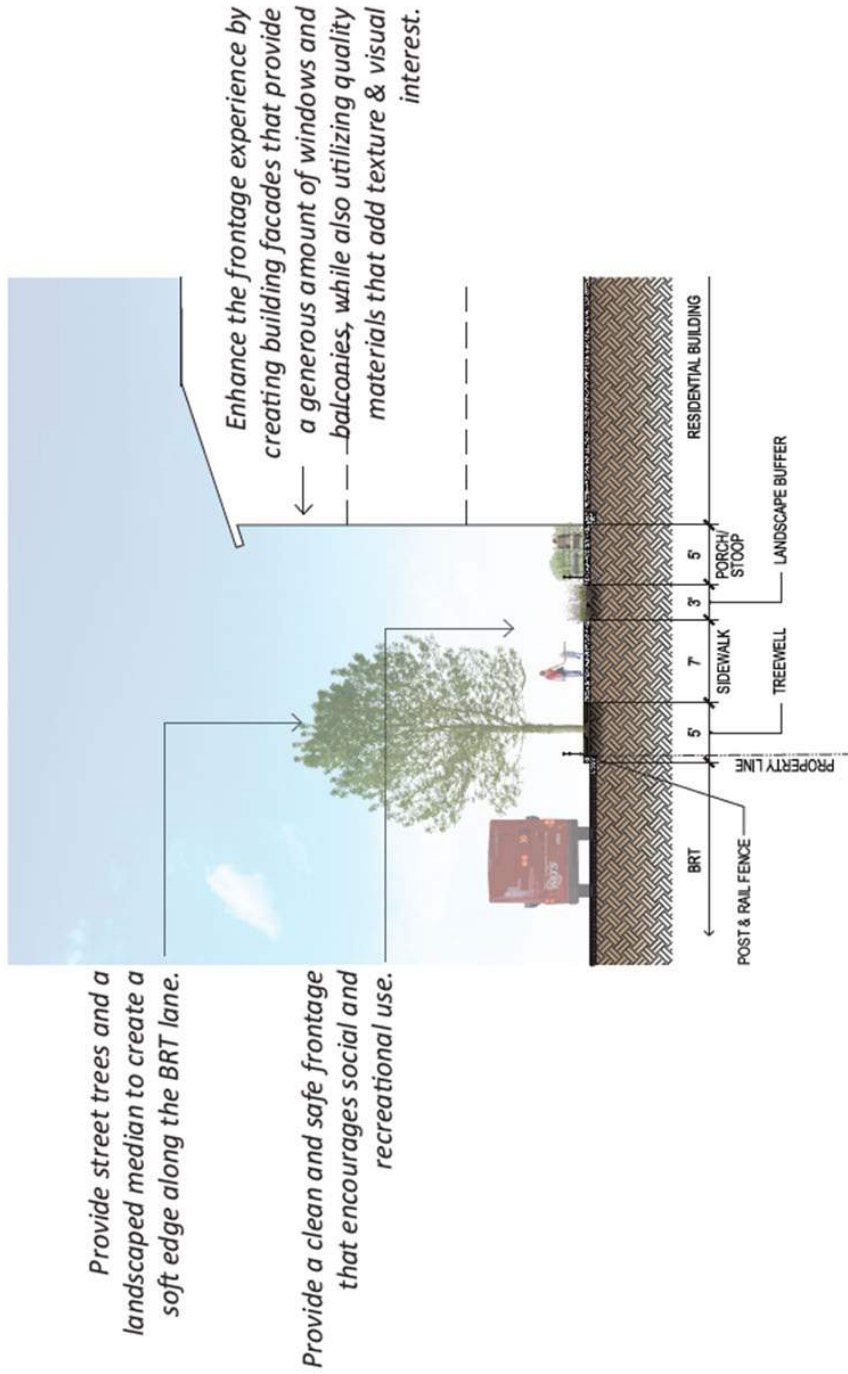
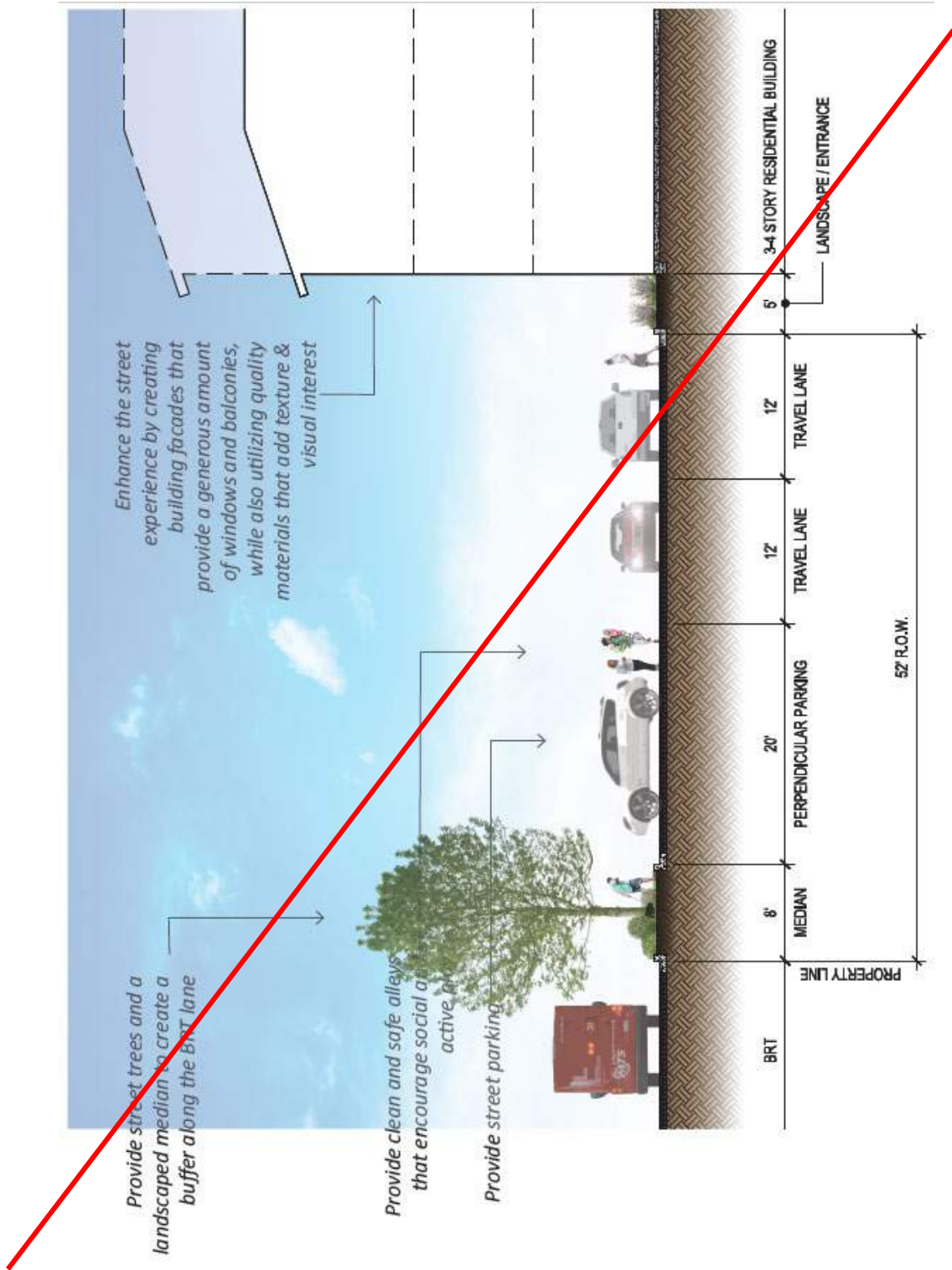


Exhibit 18: BRT (East of Town Center Drive)  
 Refer to Key "6A" on Exhibit 8 for plan view



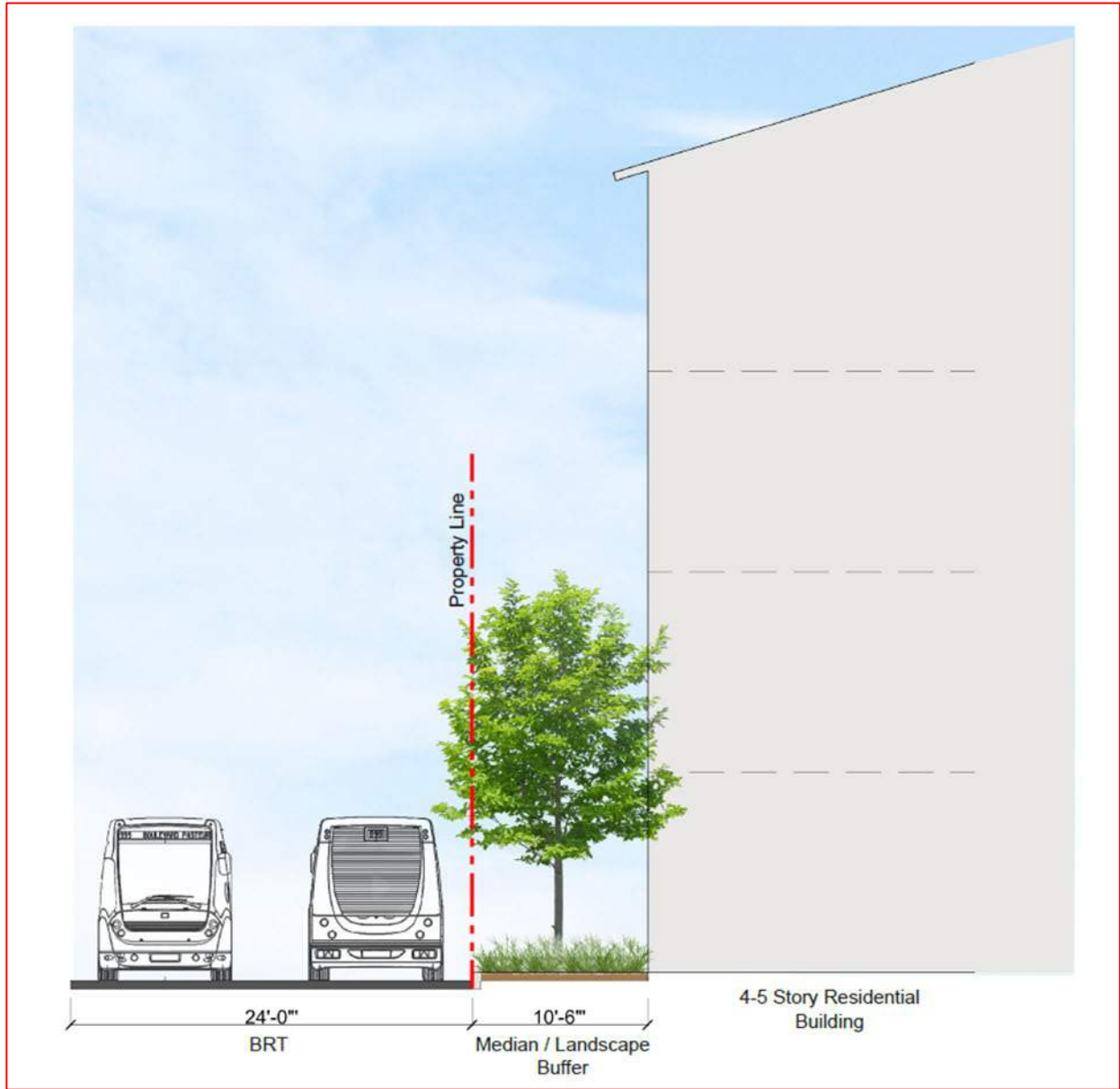




Exhibit 19: Olympic Parkway Landscape Concept  
(East of Town Center Drive)



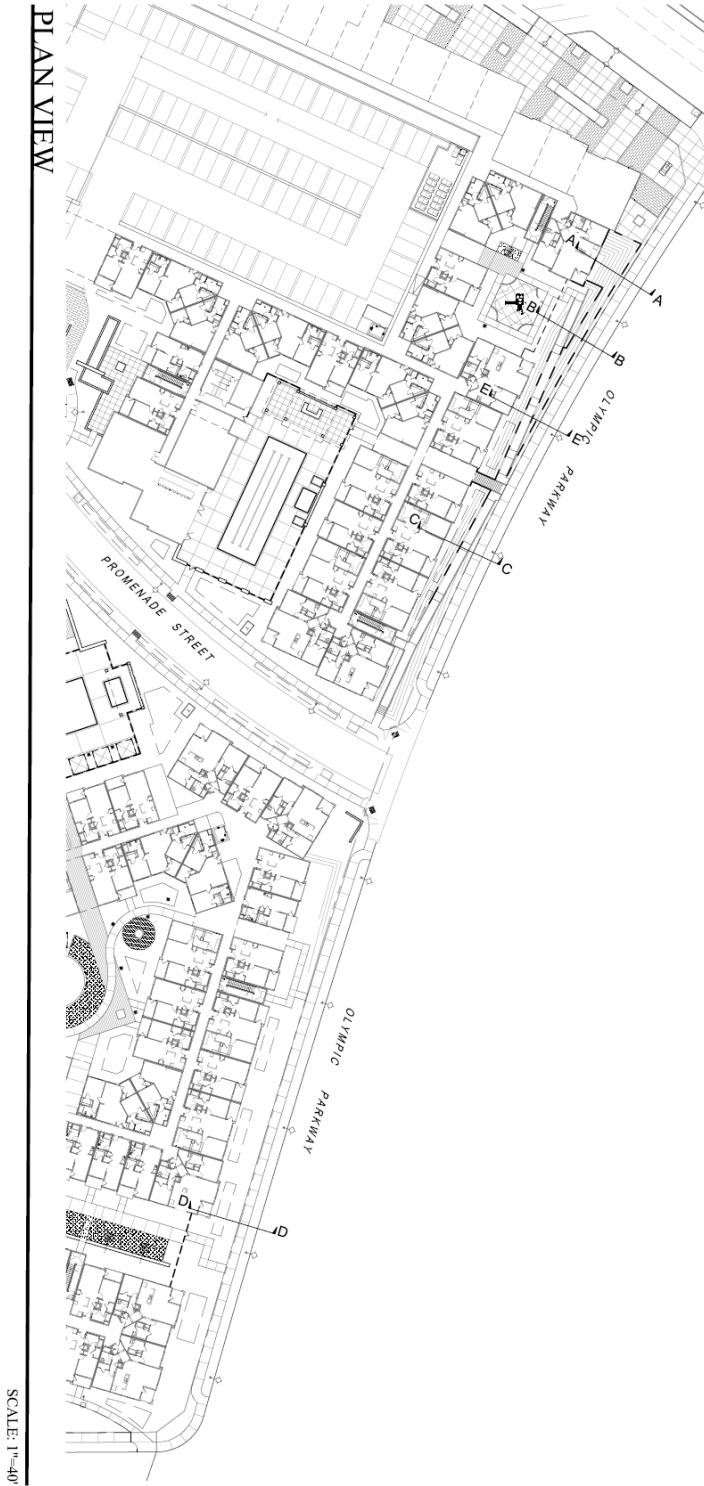


Exhibit 19a: Olympic Parkway, Section A

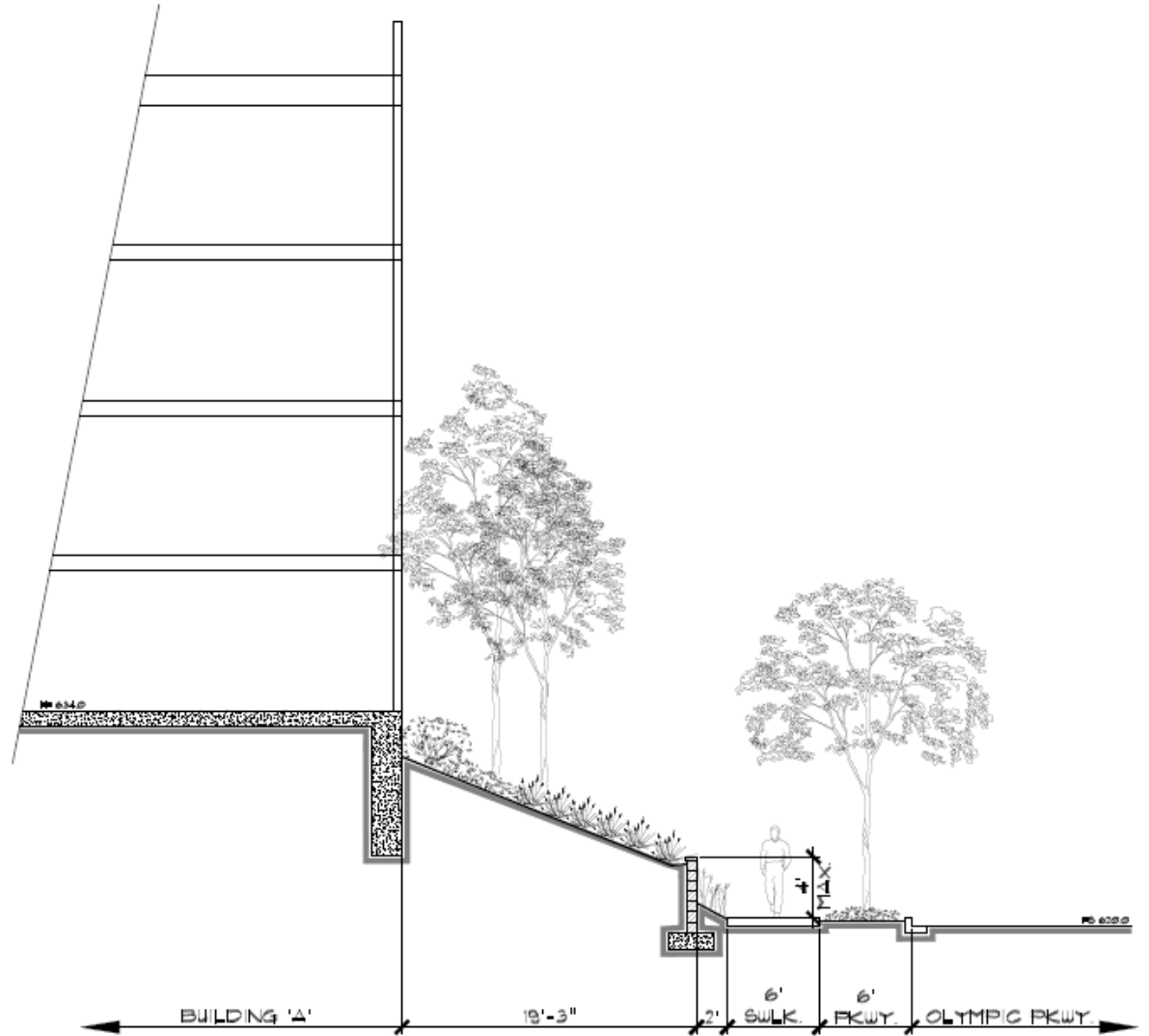


Exhibit 19b: Olympic Parkway, Section B

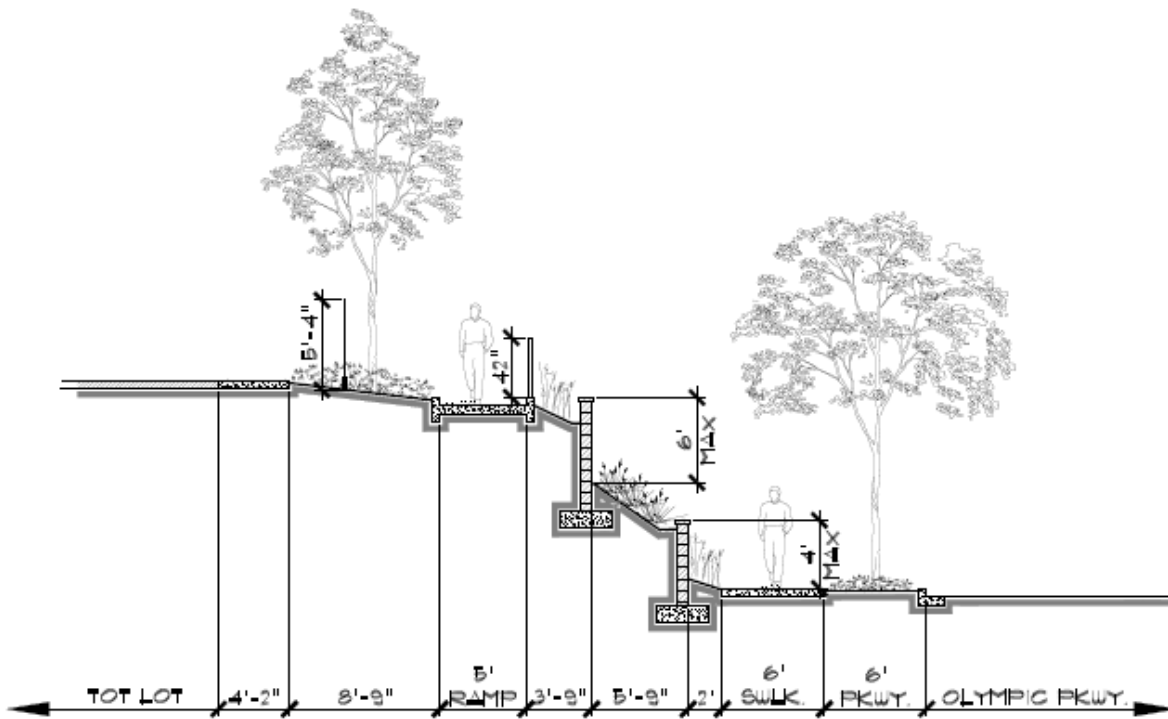


Exhibit 19c: Olympic Parkway, Section C

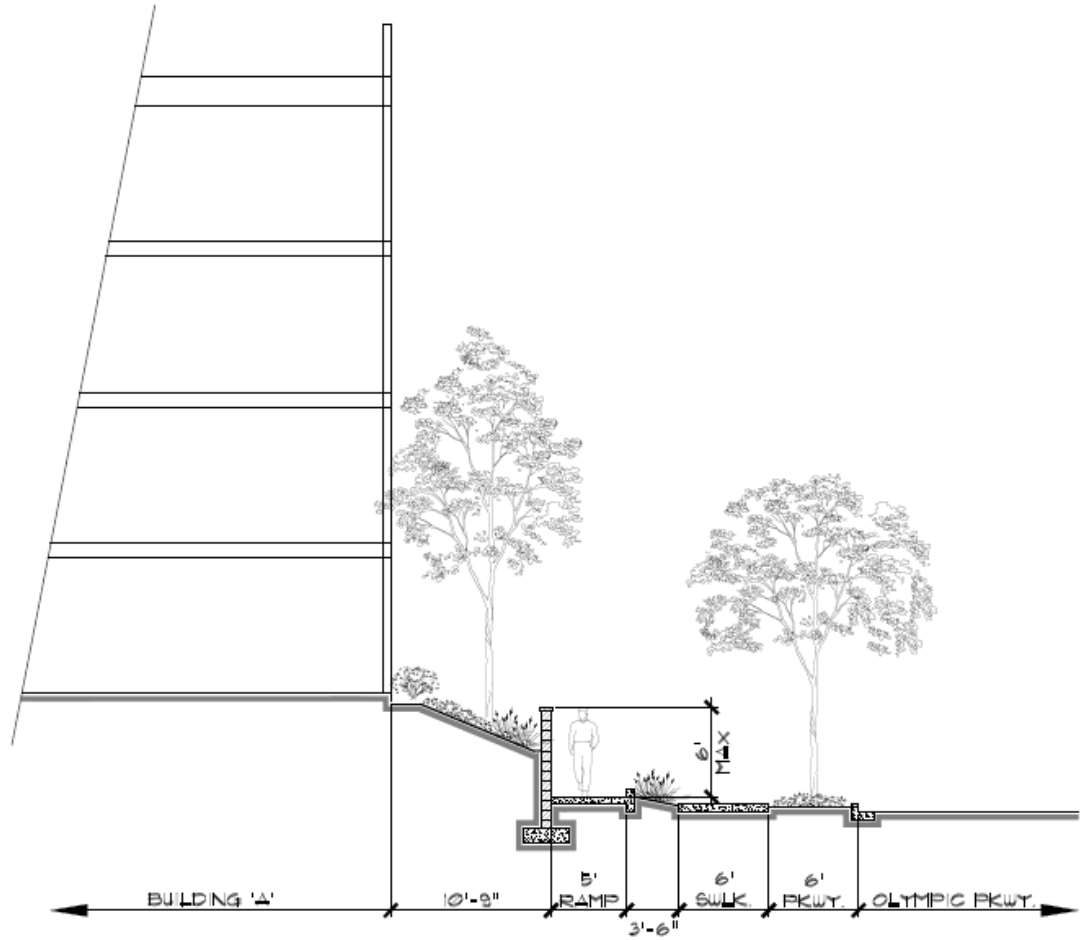


Exhibit 19d: Olympic Parkway, Section D

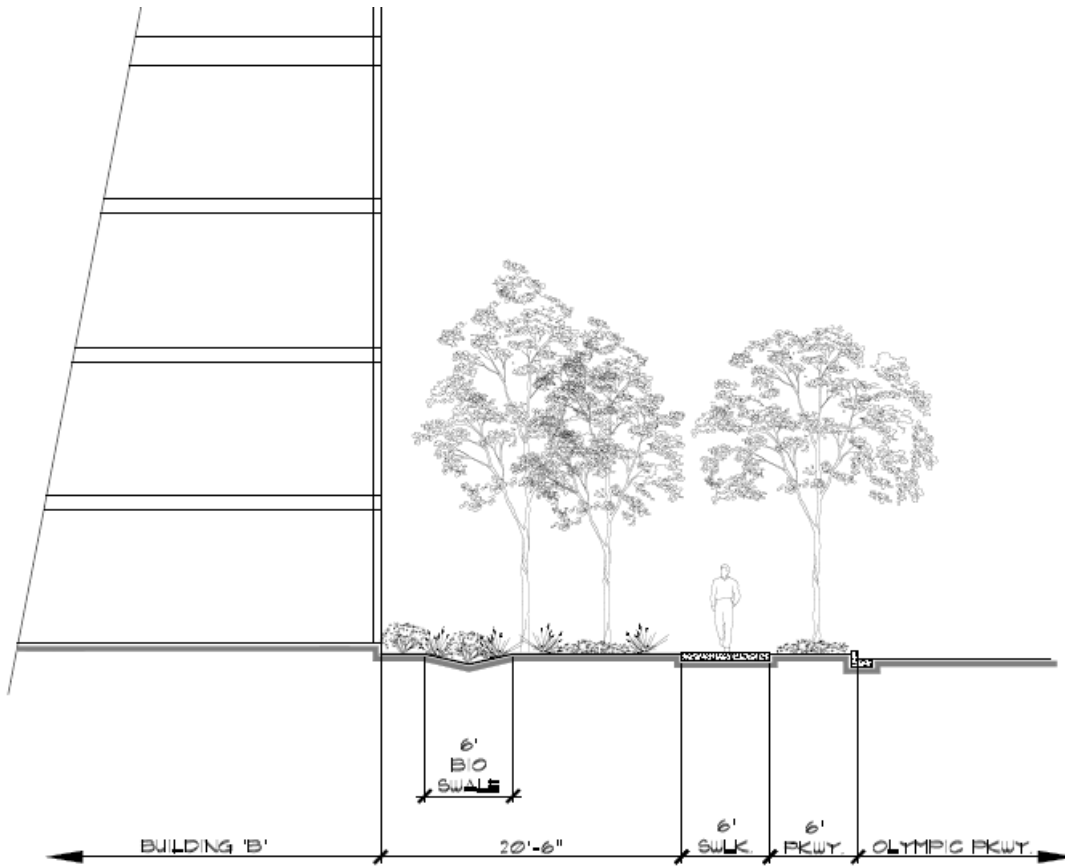


Exhibit 19e: Olympic Parkway, Section E

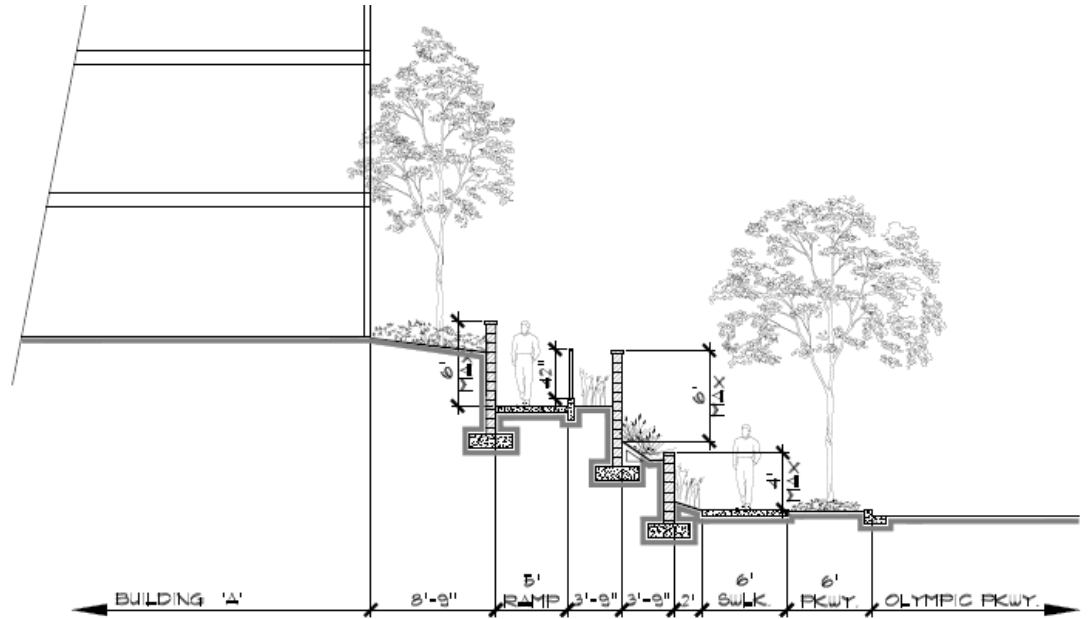


Exhibit 20: Olympic Pkwy Landscape Concept





Exhibit 20: Special Considerations for Buildings



➤ *Mandatory Front Elevation with Pedestrian Entry*

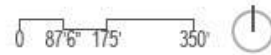
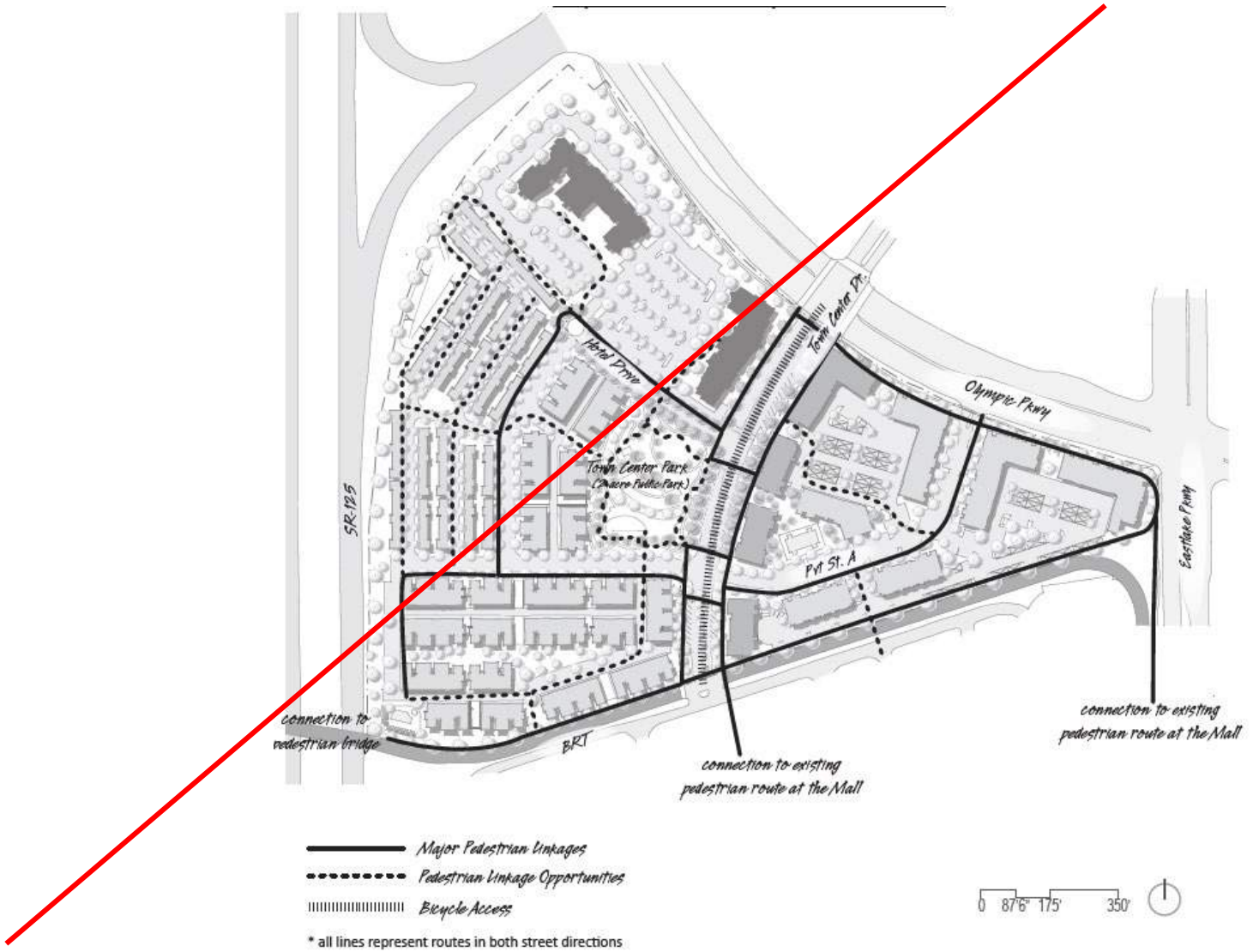




Exhibit 21: Key Pedestrian/Bicycle Circulation



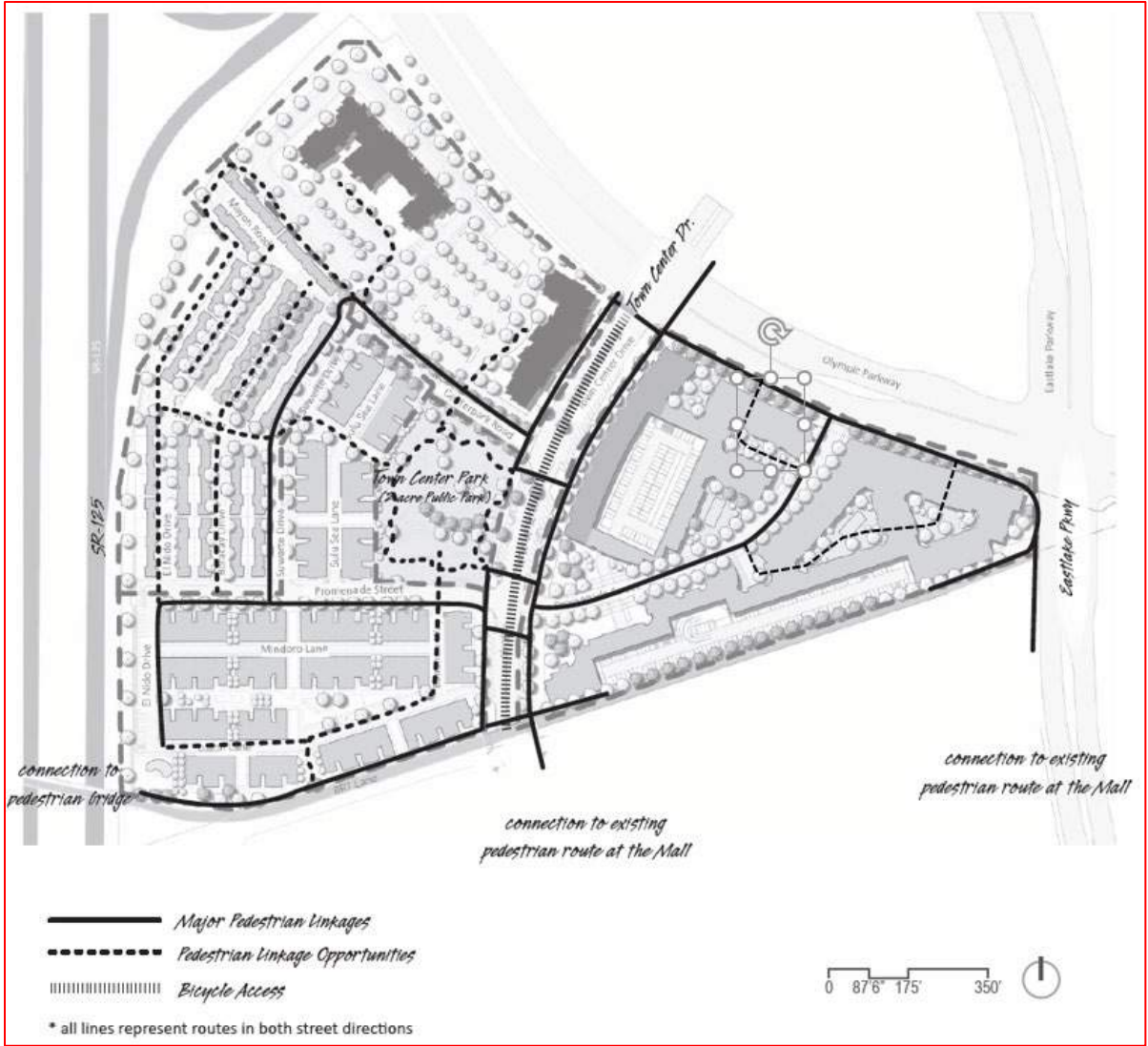
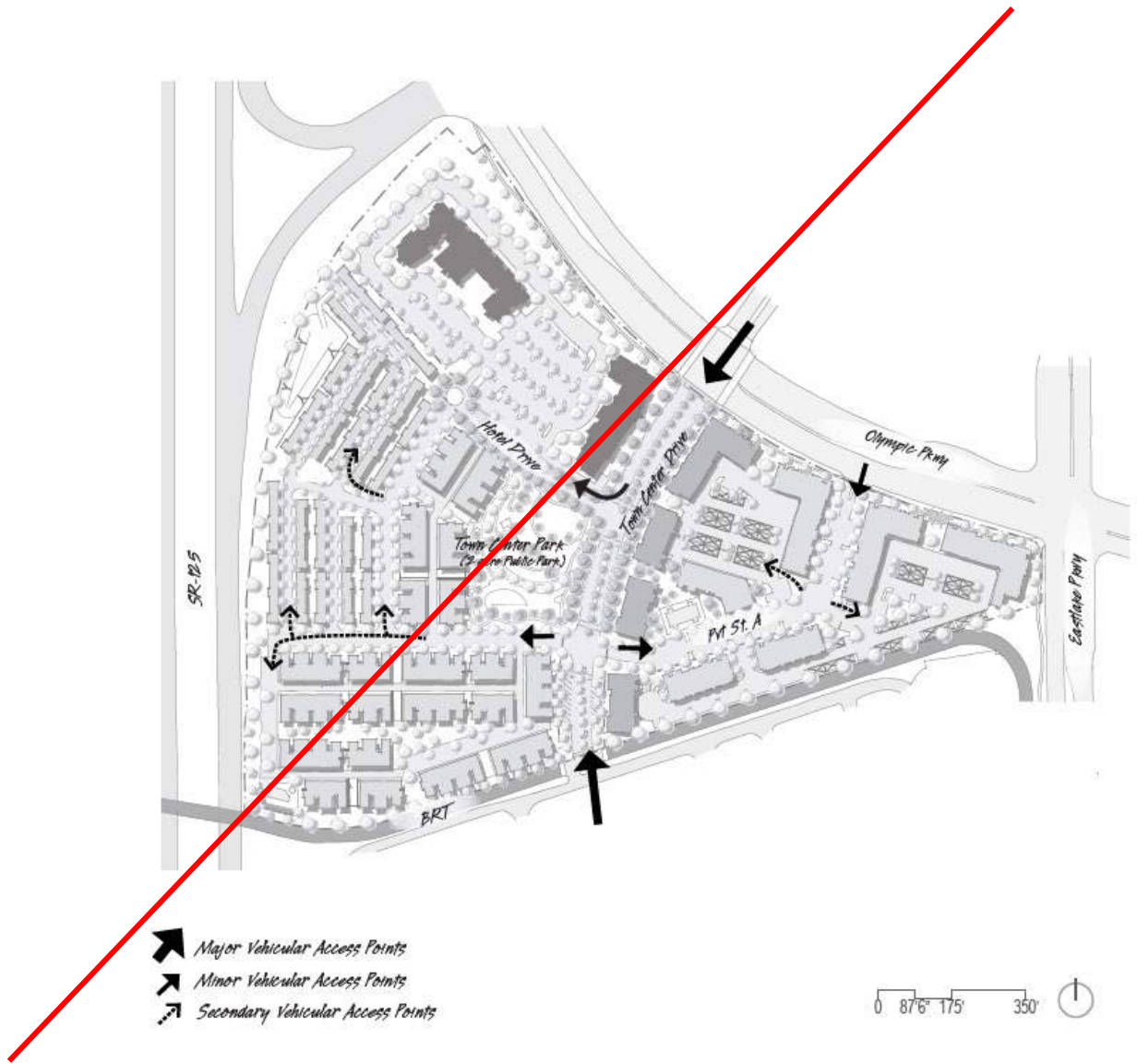


Exhibit 22: Vehicular Access to the Project



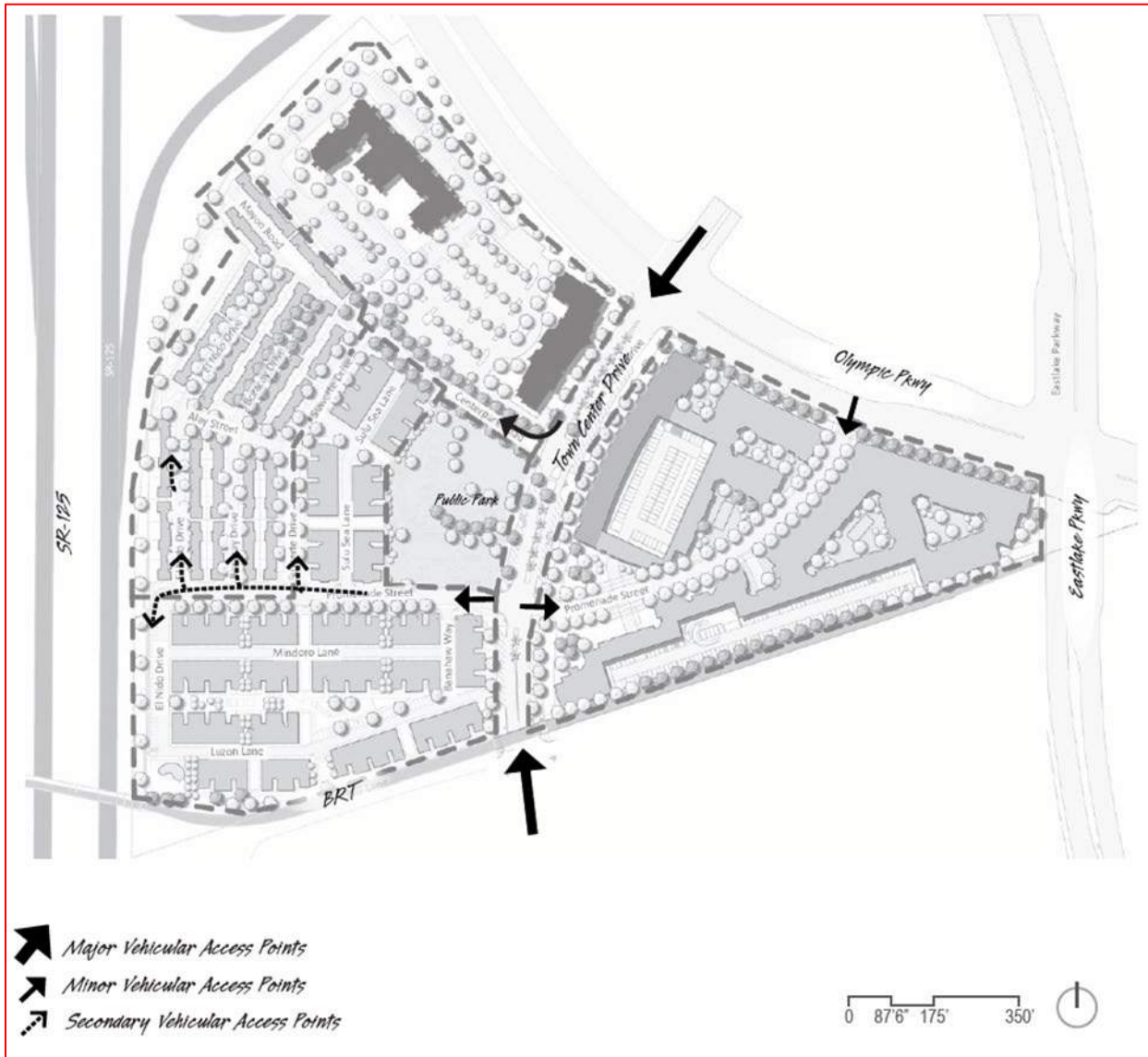


Exhibit 23: Wayfinding Signage







## B. General Requirements

The preceding chapters describe specific FC-2 requirements. The following guidelines and requirements apply to all components within the planning area unless specified otherwise.

### 1. Architecture

The Abstract Spanish architectural vocabulary selected for FC-2 has been designed to reflect the historic character of the area, expressed with modern architectural forms and materials. This vocabulary will complement the existing surrounding areas while providing a distinct feeling and sense of arrival for this mixed-use neighborhood.

Traditional Southern California architecture developed from a broad palette of Spanish, Mexican, and Mediterranean influences. Well suited to warm and sunlight-drenched climates, these styles shared common traits and use of materials such as simple building forms, shaded windows and doors, stucco walls, roof tiles, decorative lumber, and tile accents. The architectural styles that evolved from these traditional locations included simple building forms designed and oriented with private and shared courtyards protected from the sun. These spaces were enhanced with decorative paving, formal landscape elements, and simple architectural features that define space and scale such as iron gates and wood trellises.

These traditional elements are still relevant and valued in the Southern California lifestyle. The Abstract Spanish style builds on these timeless principles with progressive designs, materials, and features suited to the contemporary California style. Contemporary elevations continue to focus on traditional forms and detail but allow for the integration of modern materials, colors, adaptations and artistic interpretation to generate a contemporary, yet recognizable, expression of traditional architecture.

Contemporary elevations of a traditional style combine these notions into physical reinterpretation of an architectural style that can be executed as:

- Contemporary details and materials applied to traditional Spanish architectural forms
- Alternative, contemporary forms applied to traditional Spanish materials and details



*Example traditional Spanish*



*Example Contemporary*

- Contemporary or alternative materials applied to traditional Spanish forms and details
- Exaggeration or emphasis of a prominent traditional Spanish characteristic with contemporary or alternative expression

The Abstract Spanish style can be designed with a broad range of expression ranging from very traditional Spanish with a few contemporary accents, to very abstract with a few iconic Spanish features. This broad architectural vernacular allows opportunity for design variety that captures the traditional feel of the area.



Example of derived Contemporary Spanish elevation.

The following architectural guidelines shall apply to buildings proposed within FC-2:

a) Building Massing and Scale

*Abstract Spanish Style:*

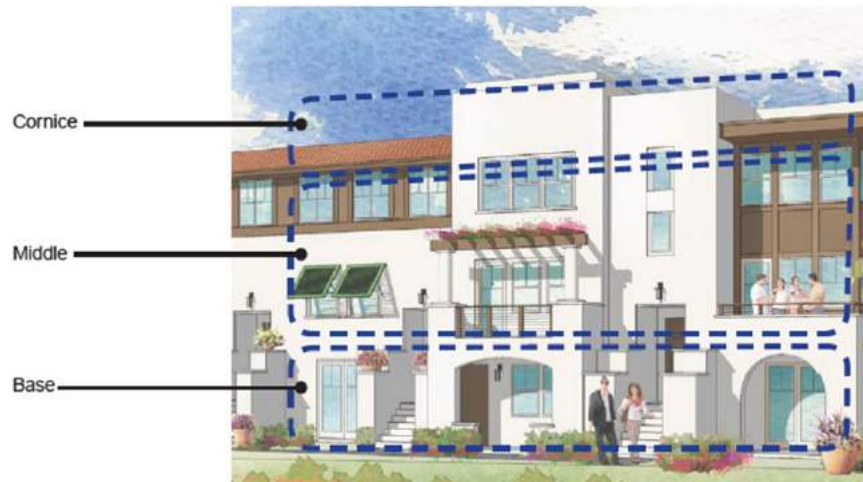
- Plan and building forms are bold and simple with strong vertical accent elements.
- Building form and architectural features define private and common open space (i.e., patios, balconies, courtyards)
- Varying or layered wall planes should be incorporated on the ground floor to reduce overall building volume and articulate elevations. Layered wall planes may include cantilevered masses or balconies, recessed masses or inset balconies, arcades, colonnades, volume spaces, common open spaces, inset entries, projecting exterior stairs, or similar offset massing features.

*General Guidelines:*



*Layered building walls provide massing relief.*

- Buildings shall use simple massing forms that convey solid construction techniques. The design of all front or pedestrian-oriented building elevations shall clearly convey a distinct base, middle, and cornice feature.
- Building massing shall be broken up subtly into smaller units to engage the streetscape with pedestrian-scaled features.
- Elevations shall be articulated to reduce the box-like appearance and visual impact of repetitive rooflines.
- In larger buildings or groups of buildings, massing shall be accented with pronounced horizontal or vertical massing features. This may include a tower element, vertical stair element, horizontal colonnade or horizontal succession of porches or trellis features, a colonnade, projecting eaves, accented vertical parapet or offset parapets, or similar design features.
- Along Town Center Drive, architecture shall be designed with entries, glazing, and/or pedestrian-scaled articulation to create a pedestrian-friendly streetscape experience.
- Large, uninterrupted wall planes are prohibited. Where entries, windows, glazing, or other articulating features are not feasible, elevations shall be broken up with the use of wall plane offsets, change in materials, and/or change in color.



*Architectural form, organization, and details clearly define the base, middle, and cornice of the building.*

## b) Roof Form

### *Abstract Spanish Style:*

- Roofs are typically exaggerated (flat, shallower, or steeper) from the traditional style and are contemporary in character; accent roof forms typically resemble the traditional style including hip, gable, and shed forms. Overall roof design should be a well composed combination of these elements:
- Traditional Spanish roof forms and materials:
  - Concrete “S” or barrel tile roof with 12” eaves and tight rakes
  - Gable roof with intersecting gable or hip forms
  - Shed roof forms at porch or projecting elements
- Contemporary roof forms and materials:
  - Parapet walls
  - Horizontal projections
  - Broad or exaggerated eave overhang
  - Roof top decks with contemporary or traditional railing
- Design roof to have a *minimum* of two distinct ridge heights and two distinct roof forms (preferably one traditional and one contemporary element).
- Pronounced contemporary parapet and cornice treatments are encouraged, complementary to the design vocabulary.
- Prohibited: Roofs comprised on a single form, such as all hip roofs.

### *General Guidelines:*

- Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.
- Rooftop mechanical equipment shall be screened from view of adjacent properties and the freeway.

## c) Architectural Features and Materials

### *Abstract Spanish Style:*

- Contemporary Spanish architectural features and materials shall be used.
- Stucco should be the predominant wall material articulated with projecting or recessed openings.



*Contemporary form and design could be adapted to Abstract Spanish with addition of arched windows, change to brick to a more Spanish material choice, and introduction of an accent roof with a red barrel tile*

- Use of wood, stone, siding, non-reflective metal, change in stucco texture, or similar traditional or contemporary material accent is encouraged.
- Front entries are typically less pronounced than in historical styles, however entries should be articulated by trim, form or overhangs for resident identification.
- Each elevation to include a form, detail or signature feature reflective of the derived traditional Spanish style (may include either one or a combination of the following features: panel or Bermuda shutters, arched openings, wood accent materials, corbels, shaped rafter tails, terraced walls, tile accents, accent shed roofs, hip roofs, gable roofs with intersecting gables, vertical tower elements, sheltered entries, recessed windows, colonnade, colored tile roof).
- Full or flat arches, reflective of traditional Spanish styles, of appropriate scale are encouraged and may be used individually or combined.
- Overhangs may project at any angle coherent with the architectural design of the building; overhangs shall be designed to be obviously Spanish or Contemporary, not nondescript.

#### *General Guidelines:*

- To convey a cohesive and understandable architectural character, developments along the same street or within a complex shall include buildings of similar but varying height and share one or more distinctive elements: materials, window style, door style, detailing, porches, arcades, overhangs, roofing, color, etc.
- The highest use pedestrian areas (i.e., courtyards, plazas, primary streets) shall have the highest level of design detail. All other elevations shall be consistent in architectural vernacular.
- Carefully consider the diameter, height, and width of columns and arches. Supports shall be scaled to be visually appropriate in relation to the supported arch or upper floor mass.
- Consider placement of stucco control joints on elevation design.
- Accent materials and/or colors should be used to enhance the architectural character.
- Colors and materials shall be designed as an integral feature (including placement, scale/sizing, and transitions) of the overall

architecture. Offset massing features are appropriate for changes of materials and colors.

- Overhangs shall be sized to be functional in providing pedestrian shade and articulating shadow for the elevation.

*Doors, Windows & Shutters:*

- Generally doors and windows should be vertically proportioned. Placement of these features shall be balanced to provide a visually understandable elevation; use of multiple different sized, shaped, and offset windows is discouraged.
- Doors are encouraged to be protected, via recess or projection, and accented as primary features of the elevation making individual units recognizable.
- Windows shall be consistently treated or trimmed; either all traditional with recesses or surrounds, or all contemporary with little to no trim. Combining traditional and contemporary windows styles on a single elevation is discouraged.
- Mullions or divided lites should be used, where appropriate to the architectural design, to break up glass and add interest to the overall elevation of the building.
- Design of shutters shall be proportioned to match (in width, height, and depth) the correlating window opening.

d) Other Features

*Abstract Spanish Style:*

- Architecture shall provide traditional shade, indoor and outdoor spaces, and people- gathering areas such as a plaza, courtyard, enhanced shared streets, and/or paseo. Features and design used to create these spaces may be Spanish or Contemporary in design.
- Overhead features that create a sense of enclosure and encourage visitors to linger and enjoy the area are desirable aspects of plazas and pedestrian areas. Features such as trellises, canopies, arcades, projecting features, and roof overhangs achieve these objectives and provide a measure of weather protection when necessary.

*General Guidelines:*

- Exterior stairs shall visually read as a volume integral to the building, or as a significant defined architectural accent.



*Traditional Spanish door and window treatments.*



*Contemporary door and window treatments.*



- All accessory structures (i.e., exterior stairs, carports, freestanding garages, collection area walls, mechanical equipment screening walls, recreation building, bathrooms, etc.) shall be architecturally integrated with the development.
- Landscape and hardscape features shall be incorporated into the design of plazas, courtyards, enhanced shared streets, and paseos wherever practical to soften the pedestrian experience.
- Seating, outdoor eating areas, and shopping entries are encouraged along Town Center Drive in conjunction with non-residential uses.
- Privacy walls, space defining features, and pedestrian gates shall be designed and located for ease of building and unit access.
- Gutters and downspouts shall be integrated into the architecture (blending with the adjacent wall or highlighted as a design feature) and be channeled into adjacent planting or recharge areas wherever possible.
- Refuse, recycling, and storage containers shall be completely screened. No collection or storage area shall be visible from a perimeter street or located between a street and front elevation of a building; exact location shall be determined at Individual Precise Plan level.

#### *Non-Residential / Mixed-Use Design*

- Large massing or wall expanses shall be broken by layered wall planes, material or color breaks, and design features that create a pedestrian- scaled elevation.
- A minimum of 50% of any store front or live/ work space should be comprised of glazing, subject to design review.
- Large unbroken expanses of glass or other shiny or reflective surfaces are prohibited.

#### *Enhanced Shared Streets*

To provide a quality pedestrian experience, enhanced shared streets may be incorporated in the site plan design.

- Shared streets are narrow, intimate spaces that balance vehicular access and service functions with active building frontages that create an inviting pedestrian experience.
- Elevations facing the shared streets shall be treated as the front of the building.



- Enhanced paving, coordinated use of materials, and landscaping should be used in these spaces to promote walkability and an intimate atmosphere.



*Enhanced paving and landscaping add texture and pedestrian-friendly features.*

The following building specific guidelines apply to structures located within FC-2 and shall be applied by building type as described below.

For purposes of Exhibit 23, the following definitions are used:

- Building Type A Defined: Includes all buildings except those designated multi-family residential (hotel and mixed-use buildings).
- Building Type R Defined: Includes multi-family residential designated buildings.



Exhibit 24: Building Materials and Finishes

	PREFERRED		ACCEPTABLE		PROHIBITED		Notes
	A	R	A	R	A	R	
<b>ROOFING</b>							
Flat Concrete Tile							Rich, dark colors (reds & browns) A maximum of 10%-20% of the roof surface area may be of metal Must be painted
Galvanized Corrugated Metal							
Galvanized Metal Fascia							A maximum of 10%-20% of the roof surface area may be of a metal
Wood Fascia							
Slate							
Copper							
S Barrel Tile							
Pan Mission Tile (round or flat)							
Colored Ceramic Roofing Tiles							
Bitumen							
Wood Shake							
Wood Shingles							
Asphalt Shingles							
<b>EXTERIOR WALLS AND SIDING</b>							
Stone/Veneer							Per architect's recommendation
Community Block							
Brick Veneer							Horizontal or vertical
Wood Battens							
Wood Shingles							
Chain Link							
<b>STUCCO</b>							
Smooth Trowel Finish							Traditional character Stain finish or painted, warm colors Anodized Stain finish or painted, warm colors
Modern American							
Splatter Finish							
Pebble Dash							
Machine Applied Color Coat							
Floated Finish (adobe like)							
<b>WINDOWS</b>							
Multi-Paned							
Wood Mullions							
Metal Mullions							
Wood Shuttered							
Large Expanse of Glass							
<b>STOREFRONT</b>							
Multi-Paned							
Wood Mullions							
Metal Mullions							
Large Expanse of Glass							

Building Type

Building Type A - Includes all buildings except those designated multi-family residential.

Building Type R - Includes multi-family residential designated buildings.

Building Type	PREFERRED		ACCEPTABLE		PROHIBITED		Notes
	A	R	A	R	A	R	
<b>AWNINGS</b>							
Canvas							Simple angled surface Anodized - Color to match arch.
Sheet Metal							
Plastic							
Domed							
Internally Lit							
<b>TRELLISES</b>							
<b>Must Complement Building Architecture if Attached</b>							
Metal							Anodized
Wood							Stain finish, warm colors
<b>ARCADES</b>							
<b>Must Complement Building Architecture</b>							
Stone							Per architect's recommendation Stain finish, warm colors Smooth hand-trowel finish, light colors Accents only
Wood							
Stucco Finish							
Ceramic Tile Accents							
Finish							
Splatter Stucco Finish							
Pebble Dash Finish							
<b>DOORS</b>							
Wood Framed							Stain finish or painted, warm colors Galvanized metal painted Galvanized metal painted Galv. metal painted/non-street front Galvanized metal painted Galvanized metal frame painted
Metal Framed							
Louvered							
Roll-up							
Steel							
Glass							
Non-Tempered Glass							
<b>COLUMNS</b>							
Stone/Veneer							Per architect's recommendation Stain finish, warm colors Smooth hand-trowel finish Anodized Accents only
Wood							
Concrete							
Metal							
Ceramic Tile Accents							
Raw Metal							
Stucco							
<b>GATES</b>							
Metal							Galvanized and painted Painted
Wrought Iron							
Steel (Preferred)							
Raw Metal							
Wood							
Chain Link							

## 2. Landscape Architecture



Taking strong cues from the land and surrounding ranch character, Freeway Commercial 2 uses topography and plant material to give expression to the neighborhood. A framework of Landscape Character Zones is used to create both connections and destination places. Landscape elements include not only planting but elements such as pedestrian pathways, streetscape, creation of shade through structure or trees, and the delineation of small and large gathering spaces. Also included are details such as seating, lighting, paving, signage and functional qualities like fencing, railing and walls (freestanding and retaining).

Trees shall be incorporated into the pedestrian plazas and pathways, planted flush to ground level with overhead branches creating canopies and shade where needed. All public landscaping within the public right-of-way shall be approved by the City and installed in accordance with City standards.

*General landscaping guidelines are as follows:*

- Informal or asymmetrical plan layout may be combined with formal plan layout.
- Environmental factors (i.e. provision of deciduous trees allow for summer shade and winter sun on southwesterly exposures) should be taken into consideration.
- Horticulture specifics to be considered include soil type, water availability, type of maintenance available, etc.
- Low water use plant material is highly encouraged.
- Adjacent parking areas shall be buffered from the pedestrian paths with landscape screening.
- Parking lots shall be designed to incorporate the “orchard concept” of tree planting.



### a) Places

The connecting framework of streets and park landscape form places that derive their character from the various individual residential and hotel product types. The intent is to give the residents and shoppers in each community a unique sense of place in each location, while also connected to the entire neighborhood.

- Each place should relate to the architectural character of the area providing distinction between different areas.
- The distinctions could include different color palettes in paving, planting, etc. but should remain subtle rather than overt.
- Street furnishings should remain constant throughout the village to connect each individual place to their larger neighborhood.

#### b) Pedestrian Paving

The following paving guidelines apply to all areas:

- The ground surface should be broken up into appropriately scaled geometric patterns which are related to the design of the building, to the general area within which the building is located and to plantings.
- Enhanced concrete, pavers, stone, decomposed granite, tile, and brick are the preferred surface materials. Where concrete is used, it should be appropriately colored and textured.
- Large uninterrupted paved horizontal surfaces should be broken up and closely coordinated with the design of adjacent structures.

Paving materials are subject to the following additional requirement:

#### *Sidewalk & Streetscape Paving*

- Conventional sidewalk: natural color concrete - light broom finish.

#### *Pedestrian Pathways*

- Enhanced finished concrete paving
- Concrete paving with exposed aggregate
- Stabilized decomposed granite pathways
- Wood or recycled plastic decking
- Flagstone

#### *Plazas & Special Outdoor Areas:*

- Natural stone paving complimentary to color and material palette for Otay Ranch.
- Interlocking pavers, pattern and color compatible with Otay Ranch palette
- Natural Stone Unit Pavers.





Decomposed Granite

- Integral colored concrete (natural stone colors) with textured finishes
- Stamped or patterned concrete (natural stone colors)
- Fired clay pavers
- Pre-cast concrete pavers (natural stone finishes and colors).
- Ceramic tile accents
- Stabilized decomposed granite
- Saltillo tiles (or colored stamped concrete to imitate Saltillo tiles)

#### *Prohibited Materials*



Enhanced Concrete

- Common gravel
- Asphalt or asphaltic concrete
- Intense primary colored paving

Note: Asphalt or asphaltic concrete is permitted in parking lots and drive aisles throughout the Village Core.

#### c) Walls and Fencing

##### *Freestanding patio and/or landscape walls and retaining walls*

Where open or solid fence/wall treatments are visible and/or adjacent to a public right-of-way, the approved Otay Ranch wall shall be used. Heights are limited to 6 feet except where a combination retaining wall and wall/fence are within 4' of each other the height may be as high as 8- 1/2'. Sound barriers taller than 8½ feet must be a combination of a wall at 8½ feet and berm. Other fence/wall treatments are subject to the following:

##### *Permitted Materials*

- Decorative steel or aluminum (with approved finishes)
- Natural Stone
- Gabion
- Otay Ranch natural stone
- Pre-cast concrete
- Cast in place concrete
- Corten Steel



Concrete Pavers

- Plaster coated block wall to match adjacent building(s)

*Prohibited Materials*

- Wood structural walls
- Chain link <sup>1</sup>
- Plastic
- Other “styles” not in keeping with the architectural theme

<sup>1</sup> Chain link fencing permitted in public parks only.



Metal Railing



Concrete Seat Wall



Natural Stone Wall

d) Plant Materials

*Permitted Plant Materials*<sup>2</sup>:

Town Center Drive



Schinus molle

**Trees such as:**

Quercus agrifolia	Coast Live Oak
Schinus molle	California Pepper Tree
Washingtonia robusta	Mexican Fan Palm

**Shrubs & Groundcover such as:**

Agave attenuata	Foxtail Agave
Carex pansa	California Meadow Sedge
Muhlenbergia rigens	Deer Grass
Salvia 'Bee's Bliss'	Bee's Bliss Sage
Senecio Serpens	Blue Chalksticks

Centerpark Rd.



Quercus agrifolia

**Trees such as:**

Platanus Mexicana	Mexican Sycamore
Washingtonia robusta	Mexican Fan Palm

**Shrubs & Groundcover such as:**

Bougainvillea Species	Bougainvillea
Dianella T. 'Variegata'	Variegated Flax Lily
Festuca Mairei	Atlas Fescue
Muhlenbergia C. 'Regal Mist'	Pink Muhly

Promenade Street

**Trees such as:**

Cassia leptophylla	Gold Medallion Tree
Schinus molle	Mission Pepper

**Shrubs & Groundcover such as:**

Carex pansa	California Meadow Sedge
Miscanthus sinensis	Chinese Silvergrass
Muhlenbergia rigens	Deer Grass
Nassella pulchra	Purple Needle Grass
Salvia 'Bee's Bliss'	Bee's Bliss Sage
Sesleria autumnalis	Autumn Moor Grass
Verbena lilacina 'De La Mina'	Cedros Island Verbena

<sup>2</sup> This list is not exhaustive. Other plant materials may be proposed, subject to approval of the Director of Development Services and the Fire Marshal.

One-Way Shared Streets

**Trees such as:**

Jacaranda mimsifolia	Jacaranda
Tipuana Tipu	Tipu

**Shrubs & Groundcover such as:**

Agave attenuata	Foxtail Agave
Aloe Species	Aloe
Anigozanthos	Kangaroo Paw
Baccharis pilularis 'Pigeon Point'	Dwarf Coyote Brush
Calliandra spectabilis	Calliandra
Elymus C.'Canyon Prince'	Canyon Prince Wild Rye
Festuca rubra 'Molate'	Molate Red Fescue



Agave attenuata

BRT Frontage

**Trees such as:**

Quercus suber	Cork Oak
Tipuana tipu	Tipu

**Shrubs & Groundcover such as:**

Agave attenuata	Foxtail Agave
Anigozanthos	Kangaroo Paw
Calliandra spectabilis	
Muhlenbergia rigens	Deer Grass
Baccharis pilularis	Coyote Brush



Muhlenbergia rigens

Alley

**Trees such as:**

Pyrus calleryana 'Capital'	Capital Flowering Pear
----------------------------	------------------------

**Shrubs, Vines & Groundcover such as:**

Bougainvillea Species	Bougainvillea
Carrissa macrocarpa	Natal Plum
Lonicera species	Honeysuckle
Pittosporum tobira	Mock Orange
Vitus Roger's Red	Roger's Red Grape



### 3. Lighting/Signage/Street Furnishings



#### a) Lighting

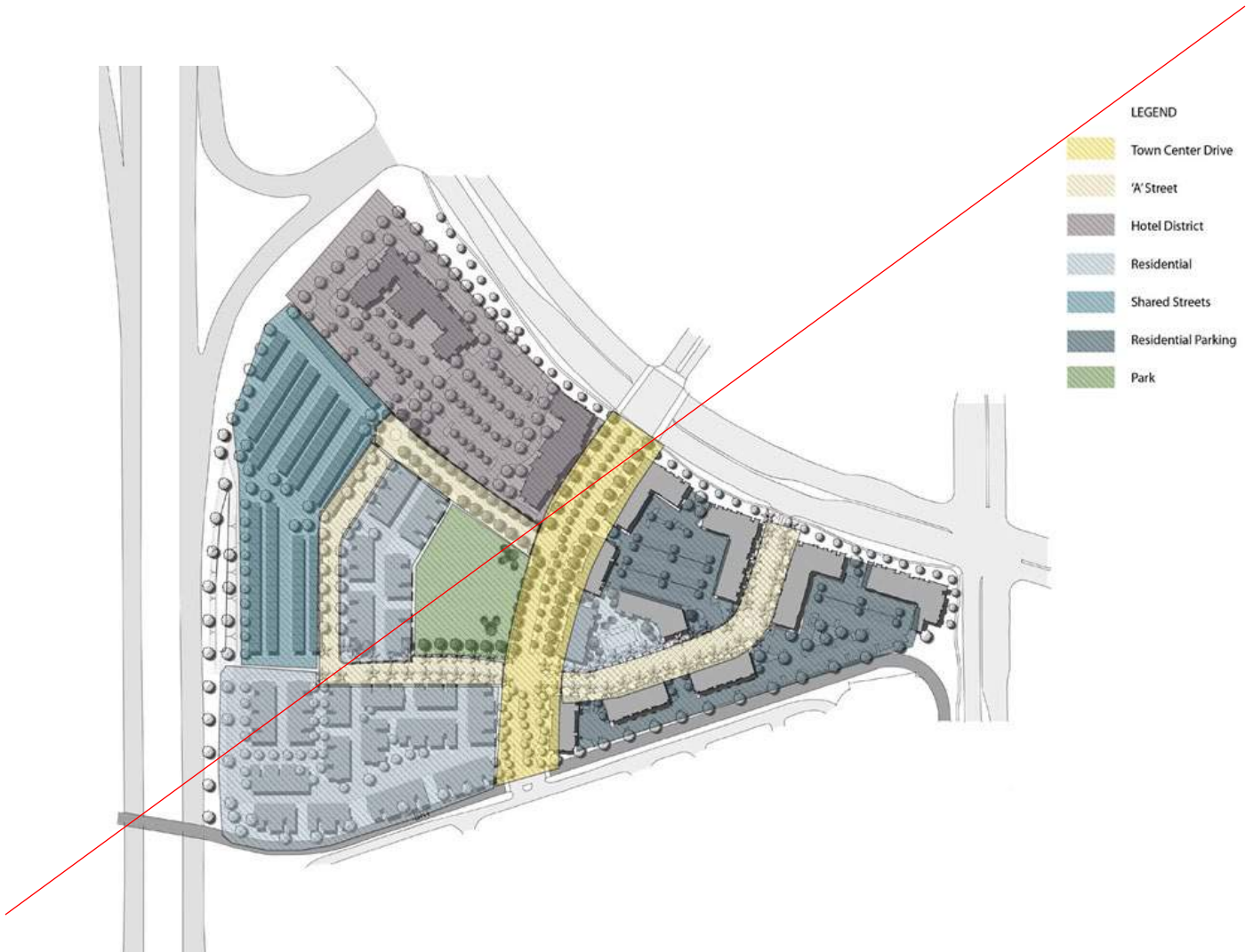
Complimenting the landscape zones, the lighting concept for the planning area highlights not only the character of the area but is appropriately matched to the zoning distinctions.

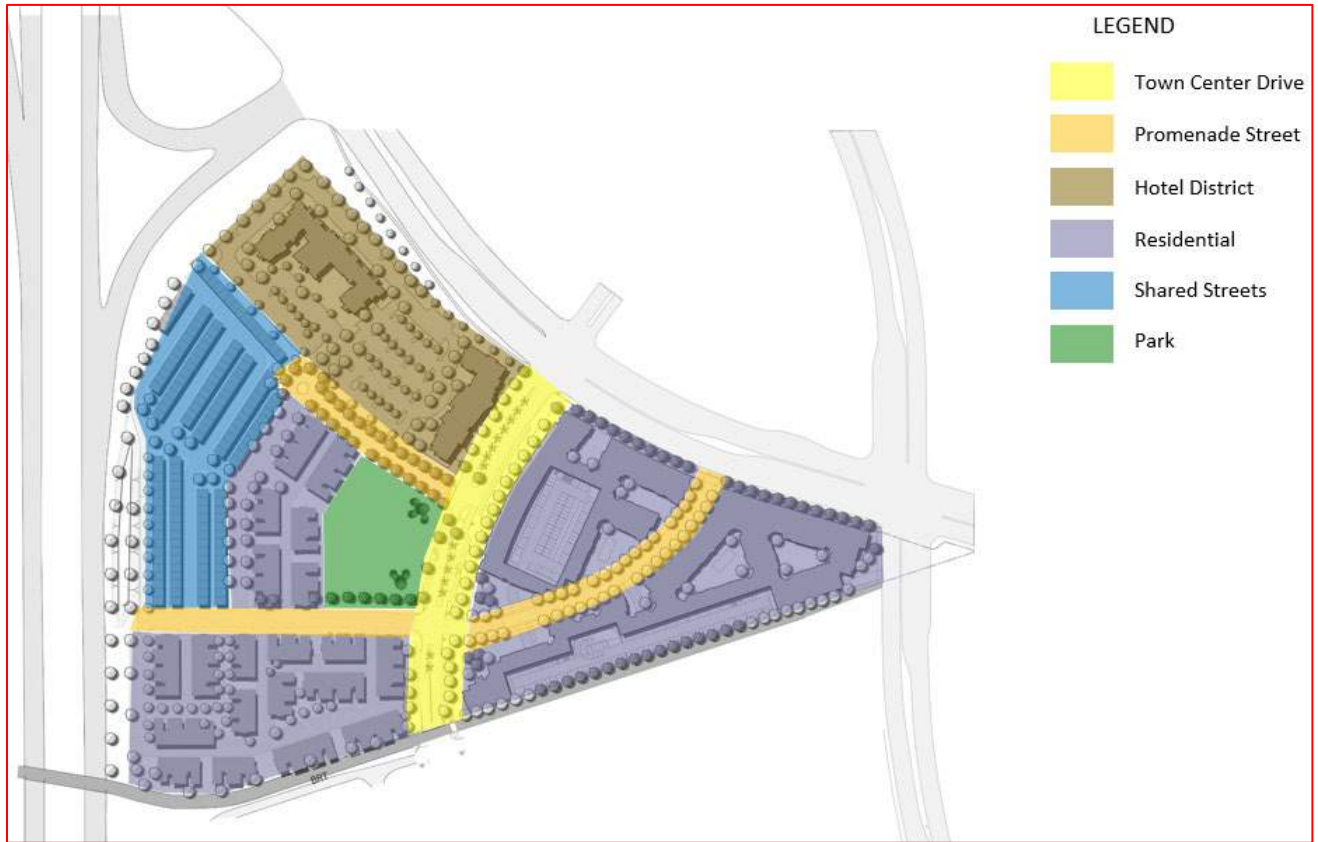
Each lighting zone will provide the appropriate lighting standards for the use of the areas as well as adhere to the character of the space and surrounding architecture. The lighting zones (Exhibit 24) are as follows:

- Town Center Drive: primarily pole lighting for vehicular traffic with smaller scale lighting for pedestrian circulation along the sidewalk, but includes fixtures that create a sense of arrival to the project.
- Promenade Street: pole lighting for vehicular traffic and smaller scale lighting for pedestrians. Lighting should complement the architectural character of the adjacent buildings.
- Hotel District: provided in a separate package to suit the needs of the hotel parking lot, entrance and amenity areas.
- Residential: lighting in this zone is primarily for safety and security. Lighting consists primarily of pedestrian scale lighting and building mounted lights.
- Shared Streets: lighting in this zone also focuses around safety and security lighting as well as pedestrian scale lighting along the shared street frontage.
- Residential Parking: lighting for these zones consist of safety and security lighting within the parking lot for vehicular and pedestrian circulation.
- Park: the park lighting shall consist of a wide arrange of light fixtures to provide safety and security within the park at night. Special lighting will also be provided for the various amenity areas and to serve events and activities that will occur in the park, such as the amphitheater, splash pad, public plaza, event lawn, as well as lighting for the pedestrian paths.



Exhibit 25: Lighting Zones





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General lighting guidelines are as follows. All lighting located within the public right-of-way shall be approved by the City of Chula Vista and installed in accordance with City standards.



**a. Purpose**

At night, lighting is an integral component of this built and natural environment. It is important that illumination is intelligently planned to complement this environment, is subtle and avoids over lighting and provides a cohesive appearance for the Village Core and remainder Village neighborhoods. Safety and security for persons and property are also of paramount concern, and it is necessary to recognize the importance of quality of light versus quantity.

The goal of this guideline is to promote a high standard of quality for lighting in the Village Core area, and to assist Design Review Committee, Planning staff, architects, lighting designers, and applicants with an understanding of the concepts behind good lighting design and a means to achieve that goal by establishing parameters to enable reviewers to determine that the intent of the guidelines has been met.

**b. General Guidelines**

- Lighting fixtures shall be appropriate to the style of architecture or aesthetically concealed from view.
- Illumination levels shall be appropriate to the type of use proposed, the architectural style of the structure and the overall neighborhood.
- Lighting shall be designed to control glare, minimize light trespass onto adjacent properties, minimize direct upward light emission, promote effective security, and avoid interference with safe operation of motor vehicles. The minimum intensity needed for the intended purpose shall be used. This paragraph is not intended to preclude the use of decorative lantern fixtures with visible lamps, provided that they meet other provisions of these guidelines.
- Lighting of building facades shall be considered for appropriateness.
- Blinking, moving or changing intensity of illumination; illumination of roofs; and internal illumination of awnings are prohibited. Strings of small lights attached to buildings are not generally allowed except for temporary holiday installations between the last week of November and the first week of January of the following year. However, string lights may be utilized in trees and within plaza/gathering areas.
- In all residential areas, illumination levels shall be compatible with residential uses. Lighting for commercial installations proximate to

residential uses should be designed to be compatible with residential illumination levels.

- Lighting of signs shall be consistent with these guidelines.
- Other laws or ordinances may require minimum illumination levels for specific applications and may conflict with these guidelines. In such cases, those laws or ordinances shall govern.

**c. Specific Guidelines**

**Parking Lots and Traffic Areas**

Goal: To provide a cohesive and homogeneous general illumination for parking lots and traffic areas that is similar to the color quality of incandescent lighting.

- The use of Deluxe HPS lamps is encouraged to provide high color rendering ability.
- To meet minimum industry-recommended light levels for safety and uniformity, but avoid glare and over lighting. Design review boards may approve higher light levels than stated below, where necessary in limited areas, for additional safety and security.
- To promote the use of cut-off type fixtures for area lighting, and decorative lanterns for lower level accents.
- Lighting shall be High Pressure Sodium (HPS), Standard or Deluxe.
- Lamps in cut-off type fixtures should be a maximum of 400 watts. Horizontal lamp mounting and flat glass lens are preferred over vertical lamp mounting. 'Sag' or 'drop' lenses result in excessive glare and are not acceptable. Additional shielding of fixtures shall be required as determined by the design review board to avoid fixture glare viewed from adjacent residential properties.
- Lamps in decorative lantern type fixtures should be a maximum of 100 watts.
- Fixtures should be in scale with the proposed pole height. Elevations of the building with poles and fixtures superimposed shall be provided for review.
- Pole lighting fixtures shall also be shown on the landscape plan to demonstrate coordination of fixtures and tree planting.
- Lighting installations shall be equipped with controls for photocell on and timer off. Plans submitted shall specify the off time proposed.

This requirement shall not preclude a provision for reduced light levels or reduced number of fixtures for after-hours security.

#### Exterior Sales and Service Areas

- Lighting shall be High Pressure Sodium (HPS), Metal Halide (MH), or Fluorescent.
- Pole mounted fixtures shall have 400-watt maximum HPS or MH lamp in cut-off type fixtures. Horizontal lamp mounting and flat glass lens are preferred over vertical lamp mounting. 'Sag' or 'drop' lenses result in excessive glare and are not acceptable.

Additional shielding of fixtures shall be required as determined by the design review board to avoid fixture glare viewed from adjacent residential properties.

- Fixtures should be in scale with the proposed pole height. Provide an elevation of the building with poles and fixtures superimposed.
- Lighting installations shall be equipped with controls for photocell on and timer off. Plans submitted shall specify the proposed off time. This requirement shall not preclude a provision for reduced light levels or reduced number of fixtures for after-hours security.
- Fixtures mounted in service station canopies should be fully recessed, where feasible, and with flush or recessed diffusers. Where the underside of a canopy is sloping, fixtures should be of a type to permit aiming straight down. All fixtures shall be designed to control glare.
- Pole lighting fixtures shall also be shown on landscape plan to demonstrate coordination of fixtures and tree planting.

#### Landscape and Building Lighting

- Lighting should be High Pressure Sodium (HPS), Metal Halide (MH), Fluorescent, or Incandescent. Mercury Vapor (MV) may be used for illuminating landscaping.
- Landscape and building lighting should be carefully shielded to avoid view of the source and aimed to avoid spill light onto adjacent properties or into the night sky.
- Lighting should be subtle. HPS, MH, or MV sources should not exceed 175 watts, and incandescent sources should not exceed 300 watts.
- Lighting installations shall be equipped with controls for photocell on and timer off. Plans shall specify the off time proposed. This

requirement shall not preclude a provision for reduced light levels or reduced number of fixtures for after-hours security.

#### Security Lighting

- Security lighting is exterior lighting installed solely to enhance the security of people and property.
- Security lighting should meet the above guidelines, and especially should be designed to control glare and direct view of illumination sources, and to confine illumination to the property on which the fixtures are located.
- Lighting fixtures that are aimed at a building are much more effective for security than fixtures that are mounted on the building and that can blind observers of the property (police, neighbors or others).
- Security lighting shall be High Pressure Sodium (HPS) or Incandescent.

#### **d. Exceptions to Guidelines**

- Nothing in these guidelines shall preclude the design review board from reviewing and approving, or conditionally approving, an exception to these guidelines. Exceptions may include, but are not limited to, illuminance level, illumination source, or pole height. The design review board shall include findings in their approval, such as references to historical authenticity, special circumstances, existing installation, or other similar findings as deemed appropriate. The approval of an exception shall not be construed to establish a precedent.
- Sport court lighting and security lighting within public parks are exempt from lighting guidelines.



## b) Signage

### General Guidelines

These general sign guidelines apply to all signs within FC-2.



- All signs must comply with and incorporate all of the standard provisions of CVMC 19.60.050.
- Signs must be thoughtfully designed, placed and proportioned to the individual architectural facade on which they are placed. Care in the design and installation of store signs will enhance customer's appreciation of individual tenants and contribute to the project's overall success.
- Natural stone, masonry and metal shall be incorporated in the permanent signs when feasible.
- All signs shall be in scale with the surrounding buildings. Colors and materials shall be compatible with the established architectural and landscape architectural vernacular.
- All permanent signs shall be made of durable rust-inhibited materials.
- No wall signs (in windows or in exterior of windows) shall cover windows, frames, stripes or other architectural details. Wall signs shall fit comfortably into open wall surfaces leaving ample margins.
- No fascia signs shall be allowed on angled walls or mansard roofs, or on equipment screens.
- Sign structures, supports and hardware shall be concealed or integrated into the signage design. Architectural screening surrounding signposts shall not be calculated as part of the sign face area.
- All logo images and type styles shall be accurately reproduced on all signs. Lettering which approximates type styles is not acceptable. A sign that incorporates logos, business identity and/or designates the type of business (e.g., Jewelry, Flowers, Coffee, etc.) is encouraged.
- All dimensional letters shall be affixed individually and without visible means of attachment, unless attachments make an intentional statement. No lighted signs or light fixtures shall have exposed conduits or raceways.

- Temporary ground monument signs, as well as permanent monument signs which are perpendicular to the street, shall be allowed ~~up to and abutting the property line in the public right-of-way with an encroachment permit~~. When signs are present in setback areas, signs shall be positioned to maintain safe sight distances at entrances to the public right-of-way.
- The ground surrounding monument signs may be bermed, and walls with signs attached may be stepped, if necessary, in order to elevate the signs.
- Vinyl lettering is prohibited on pedestrian oriented signs.
- Indirect lighting (e.g., edge lighting or front lighting) shall be arranged so that the light source is not visible from any normal viewing angle (e.g., from the street, sidewalk, parking lot, and storefront approach or from other perimeter locations). In the case of hanging or projecting signs, visibility of light sources shall be minimized as much as possible.
- Silhouette-illuminated or backlighted forms shall be free of lighting leaks.
- Underwriter’s Laboratory-approved labels shall be affixed to all electrical fixtures.
- Surfaces with color mixes and hues prone to fading (e.g., pastels, fluorescent, complex mixtures, and intense reds, yellows and purples) shall be coated with ultra violet-inhibiting clear coat in a matte, gloss or semi- gloss finish.
- Joining of materials (e.g., seams) shall be finished in such a way as to be unnoticeable.
- Visible welds shall be continuous and ground smooth.
- Rivets, screws, and other fasteners that extend to visible surfaces shall be flush, filled and finished so as to be unnoticeable.
- Finished surfaces of metal shall be free from canning and warping.
- All sign finishes shall be free of dust, orange peel and drips, and shall have a uniform surface conforming to the highest standards of the industry.
- Only professional sign fabricators and installers approved by the landlord who are well qualified in the techniques and procedures required to implement the sign design concept shall be used.



- Any building with double frontage shall have addresses on both frontages.

## Specific Requirements

### *Town Center Drive*

A unified thematic sign program is required for the Mixed Use Commercial signs.

The specific sign guidelines that follow pertain to the Commercial and Retail uses unless noted otherwise, and supplement but do not replace the Comprehensive Sign Regulations found within the PC District Regulations for Otay Ranch FC-2 SPA Plan.

Signs may be designed within a neo-traditional, eclectic context, encompassing a diversity of design styles, as a collection of the best elements from the past, present, and future.

Tenant signs should be sculptural as well as informative. They should be imaginative, combining or juxtaposing forms, finishes, and lighting to make a statement that extends beyond the meaning of words and letters. Signage should contain both unified and contrasting elements so that storefronts display a sense of dynamic tension that sparks interest and excitement while achieving compatibility with the architectural vernacular.

A variety of sign types and treatments is encouraged for each tenant storefront, including:

- Multi-media signs, combining two or more materials, forms and lighting techniques.
- Innovative technologies (e.g. laser and fiber optics).
- Fusion of contemporary with traditional elements to create a unique, avant-garde appearance.

### *Commercial/Mixed Use:*

- Two ground or monument signs identifying the name of the center and no more than two anchor tenants. Monument signs for individual tenants is not permitted.
- One wall or marquee sign per street frontage identifying the center and each individual tenant.
- Ground monument sign maximum 50 square feet per side and six feet in height per street frontage.





#### Primary Store Tenant Identification:

- All tenants are allowed one primary identification sign typically located above the store entrance in a specific area within the confines of the tenant's storefront.
- Most suites have building elevations facing multiple exposures and they must incorporate one additional primary identification sign per exposure, subject to City's and Landlord's approval.
- Signs may identify the business name and a minimum generic word description of the service.
- Sign size is based upon the tenant's leased frontage, as measured in a straight line from lease line to lease line for each elevation. Tenants are allowed one (1) sign per store frontage.

A minimum of one of the approved sign types for use within the commercial areas shall be provided for each storefront public entrance. These basic sign types approved for the commercial areas are described below:

#### *Blade Signs*

Blade signs, which are suspended or which project perpendicular to the storefront, enhance the pedestrian experience. Blade signs shall incorporate expressive, non-traditional graphic forms. Playful combinations of geometric shapes are encouraged. Designs are encouraged which enrich the pedestrian environment with a creative use of color and material combined with a strong store name identification. The following requirements shall apply when blade signs are used:



- One blade sign is permitted per street front.
- Blade signs may be illuminated or non-illuminated. Illuminated signs may have an internal or external light source.
- Bracket design shall be highly creative and shall be integrated with the form of the sign face to create a unified design
- The blade sign may not be the primary store identification sign and will not be included in the calculation for the overall sign area permitted/required.

#### *Other Sign Styles*

Creative and imaginative signage is strongly encouraged and will be the standard upon which all sign design submittals are reviewed/approved.

There are many acceptable sign treatments, however a mixed-media, three-dimensional approach combining several different fabrication and lighting techniques is preferred. Tenants are strongly encouraged to consider the specific architectural style of their facade, the overall concept of the project, the scale of the proposed sign and the critical viewing angles, sight lines, and surrounding architectural treatments, when designing appropriate graphics and signs for the storefront.

Acceptable sign styles include:

- 5" deep standard channel letters.
- Front and halo 5" illuminated channel letters (Note: acrylic face, internally illuminated channel letters will not be permitted unless successfully used as a part of an 3" deep halo illuminated letters.
- Mixed media/3-dimensional signs using images, icons, logos, etc.
- Signs painted gold, silver or copper leaf.
- Neon accents will be approved at the discretion of the City and the Landlord and should be proposed only if a part of the overall tenant design concept.
- Dimensional, geometric shapes;
- Sand blasted, textured, and/or burnished metal-leaf faced dimensional letters, pin mounted from facade;
- Signs mounted to hard canopies, eyebrows or other projecting architectural elements utilizing screens, grids, or mesh and/or etched, polished, patina or abraded materials;

Notes: Mixed Media signs are signs employing two or more illumination and fabrication methods (for example, halo lit reverse channel letters with exposed neon accents).

Although simple rectangular cabinet signs are generally not allowed, mixed media signs may be composed of several elements, one of which may be a cabinet. With the City's and Landlord's approval, complex shaped (i.e. polyhedron) sign cabinets may be used alone if they incorporate dimensional elements such as punch-thru letters and/or exposed neon.

### *Type Styles and Logos*

The use of logos and distinctive type styles is encouraged for all tenant signs. Sign lettering should be combined with other graphic and/or dimensional elements denoting the type of business. The typeface may



be arranged in one or two lines of copy and may consist of upper and/or lower-case letters.

#### *Prohibited Sign Styles & Elements*

- Unadorned rectangular cabinet signs with translucent or opaque faces
- Temporary wall signs.
- Window signs of any type including box signs hanging in display windows, are not allowed.
- Gold leaf treatment on windows, box signs and exposed neon window displays without approval.
- Signs using trim-cap retainers that do not match the color of the letters and logo returns (polished gold, silver or bronze trim caps are not permitted);
- Pre-manufactured signs, such as franchise signs, that have not been modified to meet these criteria;
- Paper, cardboard or styrofoam signs, stickers, or decals hung around or behind storefronts;
- Flashing, oscillating, animated lights or other moving sign components.
- Rooftop signs or signs projecting above roof lines or parapets;
- Advertising or promotional signs on parked vehicles;
- Exposed raceway, unless it forms a creative design element of the sign.

#### *Colors*

The following guidelines are for selecting colors for Tenant's signing. The colors of the underlying architecture must be considered when choosing sign colors.

- Signs may incorporate regionally and nationally recognized logo colors.
- Sign colors should be selected to provide sufficient contrast against building background colors;
- Sign colors should be compatible with and complement building background colors;

- Sign colors should provide variety, sophistication and excitement;
- Color of letter returns shall match the face of the letter or match the wall surface color.
- Interior of open channel letters should be painted dark when placed against light backgrounds;
- Accent neon colors should complement related
- Signs using trim-cap retainers that do not match the color of the letters and logo returns (polished gold, silver or bronze trim caps are not permitted);
- Pre-manufactured signs, such as franchise signs, that have not been modified to meet these criteria;
- Paper, cardboard or styrofoam signs, stickers, or decals hung around or behind storefronts;
- Flashing, oscillating, animated lights or other moving sign components.
- Rooftop signs or signs projecting above roof lines or parapets;
- Advertising or promotional signs on parked vehicles;
- Exposed raceway, unless it forms a creative design element of the sign.



### *Lighting*

Tenant signs should be creatively illuminated using a variety of lighting techniques. One or more of the following are allowed:

- Front and halo illuminated channel letters
- Halo illuminated pin-mounted reverse channel letters;
- Reverse channel neon with silhouette illumination
- Fiber optics
- Incandescent light bulbs;
- Internally illuminated signs with seamless opaque cabinets and pushed-thru lettering and/ or neon.
- Cove Lighting



Note: Exposed neon tube may not be less than 13 mm in diameter.



All front lighting must be baffled and obscured from direct visibility with recessed channels, which are fully integrated into the building facade elements. Decorative shrouds or housing which are custom designed and fabricated to maintain or enhance the architectural integrity of the building may be used to conceal “off the shelf” standard fixtures subject to the City’s and landlord’s approval. Visible standard (non-custom) “gooseneck” lamps and similar fixtures will not be approved. All housings and post for exposed neon signs must be painted to match or complement the building facade color immediately behind and adjacent to the sign.

#### Address Signs

Varied solutions are encouraged: window addresses, addresses inset in pavement and address signs on doors or awnings. The following provisions shall apply:

- Each tenant shall provide an address sign at their primary entrance
- Letter heights shall be 3” minimum and 6” maximum
- Any building with a double frontage shall have address signs on both frontages.

#### *Non-Commercial Areas*

Two basic sign types are approved for use within FC-2. They are described below.

1. Freestanding Monument Signs: Single or double-sided, freestanding monuments located perpendicular or parallel to the street near a site entrance or on a corner.
2. Wall Mounted Signs: Signs incorporated into entry walls and located on one or both sides of a site entry.

Allowable sign area shall be as regulated by the City of Section 19.60.530 CVMC.

#### *Public & Quasi-Public Uses*

Pursuant to Chapter 19.60.595 CVMC (Signs: Other Zones), one wall sign, not to exceed thirty-two (32) square feet in size or one monument sign, not to exceed thirty-two (32) square feet in area and six (6) feet in height is permitted. One wall sign per street frontage shall be provided.

*Other Public and Quasi-Public Uses*

One wall or monument sign not to exceed thirty-two (32) square feet in area.

*Residential Signs*

Sign area and requirements shall be as regulated by the Chapter 19.60 CVMC Signs or as otherwise approved by the City of Chula Vista.

*Temporary On-Site Subdivision Signage*

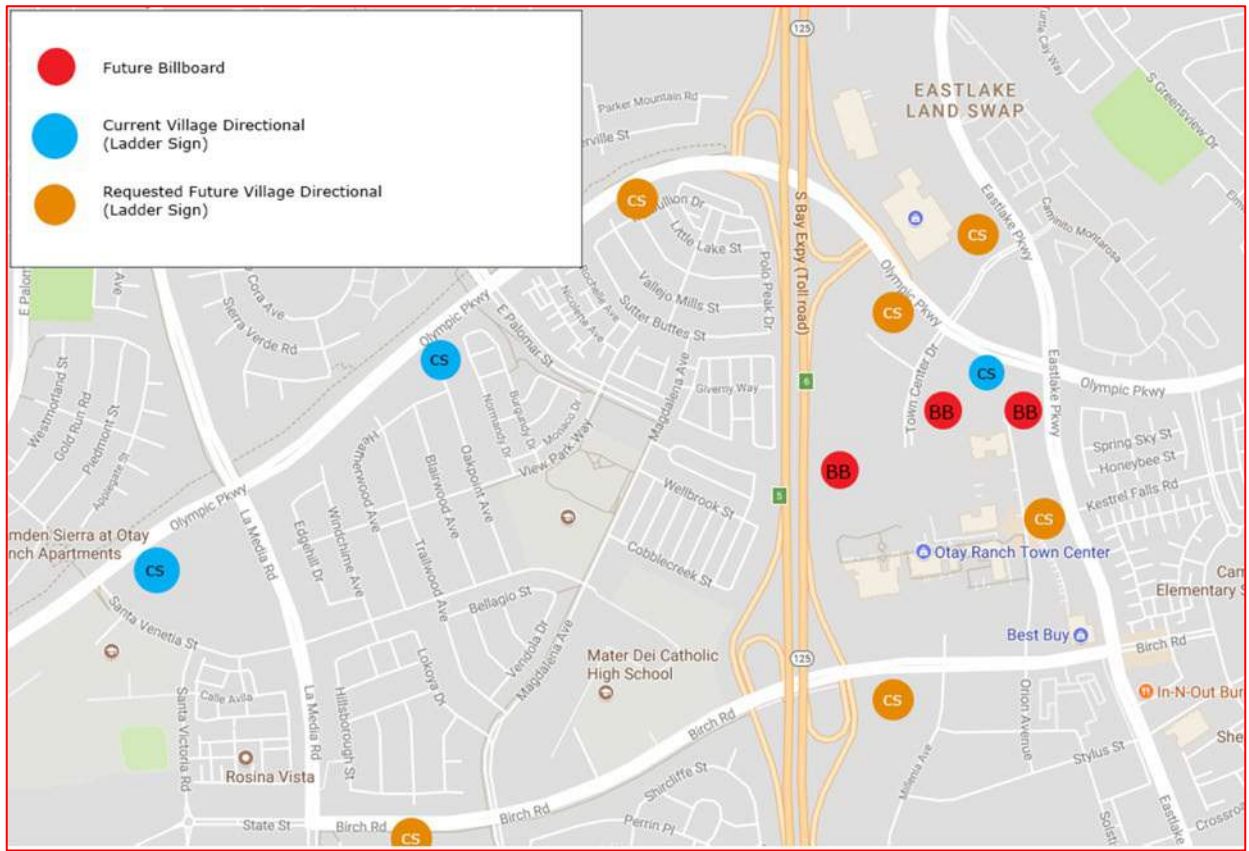
Temporary billboards, directional signs and staff-mounted flags are allowed in FC-2, as shown on Exhibit 24. Such signs shall be for the identification of a subdivision, price information and the Builder's name, address and telephone number.

Billboards shall not exceed 400 square feet on each side. Directional signs shall not to exceed 64 square feet in total area for two (2) sides or 32 square feet for one (1) side and a total overall height of twelve (12) feet may be permitted on each street frontage of each neighborhood.

Temporary signs installed in the City public right-of-way shall require an encroachment permit from Land Development Department. There shall be no visibility obstructions within five feet from any driveway. Said signage shall be allowed until the units within the subdivision are sold out, or a period of thirty-six months, whichever comes first. Extensions of twelve (12) months may be approved by the Development Services Director/Zoning Administrator prior to the expiration date.

Such signs shall be removed within thirty (30) calendar days from the date of the final sale of the land and/or residences. Signs shall be maintained in good repair.

Exhibit 26: Temporary Subdivision Signage Program



### **Submittals**

There is a formal process for the design review and approval of signs within Otay Ranch, FC-2. This process involves review by Baldwin & Sons and the City of Chula Vista to determine conformance with these guidelines. In addition, it shall be the owner or tenant's responsibility to submit a sign permit application to the City of Chula Vista, at which time plans will be reviewed by city staff to assure consistency with these sign guidelines and other City codes and ordinances.

### **Preliminary Design Submittal & Review**

The owner or tenant shall submit two (2) sets of preliminary drawings of any proposed sign to Baldwin & Sons or designated representative for review. The submittal must include:

- Storefront or building exterior elevations at ½" scale clearly identifying the materials and lighting and the size and location of each sign for which a concept design is being proposed.
- Scaled colored mock-up of the front elevation of each sign type indicating sizes, materials, and lighting techniques.
- Materials, colors, details and form for each sign, as well as its integration into the overall storefront will be evaluated.

Submittals deemed unacceptable shall be revised and resubmitted before proceeding with final plans.

### **Final Design & Working Drawings**

Once preliminary designs are approved, the owner or tenant may proceed with the submittal of final designs and working drawings. A full set of final plans must be approved by Baldwin & Sons and City of Chula Vista prior to issuance of a sign permit, if required, pursuant to Chapter 19.60.030 CVMC (Signs: Intent). No alterations, additions, or changes may be made without review and approval by Baldwin & Sons and the City of Chula Vista.

The following plans and information shall be submitted in triplicate:

- Dimensioned scaled drawings depicting front elevations, side views and sections for all signs (including copy layouts).
- Specifications for materials, colors, finishes, coatings, timesteps, lighting techniques, means of attachment, structural elements and details.

- Storefront or building elevation showing exact location, size and placement of each sign on the building.

c) Street Furnishings







a. General Guidelines






Street furniture, depicted on the next page, has been selected for the Freeway Commercial North areas to provide a continuity of design unique to the Village. Deviations from the approved street furniture ~~shall be prohibited unless otherwise approved by Baldwin & Sons and the City of Chula Vista~~ may be allowed if determined to be in substantial compliance with the examples contained in exhibit 27. General street furniture requirements are listed below:

b. News racks and trash & recycling containers are to be located on diagonal corners to allow for access from both sides of both streets at each intersection.

c. Newspaper Vending Cabinets, bicycle hitching posts, trash and recycling containers, benches, and Village Pathway lighting fixtures are to be as specified herein.

Exhibit 27: Street Furnishings

<p>Pedestrian Light:</p> 	<p>Beacon Viper small</p>	<p>Street Light:</p> 	<p>Beacon Viper small</p>
<p>Trash Receptacle:</p> 	<p>Maglin 32-Gallon Trash Receptical MLWR200</p>	<p>Recycle Receptacle:</p> 	<p>Maglin 32-Gallon Trash Receptical MLWR200</p>
<p>Seat Wall:</p> 	<p>C.I.P. Concrete or Natural Stone wall</p>	<p>Bollard:</p> 	<p>Maglin 35" high round fluted steel unlighted bollard #MTB 500</p>

<p>Bike Rack:</p> 	<p>Stainless steel bike rack 'Montana' by Santa and Cole, available through Landscape Forms</p>	<p>Precast Concrete Pavers:</p> 	<p>4 x 16" precast concrete pavers Akeerstone with ground and shot finish.</p>
<p>Tree Grate:</p> 	<p>5' Square 'Market Street' cast iron tree grate by Ironsmith</p>	<p>Trench Grate:</p> 	<p>6" 'Market Street' cast iron trench grate by Ironsmith</p>
<p>Directional Signage:</p> 	<p>CODA Fingerpost by Marshalls (or similar)</p>		



## Freeway Commercial North Master Precise Plan ***IV. Design Review Checklists***







## 5. Design Review Checklists

This chapter summarizes the important site planning and design issues for each of the various Individual Precise Plan areas within Planning Area 12. They do not address phasing of development, construction responsibility, or other important implementation or site development issues not addressed in this Master Precise Plan. These issues will arise in the review of each Design Review Submittal and are addressed in the Freeway Commercial SPA Plan, PFFP and/or other adopted planning documents and agreements.

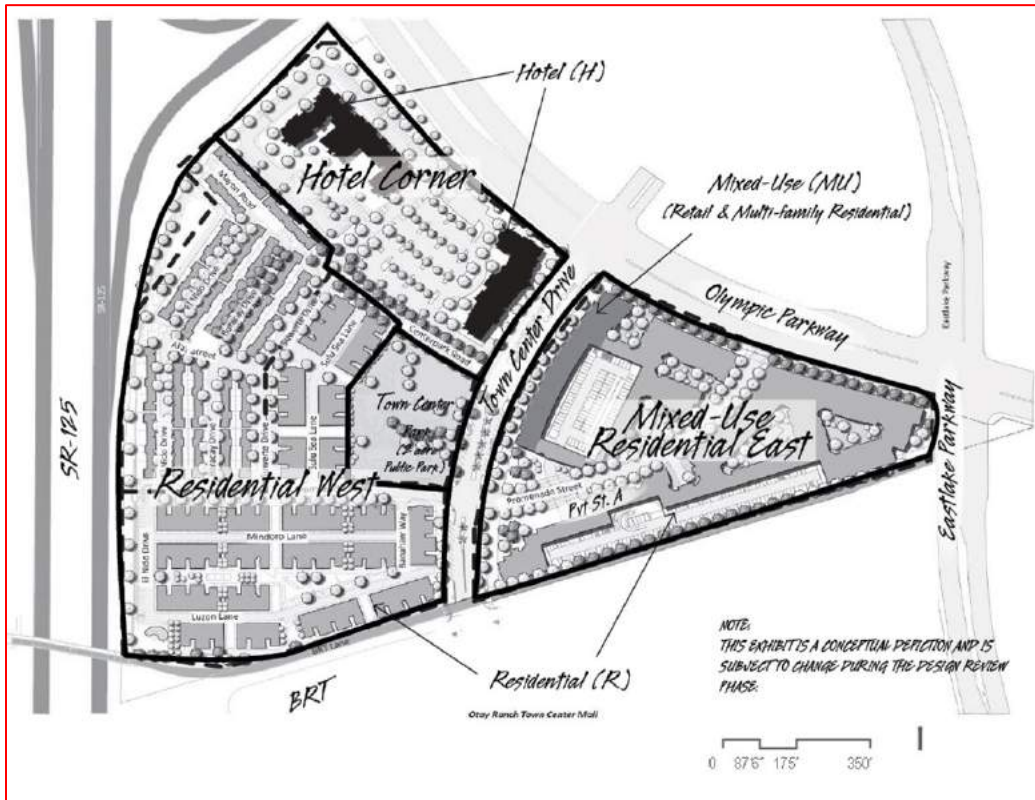
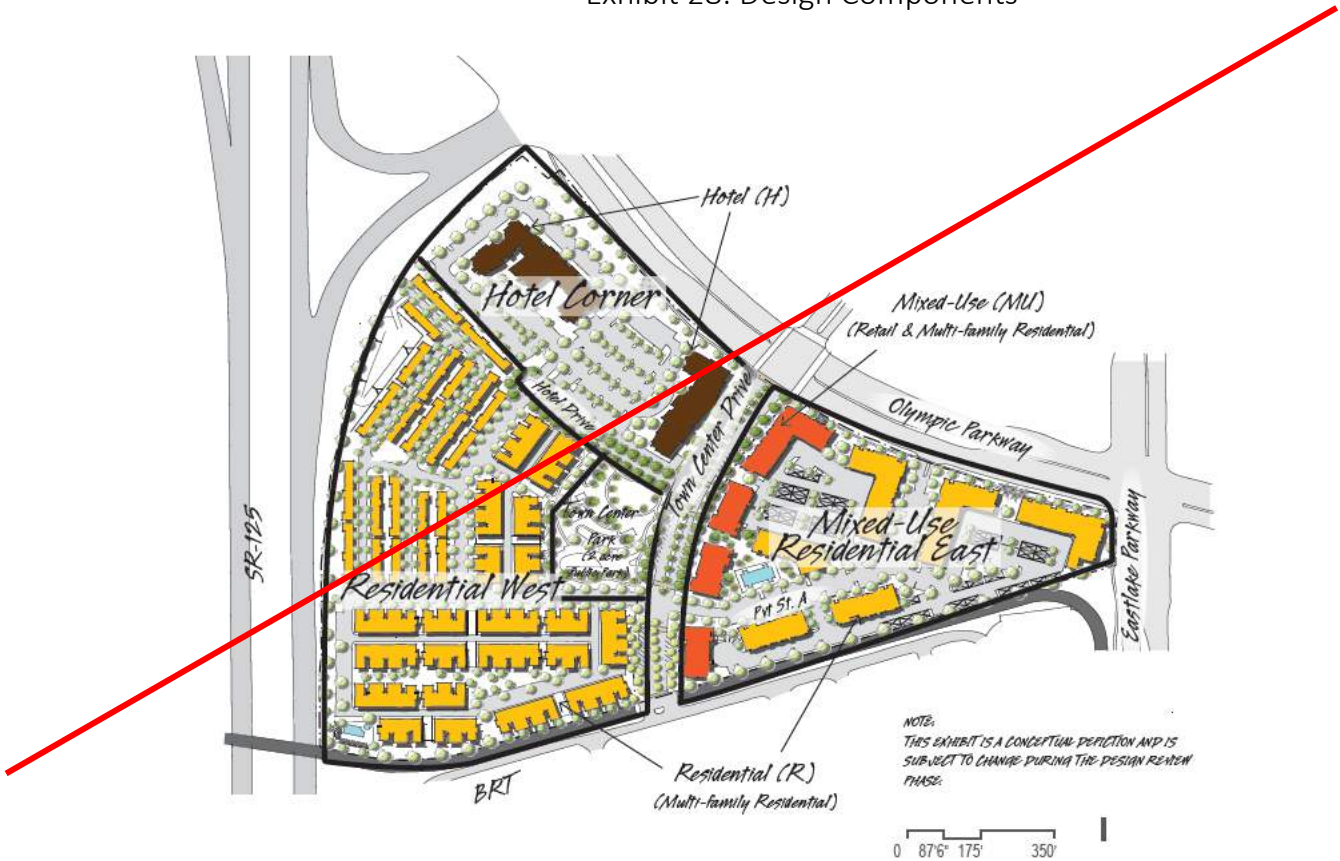
The conceptual designs depicted on overall and individual parcel graphics have been prepared based on the most current information available. Subsequent changes may be proposed based on changing market conditions and other considerations.

Checklists follow for the following

Plan Areas:

- H
- MU
- R

Exhibit 28: Design Components



## 1. HOTEL (H)

### Design Component:

- Hotel Corner.

### Location:

- North-west corner of FC-2, along Olympic Parkway.

### Planned Use:

- Hotel with ground floor amenities

### Permitted Use:

- As permitted by the Freeway Commercial SPA Plan “PC District Regulations”

### Mandatory Site Plan Elements:

- Primary architectural gateway elements on the building’s corner at the intersection of Town Center Drive and Olympic Pkwy.
- Primary Village Landscape Accent, such as a plaza, special trees and landscaping, lighting, public art and monumentation at the intersection of Town Center Drive and Olympic Parkway.
- Special architectural enhanced elevations on the building’s facade along Town Center Drive.
- Secondary village landscape accent, such as special trees and landscaping, lighting, public art and monumentation at the center of the roundabout on Centerpark Rd.
- Landscaped slopes along Olympic Pkwy.

### Building Design/Siting:

- Retail commercial storefront appearance and/or active hotel amenities for the ground floor of buildings adjacent to significant public spaces, such as along Town Center Drive.
- Upper floors should contain a generous amount of windows and balconies.
- Secondary architectural gateway elements on the building’s corner at the intersection of Town Center Drive and Centerpark Rd.
- Design a pleasant entry experience along Centerpark Rd., leading up to the main entrance for both hotels.

### Pedestrian/Bicycle/ Vehicle/ Transit Access:

- Encourage multi-modal street design. Enhance the pedestrian and cyclist experience.
- Create enhanced pedestrian paths through the parking lot and landscaped areas to connect hotel visitors to other nearby community amenities.
- Parking lot access via Centerpark Rd.
- Well defined pedestrian circulation with pedestrian connection to nearby transit station

### Urban Character:

- All buildings should create a sense of place by following a unique character and theme for Town Center Drive, Centerpark Rd., Olympic Parkway, and other significant public spaces.

## 2. MIXED-USE RESIDENTIAL EAST

### Design Component:

- Mixed-Use Residential East

### Location:

~~Central Portion of Planning Area 12, along the east side of Town Center Drive. East side of Town Center Drive.~~

### Planned Use:

- Mixed-use with storefront retail commercial and residential above.
- ~~3-4~~ 4-5 story multi-family residential

### Permitted Use:

- As permitted by the Freeway Commercial SPA Plan “PC District Regulations”

### Mandatory Site Plan Elements:

- Primary architectural gateway element on the building’s corner at the intersection of Town Center Drive with Olympic Parkway, to the North ~~and the Otay Ranch Town Center Mall parking lot entry, to the south.~~
- Secondary architectural gateway elements on building corners at the intersection of Town Center Drive and ~~Private Street A Promenade Street.~~
- Special architectural enhanced elevations on all building facades along Town Center Drive, especially facing Town Center Park.
- Provide centralized common open space

### Building Design/Siting:

- Retail commercial storefront appearance for the ground floor of buildings adjacent to all significant public spaces, such as along Town Center Drive, ~~Private Street A Promenade Street~~, courtyards and paseos.
- Upper floors should contain a generous amount of windows and balconies.

### Pedestrian/Bicycle/ Vehicle/ Transit Access:

- Encourage multi-modal street design. Enhance the pedestrian and cyclist experience.
- Create courtyards and paseos, extending the park experience across Town Center Drive to enhance pedestrian connections and provide a variety of places for people to socialize and enjoy nature.
- Neighborhood streets should promote a social street life experience.
- Angled parking along Town Center Drive.
- Well defined pedestrian circulation with pedestrian connection to nearby transit station

### Urban Character:

- All buildings should create a sense of place by following a unique character and theme for Town Center Drive, ~~Main Street Promenade Street, Hotel Drive Centerpark Rd.~~, Town Center Park and other significant public spaces.

### 3. RESIDENTIAL WEST

#### Design Component:

- Residential West.

~~East and southwest portion of FC-2, to the east and west of Town Center Drive. West of Town Center Drive~~

#### Planned Use:

- 3-4 story attached multi-family residential

#### Permitted Use:

- As permitted by the Freeway Commercial SPA Plan “PC District Regulations”

#### Mandatory Site Plan Elements:

- Primary architectural gateway element on the building’s corner at the intersection of Town Center Drive and the Otay Ranch Town Center Mall parking lot entry.
- Secondary architectural gateway element on building corners at the intersection of Olympic Parkway and ~~Private Street A Promenade Street~~.
- Special architectural enhanced elevations on building facades along Olympic Parkway.
- Secondary village landscape accent, such as special trees and landscaping, lighting, public art and monumentation at the center of the roundabouts on ~~Private Street A Promenade Street~~.
- Provide centralized common open space

#### Building Design/Siting:

- Special architectural enhanced elevations along Town Center Drive, ~~Private Street A Promenade Street~~ and Town Center Park.
- Residential ground floors should contain stoops and larger windows.
- Upper floors should provide a generous amount of windows and balconies.
- Improve the quality of parking areas by beautifully landscaping the area.

#### Pedestrian/Bicycle/ Vehicle/ Transit Access:

- Encourage multi-modal street design. Enhance the pedestrian and cyclist experience.
- Create enhanced pedestrian paths along streets, through parking lots, and landscaped areas, courtyards, and paseos to connect residents to the Town Center Park, nearby amenities and other parts of the community.
- Neighborhood streets should promote a social street life experience.
- Parking along Promenade Street, Centerpark Rd., and other parking areas.
- Garage access from other streets
- Parking lot access along ~~Private Street A Promenade Street~~.

#### Urban Character:

- All buildings should create a sense of place by following a unique character and theme for Town Center Drive, Town Center Park, ~~Main Street Promenade St.~~, and other significant public spaces.

**Otay Ranch Planning Area 12**

**Freeway Commercial North**

**Community Purpose Facility Master Plan**

January , 2019





## **I. COMMUNITY PURPOSE FACILITY MASTER PLAN**

### **A. INTRODUCTION**

The City of Chula Vista Municipal Code Chapter 19.48. (P-C – Planned Community Zone), requires that a minimum of 1.39 acres of Community Purpose Facilities land per 1,000 persons be provided. Pursuant to the Code, Community Purpose Facilities (CPF) means "a land use designation in a planned community intended for non-profit and certain for-profit land uses..." The following list of uses are permitted within the CPF zone, and may be subject to approval of a conditional use permit:

- Boy Scouts, Girl Scouts, and other similar organizations;
- Social and human services activities, such as Alcoholics Anonymous;
- Services for homeless;
- Services for military personnel during the holidays;
- Senior care and recreation;
- Worship, spiritual growth and development, and teaching of traditional family values;
- Non-profit or for-profit day care facilities that are ancillary to any of the above or as a primary use. For-profit facilities as a primary use are subject to further requirements and additional criteria as outlined in Section F of the Code;
- Private schools that are ancillary to any of the above;
- Interim uses, subject to the findings in Section E of the Code;
- Recreational facilities, such as ball fields, for non-profit organizations (including home owners associations) serving the local community, subject to the requirements outlined in Section 19.48.040(B)(6) of the CVMC (P-C-Planned Community Zone: Application – General Development Plan Required – Contents Required) and subject to the findings outlined in Section 19.48.025(H) of the CVMC (P-C-Planned Community Zone: Community Purpose Facilities – Minimum Acreage Required – Permitted Uses).

Pursuant to Section 19.48.040(B)(6) (P-C-Planned Community Zone: Application – General Development Plan Required – Contents Required) of the CVMC, a CPF Master Plan is required and "shall show the specific boundaries of said plan which may be the SPA, GDP, or Planned Community Boundaries (or more than one GDP as deemed appropriate by the Director of Planning and Building); the distribution of existing and proposed CPF designated parcels within the Master Plan area; and the tabulation of individual sites acreages which shall be prepared and incorporated into the Planned Community's Sectional Planning Area (SPA) Plan....The incorporation of the CPF Master Plan into the SPA or GDP shall be done through a SPA or GDP amendment/adoption pursuant to Sections 19.48.080 and 19.48.130 of the CVMC (P-C-Planned Community Zone: .080 = General Development Plan – Modification Requests and Procedures and .130 = Sectional Area Plans – Modification Requests and Procedures)."

## **B. COMMUNITY PURPOSE FACILITY REQUIREMENT**

Based on the required ratio of 1.39 acres of CPP land per 1,000 persons, the build-out population of 2,322 persons (2.58 persons per MF unit) will require approximately 3.24 acres of CPF uses.

The Otay Ranch GDP provides that site acreage requirements may be reduced through the use of “shared parking, shared facilities, or development intensity, subject to approval by the appropriate jurisdiction”. Chula Vista Municipal Code 19.48.025 allows for reduction of the total CPF acreage when accompanied by extraordinary public benefit and allows for alternative compliance mechanisms (e.g., providing square footage within a building) and the use of recreational facilities for CPF credit.

## **C. COMMUNITY PURPOSE FACILITY IMPLEMENTATION**

Freeway Commercial North is a relatively small planning area, only 36 acres in size. This mixed-use town center will be a high-density urban neighborhood that offers amenities like shops, restaurants, a movie theater, a library, and public transportation within walking distance. Due to the small size of FC-2 site and its high density mixed use character, it was not feasible to reserve 3.24 ac. of land in this planning area for CPF uses. Per Section 5.3.2 of the executed PA-12 Development Agreement dated June 16th, 2015, Baldwin & Sons may satisfy its CPF requirement by provision of the CPF land offsite, at the discretion of the Director of Development Services. If all 900 residential units are built, Owner shall provide a total of 3.24 acres of CPF land or begin alternative compliance prior to the issuance of the building permit for the five hundred thirtieth (530<sup>th</sup>) residential unit.

**Otay Ranch Planning Area 12**

**Freeway Commercial North**

**Affordable Housing Program**

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## I. INTRODUCTION

### A. PURPOSE AND CONTENT

The purpose and intent of this Affordable Housing Program (AHP) is to encourage the development of diverse and balanced neighborhoods with a range of housing opportunities for all identifiable economic segments of the population, including households of lower and moderate income consistent with the City's housing policies and needs as specified in its General Plan Housing Element. The intent is to ensure that when developing the limited supply of developable land, housing opportunities for persons of all income levels are provided. The provision of this AHP establish standards and procedures that will encourage the development of housing affordable to low and moderate-income households within the Sectional Planning Area (SPA) and are to be consistent with the Housing Element's Balanced Communities Policy and the adopted Guidelines.

The AHP identifies the type and location of affordable housing units to be provided, potential subsidies or incentive programs, income restrictions and methods to verify compliance. The program may be implemented through various mechanisms including development agreements, tentative map conditions, and specific housing project agreements that may include additional terms and conditions, consistent with this program.

### B. NEEDS ASSESSMENT

~~According to SANDAG's 2050 Regional Growth Forecast, Chula Vista is expected to gain 42,828 new residents by 2020 and 57,305 more by 2050. That translates to an increase of 10,679 new households by 2020 and 18,408 more households by 2050. Chula Vista has second highest growth rate in the County of San Diego. The characteristics of the City's population, housing, and employment that affect its housing goals, policies and programs include:~~

- ~~• The population has more diversity in race/ethnicity than the region, in that 60% of residents identified themselves as Hispanic or Latino. Asian population comprises 14%, and white, non-Hispanic population represents 20% as of 2010.~~
- ~~• The City's average household size is increasing. In 2010, Chula Vista's average household size was 3.21 compared to 2.75 average household size in San Diego County.~~
- ~~• The City's diverse employment base will grow by more than 78% between 2010 and 2050. In 2010, nearly 30% of the labor force were in the retail or service industry, where lower pay scales predominate.~~
- ~~• In 2010, about 43% of the households fell into the low income category. Of these households, 25% rare very low.~~

- ~~The estimated average age in Chula Vista is 34.3 years. According to the 2010 Census, a majority of the City's population were between the ages of 21 to 64. By 2030, the forecasted average age is over 40, with an increase of age groups above 55.~~
- ~~The U.S. Census reported a total of 79,416 housing units in the City of Chula Vista in 2010. In Eastern Chula Vista, the housing market is predominated by single family housing (83 %).~~

~~The City has two sets of numerical housing goals established by SANDAG, which are also addressed in the City's General Plan Housing Element: the City's share of the region's future housing needs (regional share goals) and the Quantified Objectives for Affordable Housing Production. The total regional share goal is 11,315 new housing units by 2020, with 50% or 5,648 units needed for very low and low income households.~~

~~According to San Diego Association of Government's (SANDAG) Preliminary 2050 Cities/Counties Forecast, Chula Vista is expected to gain 94,454 new residents and 28,755 new households. Furthermore, SANDAG, through its Regional Housing Needs Allocation, estimated that based on anticipated economic growth for the period beginning January 1, 2010 to December 31, 2020, the City would experience a demand for 12,861 new housing units, of which 5,648 new housing units affordable to low and very low-income households and 2,257 new housing units for moderate income households.~~

~~To encourage the development of adequate housing to meet the needs of low and moderate-income households and to further geographic and community balance, the City's adopted Housing Element provides for a Balanced Community Policy, requiring ten percent (10%) affordable housing for low and moderate-income households within developments of fifty (50) or more residential units. This inclusionary housing program will serve as only one component of the City's overall housing strategy and will complement other affordable housing efforts, including preservation of existing assisted housing, development of new assisted housing with public subsidies, first-time homebuyer assistance, and rehabilitation loans for low income homeowners. The City does find that such inclusionary housing policy is beneficial to increasing the supply of housing affordable to households of lower and moderate incomes and to meet the City's regional share of housing needs given the demographics of the community and its needs, past housing production performance, and the existing opportunities and constraints as detailed in its Housing Element.~~

~~The current characteristics of the City's population, housing, employment, land inventory, and economic conditions, that affect its housing goals, policies and programs include:~~

- ~~The population has more diversity in race/ethnicity than the region, in that 60% of residents identified themselves as Hispanic or Latino.<sup>1</sup> Asian~~

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<sup>1</sup> Housing Element of the General Plan. April 23, 2013

population comprises 14%, and white, non-Hispanic population represents 20% as of 2010. This compares to 32 percent, 11 percent, and 48 percent, respectively, for the region as a whole.

- Chula Vista residents have household income characteristics that nearly match the regional median.
- There is a disparity in household median income for those households living west of Interstate-805 (\$47,969) and east of Interstate-805 (\$86,032).
- One in every 4 households earn less than \$35,000 per year.
- Household size is slightly larger than the region, at 3.21 persons per household compared to 2.75 per household for the region.
- Seniors, aged 65 years or older, comprise 18% of the total households.
- Housing west of Interstate-805 was built primarily before 1980 (32% before 1960 and 50 % between 1960-1980). Housing east of Interstate-805 was built after 1980, with 41 % built between 1980-2000, and 50% built after 2000.
- Housing types are diverse west of I-805, with 41 % multifamily housing and 48% single family housing. Single family homes comprise the majority of housing available east of I-805 (82% of housing).
- A home ownership rate of 58.1 percent is slightly above as the region's rate of 54 percent.
- The median housing cost (resale) in 2018 of \$589,000 is higher than the region's median cost of \$550,000.
- The well-established neighborhoods and master planned neighborhoods create different opportunities and require a different set of policies and programs to address housing needs. The amount of land in the City available for new residential development is severely limited by geography and size. The largest supply of vacant developable land is planned for master planned communities. The City has two sets of numerical housing goals established by SANDAG, which are also addressed in the City's General Plan Housing Element: the City's share of the region's future housing needs (regional share goals) and the Quantified Objectives for Affordable Housing Production. The total regional share goal is 11,315 new housing units by 2020, with 50% or 5,648 units needed for very low- and low-income households.

Chula Vista faces a growing shortage of housing that is affordable to a wide range of our population and needed for a healthy functioning housing market. This lack of affordable housing is detrimental to the health, safety and welfare of the City's residents. Employees may be forced to live in less than adequate housing within the

City, pay a disproportionate share of their incomes to live in adequate housing within the City or commute increasing distances to their jobs from housing located outside the City. The City's Balanced Communities Policy can enhance the public welfare by increasing the supply of housing affordable to households of lower and moderate-income incomes in a balanced manner and thereby combating the adverse effects to the City due to an insufficient supply of affordable housing.

## II. FC-2 AFFORDABLE HOUSING OBLIGATION, LOCATION, PHASING, DESIGN AND UNIT MIX

### A. OBLIGATION

The City of Chula Vista Housing Element and the Otay Ranch GDP provide that ten percent of the total units will be affordable to low and moderate-income households. Of the ten percent, five percent must be affordable to low income households and five percent must be affordable to moderate income households. In calculating the required number of affordable units, fractional units may result and may either be provided as one additional affordable unit or paid as a partial in-lieu fee equal to the resulting fraction.

The estimated Freeway Commercial North (FC-2) affordable housing unit obligation is based on the FC-2 SPA entitlement authorization of ~~600~~ 900 units within the Village. The affordable units required for FC-2 are ~~30~~ 45 low income and ~~30~~ 45 moderate-income affordable units.

### B. TYPES OF AFFORDABLE HOUSING

The housing policies established in the City of Chula Vista Housing Element advocate a broad variety and diversity of housing types. The affordable housing obligations of FC-2 will be met through a combination of housing types including rental and “for-sale” housing. In general, low-income housing needs will be satisfied through the provision of rental units. Depending upon the availability of adequate subsidies, incentives or other financing assistance, a limited number of “for-sale” multi-family housing units affordable to low income households may be available as well. Housing opportunities to meet the needs of moderate income households will be provided through a combination of market-rate rental units as well as “for-sale” housing in medium-high to higher density developments.

### C. LOCATION

The location of affordable housing developments shall take into consideration proximity to and availability of the following:

- Existing or proposed public transit facilities or transportation routes;
- Existing or proposed community facilities and services, such as shopping, medical, child care, recreation areas and schools; and
- Existing or future employment opportunities.

Affordable housing units required for FC-2 may be located either within or outside the plan area. Affordable housing to accommodate low-income households may be provided within rental housing developments. “For-sale” units affordable to moderate income households may be available as well.

Consideration of location will be made on a case-by-case basis. Evaluation of alternate locations should include an analysis of the specific benefit to be gained from development of such replacement site, including such factors as an increase in the number of affordable units, deeper affordability levels, or the earlier satisfaction of the affordable housing requirement.

Identification of potential target sites in this Affordable Housing Program describes one way in which the FC-2 affordable housing obligation might be met, and is not meant to require that affordable units be constructed on any specific sites nor to preclude other alternatives. Such alternatives might include, by way of example, the aggregation of rental housing affordable to low-income households within the mixed-use site, or as a separate component of another development site. A final determination as to the location and type of the affordable housing sites will occur with subsequent entitlements, approvals and agreements.

#### D. PHASING

Development of FC-2 will be completed in multiple phases to ensure construction of necessary infrastructure and amenities for each phase as the project progresses. The Phasing Plan is non-sequential. This recognizes that sequential phasing is frequently inaccurate due to unforeseen market changes or regulatory constraints. Therefore, the FC SPA Plan and Public Facilities Finance Plan (PFFP) permit non-sequential phasing by imposing specific facilities requirements for each phase to ensure that FC-2 is adequately served and City threshold standards are met.

Detailed schedules and building permit stipulations for the construction of affordable units in relation to other market rate units will be established through the initial Affordable Housing Agreement. The Affordable Housing Agreement must be in place prior to the approval of the first Final Subdivision Map.

The Developer shall diligently pursue completion of the construction of the low and moderate income housing units as per the implementation schedule established by the initial Affordable Housing Agreement.

#### E. DESIGN

Affordable housing shall be compatible with the design and use of the market rate units, in terms of appearance, materials, and finish quality. The developer shall have the option of reducing the interior amenities, levels and square footage of the affordable units.

F. UNIT MIX BY BEDROOM COUNT

The affordable units shall have an overall unit mix by bedroom count which reflects the appropriate community need and shall be comparable to the unit mix by bedroom count of the market rate units in the residential development.

### III. AFFORDABLE HOUSING RESTRICTIONS

#### A. INCOME ELIGIBILITY

To determine the eligibility of a household for the low and/or moderate income housing unit, the household purchasing or renting the affordable unit must qualify as a lower income/moderate income household, as established by and amended from time to time pursuant to Section 3 of the United States Housing Act of 1937, as published by the U.S. Department of Housing and Urban Development (HUD), and as also provided in California Health and Safety Code Sections 50079.5 and 50105.

#### B. AFFORDABLE ~~MONTHLY RENTS~~ HOUSING COSTS

~~For rental housing, compliance with the affordable housing requirements is determined by verifying that the total rent cost paid by the tenant is considered affordable as defined below. To determine affordable rent costs, monthly "Affordable Rent" includes all actual or projected monthly payments for the following<sup>2</sup>:~~

- ~~▪ Use and occupancy of a housing unit and the associated land and facilities;~~
- ~~▪ Any separately charged fees and service charges assessed by the lessor which are required by all tenants but is not to include security deposits;~~
- ~~▪ A reasonable allowance for utilities (including garbage collection, sewer, water, electricity, gas and other heating, cooking, and refrigeration fuels but not to include telephone service, cable TV, or high speed modem) as defined by the Federal Regulations for the Tenant Based Rental Assistance Program; and,~~
- ~~▪ Possessory interest taxes or other fees and charges assessed for use of the associated land and facilities by a public or private entity other than the lessor.~~

~~Affordable monthly rent is not to exceed following calculations:~~

- ~~▪ **Very Low Income:**  
50 percent (50%) of the Area Median Income (AMI) for San Diego County, adjusted for household size appropriate for the unit, multiplied by 30 percent (30%) and divided by 12.~~
- ~~▪ **Low Income:**  
80 percent (80%) of the Area Median Income (AMI) for San Diego County, adjusted for household size appropriate for the unit, multiplied by 30 percent (30%) and divided by 12.~~

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<sup>2</sup> 25 California Code of Regulations Section 6918



▪ ~~**Moderate Income:**~~

~~120 percent (120%) of the area median income (AMI) for San Diego County, adjusted for household size appropriate for the unit, multiplied by not more than 35 percent (35%) and divided by 12.~~

~~Should subsidized financing and other incentives from a public agency be proposed and obtained, the monthly affordable rent shall be dictated by such program or granting Agency. If no affordable rent is specified, affordable monthly rents shall be established in accordance with Section 50053 of the California Health and Safety Code.~~

The allowable housing expense paid by a qualifying household shall not exceed a specified fraction of the gross monthly income, adjusted for household size, for the following classes of housing:

**Very Low Income rental and for-sale units:** 30 percent of the gross monthly income, adjusted for household size, at 50 percent of the Area Median Income (AMI) for San Diego County, or as provided in Section 50053 (b)(2) and 50052.5 (b)(2) of the California Health and Safety Code

**Lower Income, rental units:** 30 percent of the gross monthly income, adjusted for household size, at 60 percent of the Area Median Income (AMI) for San Diego County, or as provided in Section 50053 (b)(3) of the California Health and Safety Code.

**Lower Income, for-sale units:** 30 percent of the gross monthly income, adjusted for household size, at 70 percent of the Area Median Income (AMI) for San Diego County, or as provided in Section 50052.5 (b)(3) of the California Health and Safety Code.

**Moderate Income, rental units:** 30 percent of the gross monthly income, adjusted for household size, at 110 percent of the Area Median Income (AMI) for San Diego County, or as provided in Section 50053 (b)(4) of the California Health and Safety Code.

**Moderate Income, for-sale units:** 35 percent of the gross monthly income, adjusted for household size, at 110 percent of the Area Median Income (AMI) for San Diego County, or as provided in Section 50052.5 (b)(4) of the California Health and Safety Code.

To determine the "Allowable housing expense" include all of the actual or projected monthly or annual recurring expenses required of a household to obtain shelter.

1. For a for-sale unit, allowable housing expenses include payments for principal and interest on a mortgage loan, including any loan insurance fees, property taxes and assessments, fire and casualty insurance, homeowner

association fees, and a reasonable allowance for utilities, or as defined in 25 California Code of Regulations Section 6920.

2. For a rental unit, allowable housing expenses include payments for rent and a reasonable allowance for utilities, or as defined in 25 California Code of Regulations Section 6918.

Should subsidized financing and other incentives from a public agency be proposed and obtained, the monthly affordable rent shall be dictated by such program or granting Agency. If no affordable rent is specified, affordable monthly rents shall be established in accordance with Section 50053 of the California Health and Safety Code.

### ~~C. AFFORDABLE HOUSING COSTS FOR OWNER OCCUPIED HOUSING~~

~~For ownership housing (for sale units), compliance with the affordable housing requirements is determined by verifying that the sales price paid by the buyer equates to a total housing costs that is considered affordable as defined below.~~

~~To determine affordable housing costs, monthly "Housing Payments" includes all actual or projected monthly payments for the following:~~

- ~~• Principal and interest on a mortgage loan, including rehabilitation loans, at the time of initial purchase by the homebuyer;~~
- ~~• Allowances for property and mortgage loan insurance fees;~~
- ~~• Property taxes and assessments;~~
- ~~• A reasonable allowance for utilities (including garbage collection, sewer, water, electricity, gas and other fuels but not to include telephone service, cable TV or high speed modem) as defined by the Federal Regulations for the Tenant Based Rental Assistance Program;~~
- ~~• Homeowners association fees; and~~
- ~~• Space rent, if the housing unit is on rented land;~~

~~Affordable monthly housing payments are not to exceed the following calculations:~~

- ~~• **Very Low Income:**~~

~~50 percent (50%) of the Area Median Income (AMI) for San Diego County, adjusted for household size appropriate for the unit, multiplied by 30 percent (30%) and divided by 12.~~

- ~~• **Low Income:**~~

~~80 percent (80%) of the Area Median Income (AMI) for San Diego County, adjusted for household size appropriate for the unit, multiplied by 30 percent (30%) and divided by 12.~~

• ~~**Moderate Income:**~~

~~120 percent (120%) of the Area Median Income (AMI) for San Diego County, adjusted for household size appropriate for the unit, multiplied by not more than 35 percent (35%) and divided by 12.~~

~~Should subsidized financing and other incentives from a public agency be proposed and obtained, the affordable monthly housing payment shall be dictated by such program or granting Agency. If no affordable monthly housing payment is specified, the affordable monthly housing payment shall be established in accordance with Section 50052.5 of the California Health and Safety Code.~~

C. UNDERWRITING REQUIREMENTS

To ensure the preservation of affordability of proposed low and moderate-income housing and financial viability of program participants, the City shall encourage the following policies consistent with the City's adopted City Council Policy 453-02:

- Fixed rate mortgages only. No adjustable rate mortgages;
- Affordable monthly housing payments no more than ~~33~~ 38 percent of household income ("Front End Ratio"). Total debt payments no more than 45 percent of household income ("Back End Ratio").
- No "teaser" rates; and,
- No non-occupant co-borrowers.

D. ~~RESALE PROVISIONS~~ AFFORDABILITY TERM OF OWNER OCCUPIED HOUSING

In order to ensure the continued affordability of the units, ~~resale of the~~ owner occupied units must be restricted for the required term of thirty (30) years. ~~After initial sale of the affordable units to a low-income household, all subsequent buyers of such units must also be income eligible and the unit must be sold at an affordable price. A developer may opt to have no income or sales price restriction for subsequent buyers, provided~~ After initial sale of the affordable units to a low-income household, all subsequent buyers of such units must also be income eligible and the unit must be sold at an affordable price. A developer may opt to have no income or sales price restriction for subsequent buyers, provided

~~however that After initial sale of the affordable units to a low income household, all subsequent buyers of such units must also be income eligible and the unity must be sold at an affordable price. A developer may opt to have no income or sales price restriction for subsequent buyers, provided however that After initial sale of the affordable units to a low-income household, all subsequent buyers of such units must also be income eligible and the unity must be sold at an affordable price. A developer may opt to have no income or sales price restriction for subsequent buyers, provided however that~~ After initial sale of the affordable units to a low-income household, all subsequent buyers of such units must also be income eligible and the unity must be sold at an affordable price. A developer may opt to have no income or sales price restriction for subsequent buyers, provided however that Consistent with City Council Policy 453-02, restrictions to the satisfaction of the City will be recorded on the property which will ~~are in place that would~~ result in the recapture by the City or its designee of a financial interest in the units equal to the amount of subsidy necessary to make the unit affordable to a low-income household and a proportionate share of any equity. Funds recaptured by the City shall be used to provide assistance to other identified affordable housing production or contributions to a special needs housing project or program. To the extent possible, projects using for-sale units to satisfy the obligations of developers under the City's Affordable Housing Program shall be designed to be compatible with conventional mortgage financing programs including secondary market requirements.

#### E. TERM OF AFFORDABILITY RESTRICTIONS

The term of the affordability restrictions shall be thirty years (30) years from issuance of the Certificate of Occupancy for the first structure providing income and rent restricted units, or the longest period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or other rental financing subsidy or incentive/concession/waiver program from a public agency. Should subsidized financing or other incentives from a public agency be proposed and obtained, the length of time income and rent restrictions are to be maintained for an affordable rental project shall be determined by such program or granting agency. If more than one funding source is utilized the term of the affordability restrictions shall be the longest required by any of the funding sources. If no term of the affordability restrictions is specified, it shall be fifty-

~~five (55) years from issuance of the Certificate of Occupancy for the first structure providing income and rent restricted units. In the event that no subsidized financing or other incentives from a public agency is obtained, affordability restrictions shall remain in effect for twenty (20) years from the date of issuance of the Certificate of Occupancy for the first structure in the project. The term of affordability and resale restrictions for affordable for sale units are more appropriately described above in "Resale Provisions of Owner Occupied Housing." The he most restrictive term of the affordability shall apply. The term of affordability and resale restrictions for affordable for-sale units are more appropriately described above in "Resale Provisions of Owner Occupied Housing."~~

#### IV. SUBSIDIES, INCENTIVES AND FINANCING MECHANISMS

~~Appendix "A" attached to this Affordable Housing Plan identifies some of the potential subsidies, incentives, and financing mechanisms that may be used to satisfy the FC-2 affordable housing obligation. The list contained in Appendix "A" is not intended to limit the use of other subsidies, incentives and financing mechanisms which are available now or may become available in the future. The obligation to provide affordable housing shall not be dependent upon the availability of such subsidies, incentives or financing mechanisms.~~

~~The City agrees to use its reasonable best efforts to assist the Developer in pursuing the benefit of certain financing mechanisms, subsidies and other incentives to facilitate provision of affordable housing for Montecito, including those which require approvals from, or allocations by other agencies, to the extent that such resources and programs for this purpose are available. These mechanisms include, but are not limited to, local, state and federal subsidies and City density bonuses, planning, and design and development techniques and standards, and City fee waivers or deferrals which reduce the cost of providing affordable housing (collectively, the "Cost Reducing Mechanisms"). The parties acknowledge that the City is not hereby committing and cannot guarantee the availability of any Cost Reducing Mechanisms to the Developer for FC-2. The City reserves the right to approve, approve with conditions or disapprove, in its sole discretion, any Developer request for subsidized financing sponsored by the City.~~

The obligation to provide affordable housing shall not be dependent upon the availability of subsidies, incentives or financing mechanisms. The City shall consider providing incentives, assistance, and subsidies to those qualifying projects and supporting any applications for assistance that requires approvals from, or allocations by other agencies, to the extent feasible, in a manner that offsets the cost of providing for affordable units. Offsets will be offered by the City to the extent that resources and programs for this purpose are available to the City and to the extent that the qualifying projects, with the use of the offsets, assists in achieving the City's housing goals. To the degree such offsets are available, the Developer may make application to the City.

The parties acknowledge that the City is not hereby committing, directly or through implication, a right to receive any offsets from City or any other party or agency to enable the Developer to meet the obligations and cannot guarantee the availability of any Cost Reducing Mechanisms to the Developer for Freeway Commercial North. The City reserves the right to approve, approve with conditions or disapprove, in its sole discretion, any Developer request for subsidized financing sponsored by the City.

A. DENSITY BONUS

Projects that meet the applicable requirements of State law (Government Code Section 65915) as a result of affordable housing units, are entitled to a density bonus or other incentives in accordance with the provisions of such law.

## V. COMPLIANCE REPORTING

~~The Compliance reports described below shall be submitted to the City of Chula Vista Community Development Department. The requirements imposed by providers of subsidized financing or other Cost Reducing mechanisms may replace the terms described below at the sole discretion of the City.~~

### ~~A. RENTAL UNITS' COMPLIANCE PACKET AND AUDIT~~

~~Should a Developer seek approval by the City to credit a tenant toward its low and/or moderate income housing obligation, the Developer must give the City, at a minimum, a report verifying compliance with the terms of this document and/or the subsidizing financing program consisting of the following:~~

- ~~• Supplemental Rental Application Exhibit 1~~
- ~~• Semi Annual Report Exhibit 2A and 2B~~
- ~~• Authorization to Release Information~~
- ~~• Acknowledgement that the information is for the City's Reporting and Administration use only.~~

~~The Developer shall not be required to perform any extraordinary investigation or verification regarding such information other than the Developer's usual and customary means of income verification. The methods of income verification may vary based upon the nature of the income reported by the tenant, and may include employment verification, copies of recent paycheck stubs, evidence of social security or other government payments, or copies of tax returns. The Developer shall retain the Supplemental Rental Application and any supporting documents for a period of at least three (3) years after the applicant ceases to occupy a low and/or moderate income housing unit.~~

~~A household occupying a designated low and/or moderate income unit whose annual income increases subsequent to occupying said unit (referred to as "over income household") and thus exceeds the 80% of area median income for low income households or 120% of area median income for moderate income households, need not vacate the apartment. However, at the Developer's discretion, this over income household's monthly rent (including utilities) may be increased to the market rate. Regardless of a rent increase, the Developer can no longer credit this over income household towards its 5% low income requirement and is obligated to replace this unit by renting the next comparable unit to a low income household as per the paragraph below. Thus, the Developer shall provide income information biannually and acknowledge that should its income increase, the household may be subject to a higher rent. Adjusted monthly incomes can be calculated using rules according to the HUD Handbook 4350/3 Occupancy Requirements for HUD Subsidized Multifamily Housing.~~

~~The location of the designated units may change over time (to be referred to as "floating units") as long as the total number of affordable units remains~~



~~constant and that substituted units are comparable in terms of size, features, and the number of bedrooms, as determined by the Director of the Community Development Department. If the over income household does not vacate the unit, the Developer must assure that when the next comparable apartment becomes vacant, the newly available unit must be rented to a low income household, as a floating unit, to replace the previously designated unit no longer housing a low and/or moderate income household. If the over income household chooses to leave, the vacated unit retains its low income unit designation. If a residential apartment complex is designated as 100% low and/or moderate income, the over income household will not be required to vacate, if it pays the increased rent, and the unit will not be replaced with a "floating unit." When the over income household vacates the unit, the unit retains its low income unit designation.~~

~~If the City determines that an outside audit is necessary to verify the accuracy of the submitted rent roll, then on a basis no more frequently than once a year, it may require such an audit at the expense of the Developer. In such an event, within ten (10) days after delivery of the City's written request for such outside audit, the Developer shall deliver to the City the name of three (3) certified public accountants doing business in the Metropolitan San Diego area. The City will promptly deliver to the Developer notice of approval by the City of one or more of said names.~~

~~The audit shall be completed by an approved certified public accountant, at the Developer's sole cost and expense, within sixty (60) days after the delivery to the Developer of the City's approval. The certified public accountant shall promptly deliver a copy of the written audit to the City. Such audit shall be an audit of the Developer's records, including the information supplied to the Developer by the low income tenants. The auditor shall not be required to verify the accuracy of the information provided by the low income tenants.~~

#### ~~B. HOME OWNERSHIP UNITS' COMPLIANCE PACKET~~

~~Should the Developer seek approval by the City to credit a home purchase toward its low and/or moderate income housing obligation, the Developer must give the City, at a minimum, a compliance packet including the following:~~

- ~~● Copy of Settlement Sheet~~
- ~~● Final 1003~~
- ~~● Final Uniform Underwriting Transmittal Summary~~
- ~~● Good Faith Estimate~~
- ~~● Authorization to Release Information by Purchaser~~
- ~~● Annual Certification of Homebuyer to include a copy of tax information and copy of phone or other utility bill~~

- ~~• Acknowledgement that the information is for the City's Reporting and Administration use only~~

~~Verification of low and/or moderate income buyer is to be completed by the Developer on behalf of the City. The Developer shall not be required to perform any extraordinary investigation or verification regarding such information other than the Developer's usual and customary means of income identification. The methods used to verify income will vary depending upon the nature of sources of income reported by the buyer, but may include employment verification, review of recent paycheck stubs, government or social security payments, or a review of recent tax returns.~~

~~The Developer may contact the City's Community Development Housing Division's Housing Coordinator to confirm the City's acceptance of the applicant as credit toward the Developer's low and/or moderate income housing unit obligation. The Developer may contact the City prior to the sale of the unit for consultation purposes if desired; however, approval will be given in writing only after the required documents are reviewed and accepted by the City.~~

Terms related to occupancy and affordability restrictions shall be recorded as a separate deed restriction or regulatory agreement on the property designated for the affordable units and shall bind all future owners and successors in interest for the term of years specified therein. The City shall monitor affordable units for compliance with those terms and conditions of all relevant Affordable Housing Agreements or other restrictions. The Developer shall submit compliance reports in the frequency and manner prescribed by the City of Chula Vista Development Services Department.

## VI. AFFIRMATIVE MARKETING PLAN

The Developer shall provide a marketing plan acceptable to the City, in the City's reasonable discretion, for proactively marketing the low and moderate income housing units to low and moderate income tenants and purchasers. Developer shall use good faith and reasonable best efforts to market the low and moderate income housing units to low and moderate income tenants and purchasers according to the affirmative marketing plan. ~~(See Exhibit 4, "City Requirements for Affirmative Action Plan.")~~ The City will use good faith and reasonable best efforts to assist the Developer in marketing low and moderate income housing units to low and moderate income tenants and purchasers obtaining the services of a third-party organization in connection with such marketing efforts, processing the applications of prospective tenants and purchasers of low and moderate income housing units, and complying with the reporting requirements as required herein.

## VII. IMPLEMENTING AGREEMENTS AND CONDITIONS

This AHP may be implemented through various mechanisms including development agreements, tentative map conditions, and specific housing project agreements that may impose additional terms and conditions consistent herewith.

## VIII. DEFINITIONS

### *Affirmative Marketing Plan:*

An outline that details actions the Developer will take to provide information and otherwise attract eligible persons in the housing market area to the available housing without regard to race, sex, sexual orientation, marital status, familiar status, color, religion, national origin, ancestry, handicap, age, or any other category which may be defined by the law now or in the future.

### *Low Income Household:*

A household of persons who claim primary residency at the same unit with combined incomes that are greater than 50%, but not more than 80% of the Area Median Income for the San Diego area based on household size as determined annually by the U.S. Department of Housing and Urban Development (HUD). Household size is calculated by the number of persons residing at the same unit as their primary residency.

### *Moderate Income Household:*

A household of persons who claim primary residency at the same unit with combined incomes between 80% to 120% of the Area Median Income for the San Diego area based on household size as determined annually by the U.S. Department of Housing and Urban Development (HUD). Household size is calculated by the number of persons residing at the same unit as their primary residency.

### *San Diego Area Median Income:*

The San Diego County area median income level as determined from time to time by HUD, based on household size.

### *Subsidized Financing:*

Any financing provided by any public agency specifically for the development and construction of low or moderate income housing units, including but not limited to the following:

- Low Income Housing Tax Credits (LIHTC) – statewide competition;
- Housing Bonds – State;
- Housing Bonds – City of Chula Vista;
- Redevelopment Low and Moderate-income Housing Fund – Redevelopment Agency;
- HOME – City of Chula Vista and County of San Diego;
- Community Development Block Grants – City of Chula Vista; and,
- Other Public Financing – State and Federal.

**EXHIBIT 1A**  
**Supplemental Rental Application**

The rental unit for which you are applying has received governmental assistance under programs to encourage more affordable housing. As a result, the unit carries a rent level restriction and is restricted to occupancy by low and moderate income households.

The information required on this form is necessary to determine your income eligibility to occupy the unit. You must report all household income. Information provided will be confidential and not subject to public disclosure pursuant to State Government Code Section 6254(n).

Rental Unit Address \_\_\_\_\_

Applicant Name \_\_\_\_\_

Other Household Members \_\_\_\_\_

Total Current Annual Household Income from all Sources Including Asset:

TOTAL \$ \_\_\_\_\_

Detail:

Household Member \_\_\_\_\_ Income \_\_\_\_\_ Source \_\_\_\_\_

Total Gross Annual Household Income shown on most recent Federal Tax Return from Previous Calendar Year (Attach copies of most recent Federal Tax returns from previous calendar year for all household members receiving income. Include other verification of income not appearing on tax forms).

\$ \_\_\_\_\_

Monthly Rental Rate \$ \_\_\_\_\_

Number of Bedrooms \_\_\_\_\_

**EXHIBIT 1A**  
**CITY/HA SUPPLEMENTAL RENTAL APPLICATION**

**Insert Name Apartments**  
**Supplemental Application**

**Insert Name** Apartments offers apartments located at **Insert Address**. The units consist of 1, 2 and 3 bedroom units.

**For more information about **Insert Name** Apartments, the units, floorplans, etc, please stop by the Rental Office at \_\_\_\_\_, Chula Vista, CA 9191\_.**

The purpose of this program is to provide affordable rental opportunities for low-income households and to ensure that City of Chula Vista meet the goals set forth in the City's Housing Element and HUD approved Consolidated Plan.

The City of Chula Vista and **Insert Ownership Name** welcomes your interest in **Insert Name** Apartments and requests that you read this information in its entirety. It is very important that you understand ALL of the program requirements. Once you agree to rent an affordable unit you are bound by all of the requirements.

**AFFORDABLE HOUSING UNITS**

In order to qualify to rent an Affordable Housing Unit, applicants must meet **ALL** of the requirements outlined within this document.

Income restrictions apply. Please refer to the chart below for the **MAXIMUM** gross income based upon household size, which is defined as the total number of people residing within the household. You must be able to provide evidence that the people you list as household occupants will reside in the affordable unit. Gross income is the total amount of income earned by all persons, over the age of 18, within the household before all standard withdrawals (including federal tax, state tax, social security, etc.)

**Affordable Unit Restrictions**

The restrictions set forth in the Table below shall establish the maximum rental rate, which shall be adjusted for family size appropriate for the Affordable Unit, from which a utility allowance as approved by the City Manager shall be deducted. The family size appropriate for the Affordable Unit for purposes of establishing the maximum rental rate shall be calculated at one person per bedroom plus one.

**EXHIBIT 1A**  
**CITY/HA SUPPLEMENTAL RENTAL APPLICATION**

**TABLE OF RENT AND INCOME RESTRICTION CRITERIA**

UNIT TYPE	MAXIMUM MONTHLY RENTS	MAXIMUM INCOME OF ELIGIBLE TENANTS
1-Bedroom	1/12 <sup>th</sup> of 30% of 50% of AMI	50% of AMI
1-Bedroom	1/12 <sup>th</sup> of 30% of 60% of AMI	60% of AMI
2-Bedroom	1/12 <sup>th</sup> of 30% of 50% of AMI	50% of AMI
2-Bedroom	1/12 <sup>th</sup> of 30% of 60% of AMI	60% of AMI
3-Bedroom	1/12 <sup>th</sup> of 30% of 50% of AMI	50% of AMI
3-Bedroom	1/12 <sup>th</sup> of 30% of 60% of AMI	60% of AMI

“Eligible Tenants” are those tenants: (i) whose aggregate gross annual income does not exceed the respective percentages set forth in the Table of Rent and Income Restriction Criteria set forth in Section 1(a), above, as adjusted for family size; and (ii) who own no interests in real property other than a timeshare which may be used for a maximum of one month per year. For purposes of this Declaration, the current annual area median income shall be the area median income defined by HUD as the then current area median income for the San Diego-Carlsbad-San Marcos Metropolitan Statistical Area, established periodically by HUD and published in the Federal Register, as adjusted for family size. The rents and the occupancy restrictions shall be deemed adjusted, from time to time, in accordance with any adjustments that are authorized by HUD or any successor agency. In the event HUD ceases to publish an established area median income as aforesaid, Lender may, in its sole discretion, use any other reasonably comparable method of computing adjustments in area median income. Notwithstanding anything contained herein to the contrary, to the extent any other restrictions applicable to the Property limit the rent and/or occupancy of the Property, the most restrictive shall apply.

**EXHIBIT 1A**  
**CITY/HA SUPPLEMENTAL RENTAL APPLICATION**

ADDITIONAL AFFORDABLE HOUSING PROGRAM REQUIREMENTS

**RENT SELECTION CRITERIA**

[Insert if Applicable]

The Property Management Company will use the following criteria in order to determine priority for rental of an Affordable Unit. A point system has been established so that applicants with a higher number of points will receive preference for units.

[Insert Point System if Applicable]



**EXHIBIT 1A**  
**CITY/HA SUPPLEMENTAL RENTAL APPLICATION**

AFFORDABLE HOUSING RESTRICTIONS

APPLICATION REVIEW PROCESS

- Applicants will be contacted by the rental office staff via U.S. mail acknowledging receipt of complete application and supporting documentation. The property manager and the City will review all applications to determine eligibility.
- Eligible applications will be forwarded to \_\_\_\_\_ to be reviewed for eligibility. Please be advised that your financial information will be reviewed for two different purposes:
  - To determine that your household annual income does NOT exceed the maximum allowed by the City of Chula Vista for the Affordable Housing. ALL income will be considered for all persons living in the home who are 18 years or older, even if the income is not taxable income.
  - To determine if your income, employment history and credit rating are sufficient to qualify for a rental.

**Before you submit your complete application and supporting documentation please ask yourself the following questions. Do you:**

- Meet ALL the program requirements?
- Have a good credit rating?
- Have stable income?

**If you have answered yes to ALL the above questions.....**

Fill out the attached application and submit it plus ALL required documentation and MAIL to:

**ATTN: Insert Ownership Name, LP**  
**Insert Name Apartments**

\_\_\_\_\_  
\_\_\_\_\_



**EXHIBIT 1A**  
**SAMPLE SUPPLEMENTAL RENTAL APPLICATION**

**HOUSEHOLD INFORMATION:**

List **ALL** household members **Including Applicant(s)** that will reside in the Affordable Housing Unit. Attach proof of this information.

Total # of persons in Household \_\_\_\_\_ Total yearly Household Income \$ \_\_\_\_\_

Total Household Assets \$ \_\_\_\_\_

\_\_\_\_\_  
Name Age Relationship to Applicant

\_\_\_\_\_  
Name Age Relationship to Applicant

\_\_\_\_\_  
Name Age Relationship to Applicant

\_\_\_\_\_  
Name Age Relationship to Applicant

\_\_\_\_\_  
Name Age Relationship to Applicant

\_\_\_\_\_  
Name Age Relationship to Applicant

**EXHIBIT 1A**  
**SAMPLE SUPPLEMENTAL RENTAL APPLICATION**

**RENTER SELECTION CRITERIA INFORMATION:**

*Selection of Tenants:* Absent a Master List described above, selection of tenants shall be made randomly by lottery within the following levels of priority, subject in all circumstances to applicable limitations imposed by law, including, without limitation, the Fair Housing Act under Federal law:

*If you respond YES to any of the questions below, you MUST provide written evidence with your application satisfactory to the City of Chula Vista or you may not receive all eligible points.*

**1) Did you have to leave your most recent PRIMARY residence due to either: Being displaced from your primary residence as a result of an action of City or Agency, a condominium conversion involving the household's residence, expiration of affordable housing covenants applicable to such residence, or closure of a mobile home or trailer park community in which the household's residence was located, and the household resided in such housing as the household's primary place of residence for at least two years prior to such action or event.**

**Yes**                       **No**

**How long has this home been your primary residence?**

**2+ years**                       **1 year**                       **Less than 1 year**

**2) Does your Household meet one of the following criteria: (i) households which are displaced from their primary residence as a result of an action of City or Agency, a condominium conversion involving the household's residence, expiration of affordable housing covenants applicable to such residence, or closure of a mobile home or trailer park community in which the household's residence was located, and the household resided in such housing as the household's primary place of residence for at least one year but less than two years prior to such action or event; (ii) households with at least one member who resides within the City, as that person's primary place of residence; (iii) households with at least one member who works or has been hired to work within the City, as that person's principal place of full-time employment; or (iv) households with at least one member who is expected to live within the City as a result of a bona fide offer of employment within the City.**

**Yes**                       **No**

**EXHIBIT 1A**  
**SAMPLE SUPPLEMENTAL RENTAL APPLICATION**

No discrimination herein may be used for the purpose or effect of delaying or otherwise denying admission to the Property or unit based on the race, color, ethnic origin, gender, religion, disability, or age of any member of the applicant.

**AFFORDABLE HOUSING APPLICATION CHECKLIST**

This checklist contains a list of documents that you are **REQUIRED** to submit, along with the completed Application as part of the application review process. Please review the list carefully and include **COPIES** of all documents that you are submitting. If there are any documents listed that you do not believe you are required to submit please indicate N/A and state the reason why the information is not attached. You must attach this signed checklist as part of your application packet. **APPLICATIONS THAT ARE MISSING DOCUMENTATION WILL NOT BE CONSIDERED.**

- Two months of most current and consecutive bank/investment/retirement statements for ALL accounts (all pages)
- Most recent paycheck stubs covering a 30-day period for each borrower
- Most recent one (1) year W-2s and/or 1099s for each borrower
- Most recent one (1) year Federal Tax Returns for each borrower (all schedules)
- Complete divorce decree(s) with all attachments, if applicable
- Complete bankruptcy papers with all schedules and discharge papers for bankruptcies within the last 7 years, if applicable
- Copy of Resident Alien Card, front and back, if applicable or other appropriate proof of legal U.S. residency

**If you are self-employed, also provide the following:**

- Most recent three (3) years tax returns and copies of 1040s, W-2s, 1099s and/or K-1s for each borrower
- Limited or General Partnership returns (if ownership interest is 25% or greater)-copies of form 1065
- Sub Chapter S Corporation returns (if ownership interest is 25% or greater)-copies of form 1120 S
- U.S. Corporation returns (if ownership interest is 25% or greater)- copies of form 1120
- YTD Profit and Loss Statement (in some cases this may need to be audited)

**EXHIBIT 1A**  
**SAMPLE SUPPLEMENTAL RENTAL APPLICATION**

**AFFORDABLE HOUSING UNIT AFFIDAVIT**

By signing below each applicant makes the following certifications:

I understand and agree with the answers I have provided, and do furthermore certify the following:

1. That those people who I expect to share occupancy of the Residence with me are listed under the Household Information section of the Application.
2. That my spouse is an Applicant for the Program and must sign this Application.
3. That I will submit true and complete copies of all requested documentation.
4. That the Residence will be occupied and used as my principal place of residence.
5. That my income does not exceed the program income limits.

**AFFORDABLE HOUSING UNIT CERTIFICATION**

I acknowledge and understand that this Affidavit, as completed above, will be relied on for determining my eligibility for An Affordable Housing Unit. I acknowledge that a material misstatement negligently made by me in this Affidavit or in any other connection with my Application for an Affordable Housing Unit will constitute a violation punishable by a fine and possible criminal penalties imposed by law, and will result in the cancellation or revocation of the Loan. I acknowledge that any false statement or misrepresentation or the fraudulent use of any instrument, facility, article, or other valuable thing or service pursuant to my participation in the Program is punishable by fine.

---

RENTER

DATE

---

RENTER

DATE

**EXHIBIT 1B**  
**Applicant's Statement**

I certify under penalty of perjury that the following information is true and correct to the best of my knowledge. I understand that any misrepresentation of the information contained herein may be cause for eviction.

Signature \_\_\_\_\_

Date \_\_\_\_\_

**Owner's Statement**

Based on the foregoing information, I certify under penalty of perjury that the applicant is eligible to occupy this restricted low and moderate income housing unit. Eligibility is based on finding that the applicant's household's current annual income is \$\_\_\_\_\_ and does not exceed current maximum household income of \$\_\_\_\_\_ allowed under the terms of a Development Agreement with the City of Chula Vista regarding this residential rental development.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**EXHIBIT 2A  
Semi-annual Report**

**Owner's Certification**

I am the owner or owner's representative for an affordable housing development in the City of Chula Vista which is bound by a Housing Agreement with the City.

I certify under penalty of perjury that the attached rent roll for affordable units at my project is true and correct to the best of my knowledge and complies with the terms and conditions stipulated in the Affordable Housing Agreement, or any agreements that implements the same, with the City of Chula Vista.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**EXHIBIT 2B**  
**Semi-Annual Affordable Housing Monitoring Report**



Project Name: \_\_\_\_\_  
 Project Address: \_\_\_\_\_  
 Contact Person: \_\_\_\_\_ Title: \_\_\_\_\_  
 Telephone No.: \_\_\_\_\_ Fax No.: \_\_\_\_\_  
 As of (Date):  June 30, \_\_\_\_\_  December 31, \_\_\_\_\_  
 Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_

Bdrm Size	Restricted - Affordable		Non-Restricted		TOTAL
	No. of Units	No. of Units	No. of Units	Avg Monthly Rent	
Studio					
1 Bedroom					
2 Bedrooms					
3+Bedrooms					
<b>TOTAL</b>					

Unit No.	Bdrm Size	Monthly Rent \$	Name of Household	No. of Occupants	Total Monthly Household Income \$	Percent Median Income	Seniors - One Occupant 60 Yrs+ (Y/N)	Date of Last Income Re-Examination	FOR CITY USE ONLY Unit in Compliance (Y/N)
Example	2	\$695	Doe, John	2	\$2,800	%	N/A	1/99	
1.		\$			\$	%			
2.		\$			\$	%			
3.		\$			\$	%			

**EXHIBIT 2B**  
**Semi-Annual Affordable Housing Monitoring Report**

  
**SEMI-ANNUAL AFFORDABLE HOUSING MONITORING REPORT**

Project Name: \_\_\_\_\_  
 As of (Date):  June 30, \_\_\_\_\_  December 31, \_\_\_\_\_

Unit No.	Bdrm Size	Monthly Rent \$	Name of Household	No. of Occupants	Total Monthly Household Income \$	Percent Median Income	Seniors - One Occupant 60 Yrs+ (Y/N)	Date of Last Income Re-Examination	FOR CITY USE ONLY Unit in Compliance (Y/N)
4.		\$			\$	%			
5.		\$			\$	%			
6.		\$			\$	%			
7.		\$			\$	%			
8.		\$			\$	%			
9.		\$			\$	%			
10.		\$			\$	%			
11.		\$			\$	%			
12.		\$			\$	%			
13.		\$			\$	%			
14.		\$			\$	%			
15.		\$			\$	%			
16.		\$			\$	%			
17.		\$			\$	%			
18.		\$			\$	%			
19.		\$			\$	%			
20.		\$			\$	%			

Deadline for Submittal: January 15<sup>th</sup> and July 15<sup>th</sup> of each year.

Word: Monitor Rpt - All Hsg

Revised: January, 2001

Page 2 of 2

**EXHIBIT 3**  
**Homebuyer's Qualifying Form**

Buyer's Name:

Current Address:

Household Size:

Household Income:

Master Plan Community:

Tract:

Lot #

Lot Address:

# Bedrooms:

Purchase Price<sup>3</sup>:

Monthly PITI Payment:

% of Income:

Year of Purchase:

Signature Authorizing Release to City:

Sales Representative:

Submitted to City on:

Note: This information is for the City's Reporting and Administrative Use Only.

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<sup>3</sup> The sales price of any unit being sold in partial satisfaction of Developer's obligation to provide moderate income housing shall not exceed the affordable housing costs for owner occupied housing as defined within the Affordable Housing Program for the master plan community.

**EXHIBIT 4**  
**City Requirements for Affirmative Marketing Plan**

Every Developer complying with the City of Chula Vista's Housing Element's "Affordable Housing Plan" shall submit to the City and Affirmative Marketing Plan for City Review and Approval which details actions the Developer will take to provide information and otherwise attract eligible persons in the housing market area to the available housing without regard to race, sex, sexual orientation, marital status, familiar status, color, religion, national origin, ancestry, handicap, age, or any other category which may be defined by the law now or in the future.

- I. The City of Chula Vista Affirmative Marketing Requirements are as follows. Please note, however, the Plan is not limited to the Requirements.
  - (i) Detail methods for informing the public, buyers and potential tenants about Federal fair housing laws and the City of Chula Vista's affirmative marketing policy;
  - (ii) Publicize to minority persons the availability of housing opportunities through the type of media customarily utilized by the applicant, including minority outlets which are available in the housing market area;
  - (iii) Identify by language and by number any significant number of persons in a community within the housing market area who have limited fluency in the English language;
  - (iv) Where there is a significant number of persons in a community within the housing market area who have limited fluency in the English language, the Plan shall:
    - (a) *Identify the media most likely to reach such persons.*
    - (b) *Advertise for the housing development in the native language of such persons, in addition to the English language, and*
    - (c) *Describe the provisions which the housing sponsor will make for handling inquiries by and negotiations with such persons for the rental or sale of units in the development.*
    - (d) *Detail procedures to be used by the Developer and/or property manager to inform and solicit applications from persons in the housing market area who are not likely to apply for the housing without special outreach (e.g., use of community organizations, places of worship, employment centers, fair housing groups, or housing counseling agencies).*
- II. Records must be kept describing actions taken by the Developer and/or property managers to affirmatively market units and records to assess the results of these actions:

- (i) The records shall include a copy or transcript of the advertisement copy, the identity of the media in which it was disseminated, and the date(s) of each appearance. The housing sponsor shall also keep a record of the dates and places of any meetings or communications between the housing sponsor and any individual or group referred to the housing sponsor by the agency or organizations representing any of the groups within the community acting on behalf of any classification of minority persons described above. Such records shall be retained for a period of five years;
  - (ii) A description of how the Developer and/or property managers will annually assess the success of affirmative marketing actions and what corrective actions will be taken where affirmative marketing requirements are not met; and
  - (iii) The Developer/property manager shall furnish all information and reports required hereunder and will permit access to its books, records and accounts by the City of Chula Vista, HUD or its agent, or other authorized Federal and State officials for purposes of investigation to ascertain compliance with the rules, regulations and provisions stated herein.
- III. The City of Chula Vista may from time to time review the Plan and the Developer's and property manager's activities pursuant to the Plan and may require amendments to the Plan if it does not fully comply with the requirements of this section.
- IV. An affirmative marketing program shall be in effect for the duration of the Qualified Term defined in the Affordable Housing Agreement
- V. If a source of funding uses in a low/moderate income housing development, such as federal or state funds, has affirmative marketing requirements more restrictive than the City of Chula Vista's affirmative marketing requirements, then the more restrictive applies.

**Otay Ranch Planning Area 12**

**Freeway Commercial North**

# **Non-Renewable Energy Conservation Plan**

**April 2018**



## **A. INTRODUCTION**

The Otay Ranch GDP requires the preparation of a Non-Renewable Energy Conservation Plan to identify feasible methods to reduce the consumption of non-renewable energy sources, including but not limited to, transportation, building design and use, lighting, recycling, alternative energy sources and land use.

Fossil fuels provide the majority of non-renewable energy sources in the San Diego region. These fuels are directly consumed in the form of gasoline, diesel fuel and natural gas, and indirectly consumed as electricity generated from these fuels. The goals, objectives and policies of the GDP provide for the long-range increase in conservation and reduction of consumption of non-renewable energy sources.

On November 14, 2000, the City Council adopted the Carbon Dioxide (CO<sub>2</sub>) Reduction Plan, which included implementing measures regarding transportation and energy efficient land use planning and building construction measures for new development. In this Plan, it was recognized that the City's efforts to reduce carbon dioxide emissions from new development are directly related to energy conservation and air quality efforts. Climate Change Working Group Measures Implementation Plan (2008) and Climate Adaptation Strategies Implementation Plan (2011) been adopted with additional measures to strengthen the City's climate action efforts.

Opportunities for energy conservation in new development fall into three categories: the arrangement and intensity of land uses; mass transit and alternative transportation modes; and building siting, design and construction.

The greatest opportunities for significant conservation are transportation related. The planning of Otay Ranch and its villages maximizes these opportunities by concentrating intensity of development around new transit facilities, providing for a regional transit-way and encouraging pedestrian and bicycle travel as an alternative to the automobile. Planning Area 12 has been designed in accordance with these energy conservation principles.

## **B. LAND USE AND COMMUNITY DESIGN**

Land use and community design that encourages energy conservation include:

- **High Density**

PA-12 is a high-density walkable, urban community that encourages walking and biking. It is also in close proximity to shopping, parks, schools and services. In higher density development, the number of car trips and vehicle miles traveled are reduced as people are able to use alternative modes of transportation of drive much shorter distances to buy groceries, to go out to eat, and to pick their children up from school. The density of shops and schools in an area determines the average distance of those trips.

- **Transit Oriented Development**

PA-12 is centered around public transit and a park-and-ride facility. Existing MTS service and future BRT are within a short walk from this mixed use neighborhood. A community like PA-12, which includes residences, shops, and employment centers, is ideal for taking advantage of public transit as it brings together a concentration of population needed in order to make local bus service feasible with an



intermediate level of service. A dense community that can support the level of public transit service increases the transportation choices for the residents, breaking the car dependency.

- **Housing Efficiency**

The residential neighborhoods within PA-12 are high-density multi-family condominiums and apartments. Compared to single-family homes, units in attached buildings consume less energy for heating and cooling.

- **Mixed Use Development**

Increasing density can significantly reduce dependency on cars, but those benefits are even greater when jobs and retail are incorporated with the housing. Such mixed-use neighborhoods make it easier for people to park their car in one place and accomplish several tasks, which not only reduces the number of car trips required but also reduces overall parking needs for the community. In turn, having households within walking distance of the shops builds in a market for the stores and helps retail survive.

- **Street Widths, Pavement and Street Trees**

Narrow streets and a reduction in pavement reduces heat buildup and the demand for air conditioning. Street trees provide shade that further reduces temperatures.

### **C. TRANSIT FACILITIES AND ALTERNATIVE TRANSPORTATION MODES**

Planning Area 12 is designed to accommodate public transportation and alternative travel modes to reduce energy consumption:

- **Public transportation**

Public transportation is an integral part of the Otay Ranch Community. PA-12 is served by MTS bus routes 703, 707, and 709. Additionally, BRT service is planned to start in early 2018.

### **C. BUILDING SITING AND CONSTRUCTION**

Energy conservation features for building siting and construction include the following:

- **Improved Construction Standards**

Construction in the Plan Area will adhere to the Building Energy Efficiency Standards in Title 24 of the California Code of regulations. In addition, the Developer has agreed to participate in the Chula Vista GreenStar Building Efficiency Program.

- **Solar Access**

Passive solar design and building orientation can take advantage of the sun in the winter for heating and reduce heat gain and cooling needs during the summer.

- **Lighting**

Energy efficient lighting will be used to light streets, parks and other public spaces. Builders will be encouraged to use energy efficient lighting in commercial and residential development.

**Otay Ranch Planning Area 12**

**Freeway Commercial North**

**Transportation Demand Management Program**

**April 2018**



## Introduction

The City of Chula Vista seeks to improve the quality of life of its residents by implementing Transportation Demand Management (TDM) strategies, as well as and incorporating TDM measures in the development review process. TDM refers to programs and strategies that manage and reduce traffic congestion by encouraging the use of transportation alternatives.

Some of the TMD goals are:

- Encourage multi-modal transportation options that reduce carbon emissions
- Reduce roadway congestion, including freight, especially during peak periods
- Support implementation of the TDM goals in the General Plan
- Capitalize on the TDM programs offered by SANDAG
- Reduce reasons for residents to travel outside Chula Vista for work and recreation
- Avoid being overly burdensome and costly – particularly for businesses
- Create a program that is far-reaching, but also able to adapt to the unique communities within the city
- Ensure program viability through a creative approach to funding

## General Plan

TDM strategies are incorporated into Land Use and Transportation Element of the General Plan.

*Objective - LUT 18:* Reduce traffic demand through Transportation Demand Management (TDM) strategies, increased use of transit, bicycles, walking, and other trip reduction measures.

### *Policies:*

LUT 18.1 Support and encourage the use of public transit.

LUT 18.2 Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use conventional transit service.

LUT 18.3 Provide and enhance all feasible alternatives to the automobile, such as bicycling and walking, and encourage public transit ridership on existing and future transit routes.

LUT 18.4 Use master planning techniques in new development and redevelopment projects to enable effective use of public transit.

LUT 18.5 Implement TDM strategies, such as carpooling, vanpooling, and flexible work hours that encourage alternatives to driving alone during peak periods.

LUT 18.6 Encourage employer-based TDM strategies, such as: employee transportation allowances; preferential parking for rideshare vehicles; workplace-based carpool programs; and shuttle services.

LUT 18.7 Support the location of private “telework” centers.

LUT 18.8 Encourage establishment of park-and-ride facilities near or at transit stations, as appropriate to the area's character and surrounding land uses.

LUT 18.9 Adopt roadway design guidelines that enhance street connectivity for pedestrians.

FC-2 project is designed as a sustainable and pedestrian-friendly community. The following section outlines how the project meets the TDM objectives.

### **Implementation of TDM in FC-2**

FC-2 employs a group of TDM strategies that incentivize and enable walking, biking and transit, versus driving.

- As a pedestrian- and transit-oriented development, FC-2 contains complete streets and walkable activity centers (Public Park, neighborhood retail and restaurants along Town Center Drive). Refer to Figure 1.
- Mixed uses and high density result in a more compact development which makes walking a feasible alternative to driving. It creates an active urban community that is bike- and pedestrian-friendly and offers diverse amenities in its own neighborhood.
- The project provides a connection to an existing bicycle trail along Olympic parkway, connecting it to a city-wide network.
- FC-2 encourages alternatives to driving by providing services, shopping and entertainment opportunities within walking distance of the high-density residential, which promotes walking and biking instead and alleviates traffic congestion.
- Otay Ranch Town Center Mall is in direct adjacency to the residential and hotel uses in FC-2 and can be reached by walking.
- FC-2 is also proximate to Otay Ranch Village 6, which includes neighborhood serving uses such as parks and schools. Additionally, with the construction of the BRT bridge, a pedestrian connection will exist shortening the walk to these uses to less than a 1/4 mile.
- Pedestrian sidewalks and pathways connect residential, hotel, and commercial uses to each other and the Town Center Park, creating a pedestrian friendly environment and encourage residents to walk (see Figure 2).
- FC-2 provides pedestrian access to mass transit. FC-2 is located within blocks of a regular bus route. Additionally, a ROW is dedicated for the new BRT route alignment along the southern project boundary.
- A future park-and ride facility is reserved in FC-1.

- FC-2 contains cycling infrastructure (designated bike lanes, multi-use paths, bike racks), the goal of which is to enhance riders' experience by providing a safe route and encourage the use of this alternative to driving
- Pedestrian connections throughout the project - interior courtyards, paseos, promenades, and plazas – make the project site more accessible and provide better customer access to businesses located on Town Center Drive
- Project design will incorporate enhanced bike amenities such as secure and convenient bike parking, locker rooms, and bike repair stands near multi-family, employment, and recreation areas to augment investments in active transportation infrastructure within the community.
- Project design will incorporate dedicated parking for carpools/vanpools at the hotel employment sites.
- Residential Homeowners Association, Apartment Management Office, and Business Association will perform TDM outreach and education plans that include a customized personalized travel planning (PTP) program. PTP is SANDAG's community-based approach to transportation outreach and a proven method for encouraging sustained travel behavior change. PTP provides people with customized information and incentives that help them to try transportation alternatives that meet their personal travel needs. This strategy can help meet the travel needs of residents and employees who may carpool, vanpool, or take transit to and from Freeway Commercial 2.

Figure 1. Site Plan Concept.

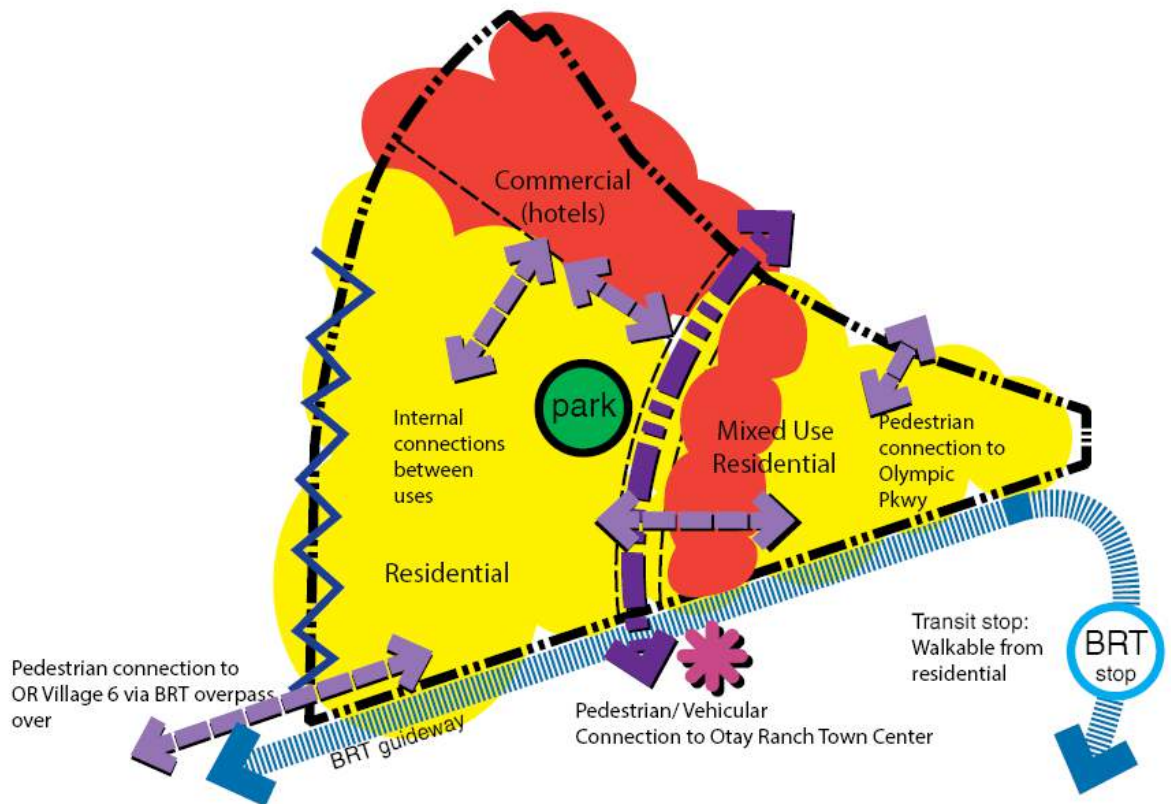
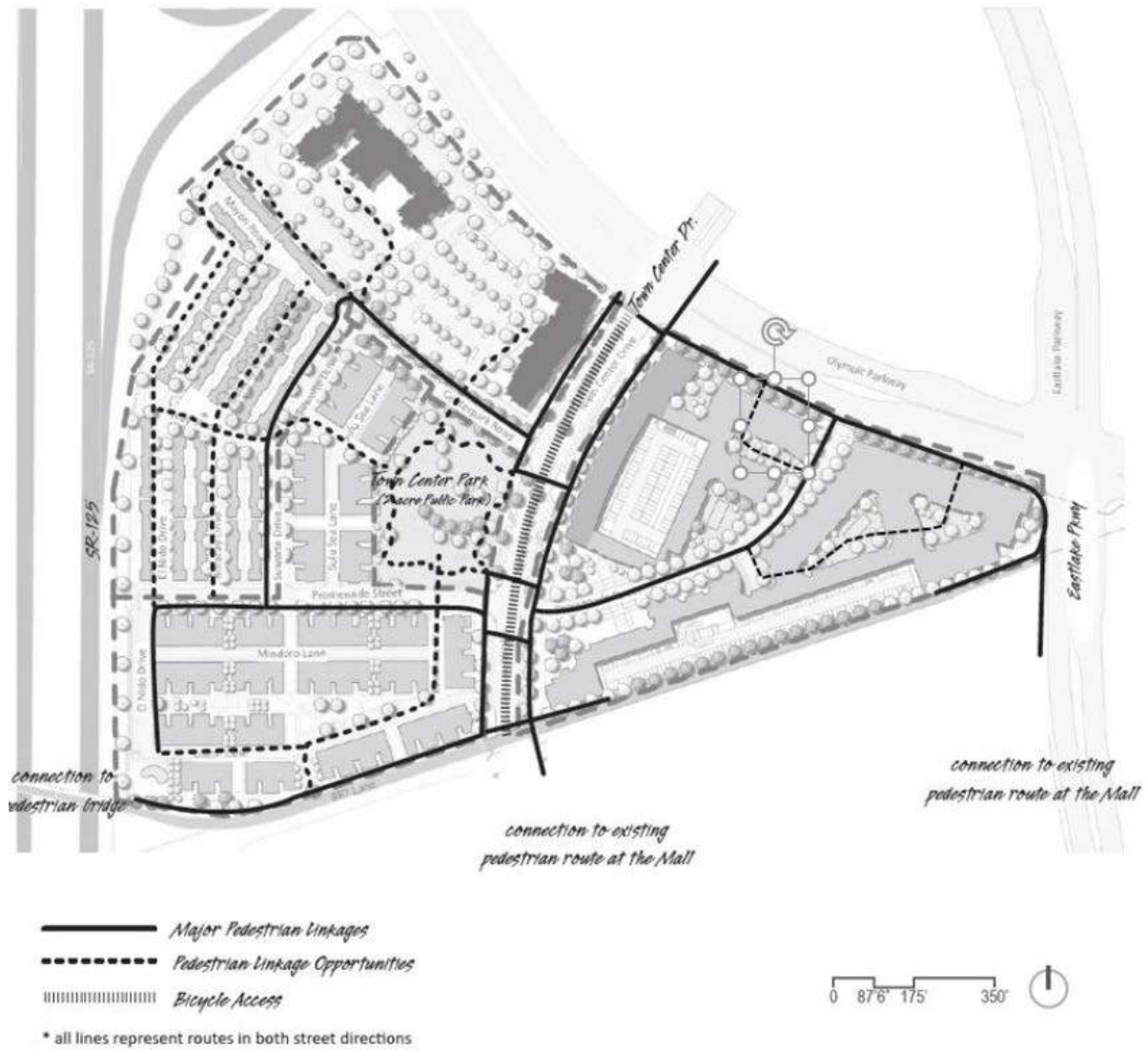


Figure 2. Pedestrian/Bicycle Circulation.





# **Parks Master Plan**

## **Otay Ranch Freeway Commercial North Sectional Planning Area**

April 25, 2019

*Project Sponsor:*  
**Baldwin & Sons**  
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## I. Purpose

- A. This SPA Parks, Recreation, Open Space and Trails Master Plan (“SPA Park Master Plan”) identifies and describes park, recreation, open space and trail facilities and implementation for Otay Ranch Villages. This Plan meets the Otay Ranch Parks, Recreation and Open Space goals, objectives, policies and implementation measures identified in the Otay Ranch GDP to provide parks, recreation and open space amenities. The primary goal is to enhance the quality of life for residents and visitors by providing a variety of active and passive recreational opportunities. This Plan also meets the goals, policies and requirements of the City of Chula Vista Parks Master Plan (November 12, 2002). This Plan incorporates both SPA and Tentative Map level requirements for planning parks, recreation facilities, open space and trails provisions associated with the development of the SPA Plan area.
- B. Regulatory Framework: The provision and implementation of parks and open space in the SPA Plan area is regulated by the following:
1. Chula Vista Municipal Code - SPA Plans:  
Section 19.48.090 (P-C-Planned Community Zone) of the Chula Vista Municipal Code establishes Sectional Planning Area Plans, Requirements and Content. Subsection C.1. requires the following information to be contained in a SPA site utilization plan:
    - Land Uses
    - Parks
    - Open Space
  2. Chula Vista Municipal Code - Park Lands and Public Facilities  
Chapter 17.10 (Park Lands and Public Facilities) of the Chula Vista Municipal Codes establishes the requirements for dedication of land, development of improvements, parkland criteria, in-lieu fees for land dedication and development improvements, commencement of park development, and collections and distribution of park fees.
  3. Otay Ranch General Development Plan (GDP)  
The GDP requires specific identification of park, recreation and open space provisions at the Sectional Plan Area (SPA) Plan level. The SPA requirements are:
    - Provide a Parks Master Plan
    - Identify and reserve specific sites.
    - Identify equipment needs.
    - Identify alternative financing methods.
    - Identify alternative maintenance entities and funding.
    - Identify phasing.
    - Identify plans for the use of reclaimed water, as appropriate.
    - Review need for special purpose parks.
  4. Chula Vista Landscape Manual  
As provided in the Chula Vista Landscape Manual, the following is an overview of the

park and open space development process and specific submittal requirements. The Park design process is to be approved by the Director of General Services.

## 5. Parks

The Landscape Manual requires the preparation of a Park Concept Plan, Master Plan, Design Development and Construction Documents as described below:

- **Concept Plan:**  
The Concept Plan is the initial phase in the park design process. Work product relative to this phase includes, but is not limited to, meeting with staff to discuss the project and the desired uses, site analysis, program development of site features and components; development of various schematic alternatives to evaluate site planning options; determination by staff of the preferred alternatives; and preparation and submittal of the refined concept plan.”
- **Master Plan:**  
The Master Plan phase is the refinement of the Concept Plan to bring the park design to a detail and graphic level acceptable for presentation to the Parks & Recreation Commission and City Council. The plan(s) are to be colored renderings, mounted on foam-core. All Master Plans will be retained by the Parks & Recreation Department for presentation purposes and archival data.
- **Design Development:**  
This phase focuses on the refinement of the Master Plan, to a level of detail sufficient to move into the Construction Document phase. The determination of materials, finishes, colors, plants, quantities, etc., are to be analyzed and determined.
- **Construction Documents:**  
The Construction Document phase consists of the preparation, review and approval of all plans necessary for utilization by the contractor for the installation of the project. Typical sheets may include: Planting, Irrigation, Construction, Grading, Layout and related Construction Details.

## 6. Public Open Space

Public open space for the SPA Plan area meets the requirements of the Otay Ranch Resource Management Plan (RMP). The Chula Vista Landscape Manual requires the preparation of an Open Space Concept and Analysis Plan, Master Plan and Construction Documents as described below:

- **Open Space Concept and Analysis Plan:**  
The Concept Plan for an Open Space project shall serve as a comprehensive plan identifying the following aspects: analysis of the existing conditions, and the mitigation of any impacts generated by the proposed project; existing features on site and any sensitive plant, habitat or wildlife existing on-site that might be impacted; identification of the various Open Space lots being proposed for turnover to the City by letter designation; the level of modifications or improvements to be installed relative to the “Code” system utilized by the City; gross area of each lot and the total area of all Open Space lots, proposed or existing adjacent land uses; and other proposed improvements such as trails, kiosks, signage, walls, etc.”

- **Master Plan:**  
The focus of this submittal is to graphically indicate the location of the project, the types and locations of improvements, relationships to the adjacent land uses and the benefits that will be derived from the project by the City and its citizens. The plan shall be at an appropriate scale to allow for accurate analysis. This plan shall be a rendered plan, mounted on foam-core and will be retained by the Parks & Recreation Department for presentation purposes and archival data.
- **Construction Documents:**  
The Construction Document phase consists of the preparation, review and approval of all plans and documents necessary for utilization by the developer and contractor for the installation of the project. Typical sheets may include: Planting, Irrigation, Construction, Grading, Layout and related Construction Details.

Based upon the scope and type of project, staff will identify the quantity and sets to be submitted for review. Four sets of plans will typically be required for routing to other City Departments.

7. Streetscape (Medians and Parkways) The Chula Vista Landscape Manual requires the preparation of a Master Plan and Construction Documents for Streetscapes (Medians and Parkways) as described below:

- **Streetscape Master Plan:**  
The focus of this submittal is to graphically indicate the location of the project, the types and locations of improvements, relationships to the adjacent land uses and the benefits that will be derived from the project by the City and its citizens.
- **Construction Documents:**  
The Construction Document phase consists of the preparation, review and approval of all plans and documents necessary for utilization by the developer and contractor for the installation of the project. Typical sheets may include: Planting, Irrigation, Construction, Grading, Layout and related Construction Details.

Based upon the scope and type of project, staff will identify the quantity and sets to be submitted for review. Four sets of plans will typically be required for routing to other City Departments.”

7. SPA Plan Public Facilities Finance Plan

The Municipal Code establishes, as a condition of SPA approval, the preparation of a Public Facilities Finance Plan (PFFP). The PFFP must show how and when facilities and services necessary to accommodate the development will be installed and financed, including a phasing schedule to ensure that facilities are provided in a timely manner and that one area will not utilize more than the area’s fair share of facility or service capacity.

8. Entitlement Documents

Park, recreation and open space provisions are further defined as development entitlements are processed as follows:

- a. Tentative Map requirements:
  - Include local park sites in Conditions of Approval;
  - Identify funding for local parks and determine a schedule for the payment of pad fees;
  - Review existing or proposed trails on adjacent properties to ensure linkages;
- b. Subdivision Landscape Master Plan requirements:
  - Include all principal landscape design concepts (same size/scale as Tentative Map);
  - Include all park, recreation, open space and trails;
  - Identify ownership and maintenance responsibilities
- c. Final Map requirements:
  - Identify ownership and maintenance responsibilities
  - Dedicate local park sites
  - Assure funding for local parks
  - Implement design guidelines
- d. Building Permit Requirements: Pay impact fee (if established)

## **II. Otay Ranch Goals and Policies**

The Otay Ranch parks and recreation goals, objectives and policies provide for a variety of parks and recreation amenities. Otay Ranch provides the opportunity for a full range of passive and active recreational opportunities both locally and on a regional basis. Otay Ranch GDP goals, objectives and policies related to park and recreation facilities include the following:

**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.

**Objective:** Identify park, recreational and open space opportunities, where appropriate, to serve the South County region and San Diego County as a whole.

**Policy:** Encourage joint use of utility easements with appropriate and compatible uses, including, but not limited to, open space, agriculture, parking and trails.

**Objective:** Maximize conservation, joint uses and access and consider safety in the design of recreational facilities.

**Policy:** Commercial recreation opportunities may be permitted within Town Square, community and regional parks to generate revenue to defray park operational expenses.

**Policy:** Utilize conservation measures including reclaimed water, efficient irrigation systems and drought tolerant plant material in the development of public and private parks where allowed.

**Policy:** Minimize park operation and maintenance costs and identify funding sources for continued operation and maintenance of all Otay Ranch park and open space land.

**Objective:** Provide neighborhood and Community Park and recreational facilities to serve the recreational needs of local 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 area.

**Policy:** Encourage the design of park sites adjacent to public schools and other public lands where co-location of facilities is feasible. Joint use agreements with school districts is encouraged.

**III. Park Requirements**

**A. Chula Vista Municipal Code**

All new development in the City of Chula Vista is subject to the requirements contained in the City's Parkland Dedication Ordinance CVMC Chapter 17.10. The ordinance establishes fees for park land acquisition and development, sets standards for dedication and establishes criteria for acceptance of parks and open space by the City of Chula Vista. Fees vary depending upon the type of dwelling unit that is proposed. There are three types of housing: Single Family dwelling units (defined as all types of single family detached housing and condominiums), Multi-Family dwelling units (defined as all types of attached housing including townhouses, attached condominiums, duplexes, triplexes and apartments) and Mobile Homes. Single Family Housing is defined as a freestanding structure with one residential unit. Multi-Family Housing is defined as any freestanding structure that contains two or more residential units. Parkland dedication requirements are shown below on Table 1.

**Table 1  
Estimated Required Park Land Dedication**

<b>UNIT TYPE</b>	<b>TARGET NUMBER OF UNITS</b>	<b>PARK AREA/DU</b>	<b>TOTAL AC</b>
Single Family	0	460 sf      0.	0 ac
Multiple Family	900	341 sf	7.05
Total	900		7.05

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.

The actual park acreage requirements will be based on the actual number of residential units (and projected population) approved on the subsequent Development Agreement and Final Map(s) for FC2. The Development Agreement shall identify how park requirements will be satisfied.

**IV. Park and Recreation Program**

The Park and Recreation Program includes the following:

1. Public Parks
2. Private Recreation
3. Ownership and Maintenance
4. Connections

**A. Public Park**

The project is responsible for both the park development component and the acquisition component PAD Fees. The project parkland demand is 7.05 acres based on CVMC 17.10 (Table H.3). The project will meet its parkland obligation of 7.05 acres through two separate mechanisms. The obligation of the first 600 residential units will be met through the provision of a 2-acre public park enhanced to a value equivalent to 4.69 acres of parkland. The remaining 300 units will satisfy the remaining 2.36 acres of obligation through payment of a Park Benefit Fee (per the Project’s Development Agreement) equal to the PAD fees (both Acquisition and Development components) for multi-family units.

Table H.5 identifies the estimated City of Chula Vista October 2018 fees for the Parkland Acquisition and Development Component of the PAD fees paid for the first 600 units in FC-2 and the Park Benefit Fee paid for units 601 through 900 in FC-2.

**Table 2  
FC-2 Multi-Family Acquisition and Development Fee (Preliminary Calculation)**

<b>MF Units</b>	<b>MF Acquisition Fee \$9,408</b>	<b>MF Development Fee \$5,859</b>	<b>Park Benefit Fee \$15,267</b>	<b>Total</b>
<b>600</b>	\$5,644,800	\$3,515,400	-	\$9,160,200*
<b>300</b>	-	-	\$4,580,100	\$4,580,100
<b>Total:</b>				<b>\$13,740,300</b>
* Figures in this table are preliminary estimates and shall be recalculated at the time when the obligations are due as determined by the Development Agreement. This table does not include credit for the 2-acre park and Development Agreement required park enhancements				



# Concept Design for FC-2 Park



See Park Program Element on next page

Exhibit P-1

## **PROGRAM ELEMENTS**

---

- 1 Open Lawn / Flexible Event Space
  - 2 Amphitheater seating with informal staircase
  - 3 Shallow Reflecting Water Feature With Pop-Jets
  - 4 Comfort Station, Storage Building and Mechanical Room
  - 5 Trash and Recycling Enclosure
  - 6 Outdoor Shower & Drinking Fountain
  - 7 Tensile shade structure
  - 8 Community table and flexible seating
  - 9 Flexible Use Plaza
  - 10 Picnic Area w/BBQ's
  - 11 Palm Oasis / Dry Arroyo / Informal Play with D.G.
  - 12 Informal Play Bridge
  - 13 Treehouse With Rubber Surface
  - 14 Custom Hillside Slide - HDPC
  - 15 Informal Timber Staircase
  - 16 Informal Boulder Staircase
  - 17 Monument Sign Location
  - 18 Park entrance from residential edge
  - 19 Privacy Berm
  - 20 Food truck parking
  - 21 Back-in diagonal parking
  - 22 Trellis Shade Structure
  - 23 Bike Rack & Repair Station (at 1 location only)
  - 24 CIP Concrete Curved Staircase
  - 25 Artistic Stainless Steel Misters
  - 26 Water Walls w/ layer jets
  - 27 Artificial Turf Hill / Slide
  - 28 Natural Play Logs and Stumps
  - 29 Modular Fitness Station
  - 30 CIP Concrete Seatwalls
- Property Line

**Exhibit P-1, Continued**

## B. Private Recreation

Private recreation facilities, common open space, and walkways will be provided as an integral component of the residential site plan. The concept for private recreation facilities includes two primary facilities as shown in Exhibit P-2 below. One serves the west side and the other serves the west side of the project. The public park is centrally located serving both sides and conveniently accessible to the general public.



Exhibit P-2

C. Ownership and Maintenance:

The ownership, maintenance, and dedication requirements for the Public Park shall be as established in the Development Agreement. The ownership and maintenance of the private recreation facilities, common open spaces, and off-street walkways shall be by the private homeowners association for the residential areas.

D. Connections:

Both the public and private parks are connected internally by a system of walkways as shown on Exhibit P-3, Park Connections. Additionally, these connect to public parks off-site in adjacent villages.

# Park Connections



**Exhibit P-3**

# Freeway Commercial North Air Quality Impact Plan (AQIP)

April 2018

*Project Sponsor/Applicant:*

**Baldwin & Sons**

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(619) 234-4050

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## 1. EXECUTIVE SUMMARY

### *A. Intent of AQIP*

This Air Quality Improvement Plan (AQIP) has been prepared in conjunction with the Otay Ranch Freeway Commercial Sectional Planning Area (SPA) Plan amendment, required for the proposed development of Freeway Commercial North (FC-2) site as a mixed-use project. The Otay Ranch Freeway Commercial SPA plan covers both Freeway Commercial South site, which was developed as Otay Ranch Town Center mall in 2006, and Freeway Commercial North site. The two parcels correspond to 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.

The purpose of the AQIP is to provide an analysis of air pollution impacts that would result from the proposed development in FC-2 and to demonstrate how the site design reduces vehicle trips, maintains or improves traffic flow, reduces vehicle miles traveled, and reduces direct or indirect greenhouse gas (GHG) emissions. This AQIP also demonstrates how FC-2 has been designed consistent with the City's Green Building Standards, (CVMC 15.26) and Energy Code (15.12) and represents the best available design in terms of improving energy efficiency and reducing GHG emissions. GHG emissions include gases such as Carbon Dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous Dioxide (N<sub>2</sub>O). They occur both naturally, and are produced by human activities, such as by automobile emissions and emissions from production of electricity to provide power to homes and businesses. These gases prevent heat from escaping the earth's atmosphere, while allowing in sunlight, which has the affect of warming the air temperature. Applicable action measures contained in the City's Carbon Dioxide (CO<sub>2</sub>) Reduction Plan are also addressed.

### *B. Community Site Design Goals*

Otay Ranch is a 23,000-acre master-planned community and includes a mix of land uses within 20 villages and/or planning areas. FC-2 is a mixed use site proposed to be developed with two commercial hotels, up to 900 multi-family residential units, 15,000 sq. ft. mixed use commercial retail, and a 2-acre public park. The project is located south of Olympic Parkway and east of SR-125.

The proposed project establishes a unified walkable mixed-use plan for the FC-2 site. It is intended to enhance living, working, shopping, and transit options in the area. It creates a walkable neighborhood that offers urban-style, smaller-scale living accommodations within walking distance to the already established local shops, services, schools, entertainment and dining, as well as a regional system of trails and open spaces.

The vision for this community is to develop a cohesive neighborhood with inter-connected uses and densities. The mix of proposed residential, commercial, and community uses is intended to provide a mixed-use environment that serves the needs of residents and employees. The increased density and housing choices will provide additional ridership opportunities for the regional Bus Rapid Transit and local bus system increasing the viability of transit and reducing automobile dependence. The densities and design patterns envisioned for FC-2 focus on promoting a walkable and bikeable community with less emphasis on automobile trips.

### ***C. Planning Features***

FC-2 project includes the following planning features to achieve the community site design goals:

#### Land Use features:

- 1) Integrated Circulation System. Project residents and visitors are afforded non-automobile related circulation options that include walking, bicycling, and transit. Town Center Drive – the main roadway with ground-floor mixed use commercial – as well as interior streets – are designed to provide a comfortable walking environment.
- 2) Mixed Uses. A 36-acre project houses a mix of residences, shops, restaurants, a park, and hotels. This type of development makes it easy for residents, visitors and employees to walk or bike to destinations, helping to efficiently connect the city's neighborhoods through sustainable mobility.
- 3) Residential Density. The high-density multi-family project is intended to promote walking and biking as a feasible alternative to driving due to reduced distances and the resulting close proximity of various services and destinations.
- 4) Street Widths, Pavement and Street Trees. Otay Ranch street sections are narrower than typical standards which reduces asphalt pavement and the "urban heat-island effect" by limiting the amount of reflective surfaces. Street trees provide shade which further reduces heat-gain. Widened landscape medians and parkways to reduce paving, thereby reducing heat gain and the demand for air conditioning. Street trees within the parkways and medians provide shade to further reduce ambient air temperatures.
- 5) Public Transportation. The design plan for the development is transit ready. In conformance with General Plan policy, public transportation is an integral part of Otay Ranch. Public transit lines and stops are integrated into the plan and are adjacent to the project. This is intended to help reduce the dependence on the passenger vehicle and encourage walking, biking, and transit trips. Bus Rapid Transit service is planned along the southern boundary of the site. In addition, Local Bus routes 709, 707, and 635 serve the project, with an additional new bus stop proposed near the hotels.
- 6) Alternative Travel Modes. FC-2 site will be connected to the regional trail network and will feature sharrow lanes through the project. Sidewalks will be provided throughout the project site. All internal roadways are designed to local street standards with speed limits of 25 to 30 mph. Slow traffic speeds are conducive to both walking and bicycling and provide the necessary linkage to the regional bicycle circulation network.

#### Building and Design Element Features:

- 1) Use of low-VOC paints as required under SDAPCD Rule 67.
- 2) Project-wide recycling as required under the County's recycling Ordinance.
- 3) Energy efficiency as required under the 2016 California Energy Code and CalGreen.
- 4) Indoor residential appliances that carry the Environmental Protection Agency's (EPA) ENERGYSTAR® certification, as applicable and feasible.
- 5) Inclusion of all residential units in the local utility demand response program to limit peak energy usage for cooling.
- 6) Indoor residential plumbing products that carry the EPA's WaterSense certification.
- 7) Passive solar design and building orientation principles to take advantage of the sun in the winter for heating and reduce heat gain and cooling needs during summer.
- 8) Energy efficient lighting for streets, parks, and other public spaces as well as for private development projects.

- 9) Installation of only electric or natural gas fireplaces in new development. No wood burning fireplaces are permitted.
- 10) Installation of solar water heater preplumbing.
- 11) Installation of solar photovoltaic rewiring.
- 12) Installation of residential graywater stub-out.

Landscape Features:

- 1) Watering three times daily to control fugitive dust to meet the requirements SDAPCD.
- 2) High-efficiency irrigation equipment, such as evapotranspiration controllers, soil moisture controllers and drip emitters for all projects that install irrigation water meters, per the City of Chula Vista Landscape Water Conservation Ordinance of the City of Chula Vista Municipal Code Chapter 20, Section 12.
- 3) Water efficient vegetation, including native species, planted in public and private landscape areas.
- 4) Natural turf in residential development limited to no more than 30% of the outdoor open space.
- 5) Vertical landscape elements, such as trees, large shrubs, and climbing vines, shall be installed in order to shade southern and western building facades to reduce energy needs for heating and cooling.
- 6) Compliance with the City's Shade Tree Policy for parking lot design to achieve 50% shade cover in five to fifteen years through tree canopies, shade structures, or light colored "cool" paving.

***D. Modeled Effectiveness of Community Design***

With implementation of the proposed site design features, the project is consistent with the City of Chula Vista INDEX CO2 model requirements, as shown in Tables ES1 and ES2 which describe the LEED-ND equivalency analysis (LEA) prepared for the project.

## 2. INTRODUCTION

### ***A. Need for an AQIP***

The objective of this AQIP is to fulfill the City of Chula Vista's Growth Management policy to improve air quality from existing conditions. As the result of rapid development not keeping pace with the demand for facilities and improvements, the City Council adopted Growth Management policy measures that would prohibit new development to occur unless adequate public facilities, improvements and environmental quality of life standards were put in place. The purpose of City of Chula Vista's Growth Management ordinance (CVMC Chapter 19.09) is to provide the following:

1. Provide quality housing opportunities for all economic sections of the community;
2. Provide a balanced community with adequate commercial, industrial, recreational and open space areas to support the residential areas of the City;
3. Provide that public facilities, services and improvements meeting City standards exist or become available concurrent with the need created by new development;
4. Balance the housing needs of the region against the public service needs of Chula Vista residents and available fiscal and environmental resources;
5. Provide that all development is consistent with the Chula Vista general plan;
6. Prevent growth unless adequate public facilities and improvements are provided in a phased and logical fashion as required by the general plan;
7. Control the timing and location of development by tying the pace of development to the provision of public facilities and improvements to conform to the City's threshold standards and to meet the goals and objectives of the growth management program;
8. Provide that the air quality of the City of Chula Vista improves from existing conditions;
9. Provide that the City of Chula Vista conserves water so that an adequate supply be maintained to serve the needs of current and future residents.

This AQIP is provided in accordance with CVMC 19.09.050B. The Growth Management Ordinance requires that no application for a SPA Plan or Tentative Map shall be deemed complete or accepted for review unless an AQIP is provided and approved as part of the approval of the SPA Plan or Tentative Map by the City.

### ***B. AQIP as Tool for Implementation of Ordinances***

This AQIP has been prepared based on the best available design practices and also serves to implement several of the key aspects of the City's CO<sub>2</sub> Reduction Plan, the Green Building Standards (CVMC Chapter 15.26) and the City's Energy Code (CVMC 15.12).

## 2a. PURPOSE & GOALS

### *A. Purpose of AQIP*

The purpose of the AQIP is to provide an analysis of air pollution impacts that would result from development of the FC-2 site and to demonstrate how the project design reduces vehicle trips, maintains or improves traffic flow, reduces vehicle miles traveled, and reduces direct or indirect greenhouse gas (GHG) emissions. This AQIP also demonstrates how the project has been designed consistent with the City's Green Building Standards, (CVMC 15.26) and Energy Code (15.12) and represents the best available design in terms of improving energy efficiency and reducing GHG emissions. GHG emissions include gases such as Carbon Dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous Dioxide (N<sub>2</sub>O). They occur both naturally, and are produced by human activities, such as by automobile emissions and emissions from production of electricity to provide power to homes and businesses. These gases prevent heat from escaping the earth's atmosphere, while allowing in sunlight, which has the effect of warming the air temperature. Applicable action measures contained in the City's Carbon Dioxide (CO<sub>2</sub>) Reduction Plan are also addressed.

### *B. Regulatory Framework Related to Air Quality*

There are a number of actions that Federal, State and Local jurisdictions have taken to improve air quality, increase energy efficiency, and reduce GHG emissions. This section summarizes those actions.

Air quality is defined by ambient air concentrations of specific pollutants determined by the Environmental Protection Agency (EPA) to be of concern with respect to the health and welfare of the public. The subject pollutants monitored by the EPA include the following:

- Carbon Monoxide (CO),
- Sulfur Dioxide (SO<sub>2</sub>),
- Nitrogen Dioxide (NO<sub>2</sub>),
- Nitrogen Oxides (NO<sub>x</sub>)
- Ozone (O<sub>3</sub>),
- Respirable 10- and 2.5-micron particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>),
- Volatile Organic Compounds (VOC),
- Reactive Organic Gasses (ROG),
- Hydrogen Sulfide (H<sub>2</sub>S),
- Sulfates,
- Lead (Pb),
- Vinyl Chloride, and
- Visibility reducing particles (VRP).

The EPA has established ambient air quality standards for these pollutants. These standards are called the National Ambient Air Quality Standards (NAAQS). The California Air Resources Board (CARB) subsequently established the more stringent California Ambient Air Quality Standards (CAAQS). Both sets of standards are shown in Figure 1 on the following page. Areas in California where ambient air concentrations of pollutants are higher than the state standard are considered to be in "non-attainment" status for that pollutant.

Regulation of air emissions from non-mobile sources within San Diego County has been delegated to the San Diego County Air Pollution Control District (APCD). As part of its air quality permitting process, the APCD has established thresholds for the preparation of Air Quality Impact Assessments (AQIAs) and/or Air

Quality Conformity Assessments (AQCA). APCD has also established an “emissions budget” or Regional Air Quality Strategy (RAQS) for the San Diego Air Basin. This budget takes into account existing conditions, planned growth based on General Plans for cities within the region, and air quality control measures implemented by the APCD.

**Figure 1: Ambient Air Quality Standards Matrix**

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS		NATIONAL STANDARDS		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	--	--	Ethylene Chemiluminescence
	8 hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.075 ppm (147 µg/m <sup>3</sup> )	0.075 ppm (147 µg/m <sup>3</sup> )	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m <sup>3</sup> )	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.030 ppm (56 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m <sup>3</sup> )		0.100 ppm (188 µg/m <sup>3</sup> )	--	
Sulfur Dioxide (SO <sub>2</sub> )	24 hours	0.04 ppm (105 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	Pararosaniline
	3 hours	--		--	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 hour	0.25 ppm (655 µg/m <sup>3</sup> )		75 ppb (196 µg/m <sup>3</sup> )	--	
Respirable Particulate Matter (PM <sub>10</sub> )	24 hours	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		--	--	
Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m <sup>3</sup>	35 µg/m <sup>3</sup>	
Sulfates	24 hours	25 µg/m <sup>3</sup>	Ion Chromatography	--	--	--
Lead (Pb)	30-day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 µg/m <sup>3</sup>	1.5 µg/m <sup>3</sup>	
	3-month Rolling Average	--		0.15 µg/m <sup>3</sup>	0.15 µg/m <sup>3</sup>	
Hydrogen Sulfide (H <sub>2</sub> S)	1 hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography	--	--	--

ppm= parts per million

µg/m<sup>3</sup> = micrograms per cubic meter

mg/m<sup>3</sup> = milligrams per cubic meter

Source: California Air Resources Board 2013



According to a report by the California Air Pollution Control Officers' Association (CAPCOA), 2013 was the cleanest year on record for the APCD. Accordingly, in 2013, the U.S. EPA redesignated the APCD as an attainment area for the 1997 8-hour federal ozone standard. The APCD has also been designated as a marginal non-attainment area for the more health-protective 2008 8-hour federal ozone standard, and monitoring data show continued progress toward achieving this standard (marginal non-attainment requires attainment by the year 2015). The APCD also continues to meet all air quality standards for PM<sub>2.5</sub>, including the tightened annual standard that the U.S. EPA promulgated in early 2013, which brings the federal standard in line with the state standard.

Figure 2 shows the APCD air quality emissions budget.

**Figure 2: APCD Air Quality Emissions Budget**

Pollutant	Construction	Operation
<b>Criteria Pollutants Mass Daily Thresholds</b>		
NO <sub>x</sub>	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
<b>TAC, AHM, and Odor Thresholds</b>		
Toxic Air Contaminants (TACs)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 Metric tons/year CO <sub>2</sub> e for industrial facilities	
<b>Ambient Air Quality for Criteria Pollutants</b>		
NO <sub>2</sub> 1-hour	0.18 ppm (state)	
NO <sub>2</sub> annual	0.03 ppm (state) and 0.0534 ppm (federal)	
PM <sub>10</sub> 24-hour	10.4 µg/m <sup>3</sup> (construction) and 2.5 µg/m <sup>3</sup> (operations)	
PM <sub>10</sub> annual average	1.0 µg/m <sup>3</sup>	
PM <sub>2.5</sub> 24-hour	10.4 µg/m <sup>3</sup> (construction) and 2.5 µg/m <sup>3</sup> (operations)	
SO <sub>2</sub> 24-hour	0.25 ppm (state) and 0.075 ppm (federal – 99 <sup>th</sup> percentile)	
SO <sub>2</sub> annual average	0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m <sup>3</sup>	
CO 1-hour average	20 ppm (state) and 35 ppm (federal)	
CO 8-hour average	9.0 ppm (state/federal)	
Lead 30-day average	1.5 µg/m <sup>3</sup>	
Lead rolling 3-month average	0.15 µg/m <sup>3</sup>	
Lead quarterly average	1.5 µg/m <sup>3</sup>	

µg/m<sup>3</sup> = microgram per cubic meter; pphm = parts per hundred million; mg/m<sup>3</sup> = milligram per cubic meter; ppm = parts per million; TAC = toxic air contaminant; GHG = greenhouse gases; CO<sub>2</sub>e = CO<sub>2</sub>-equivalent

### *Summary of Energy Efficiency Standards*

Title 24, Part 6 of the California Building Standards Code regulates energy use including space heating and cooling, hot water heating, and ventilation. The energy code allows new buildings to meet a “performance” standard that allows a builder to choose the most cost effective energy saving measures to meet the standard from a variety of measures. These choices may include the following:

- Added insulation,
- Improved windows,
- Radiant barriers,
- Cool roofs,
- Improved HVAC systems,
- Alternative heating and cooling systems,
- More efficient water heating systems, and
- More efficient lighting systems.

The California Energy Commission's (CEC) 2013 Building Energy Efficiency Standards are 25% more efficient than previous standards for residential construction and 30% better for nonresidential construction. These standards took effect on July 1, 2014. On average, the standards increase the cost of constructing a new home by \$2,290 but will return more than \$6,200 in energy savings over 20 years. These new energy efficiency standards are designed toward the "Zero Net Energy" (ZNE) goal for new homes by 2020 and commercial buildings by 2030. The ZNE goal means that new buildings must use a combination of improved efficiency and distributed renewable generation to meet 100 percent of the annual energy need.

The City's Energy and Water Conservation Regulations (CVMC 20.04) require that all new residential units include the necessary plumbing to encourage the later installation of solar hot water heating. In addition, the electrical conduit necessary for installation of solar photovoltaic system is also required for all new residential units.

Water-related energy use consumes 19 percent of California's electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. The water-related energy use includes water and wastewater treatment as well as the energy needed to transport the water from its source (either northern California or the Colorado River). California Green Building Code Title 24, Part 11 (CALGreen) requires that indoor water use be reduced through stringent new water fixture flow rates. The City has also reduced the demand for outdoor water use through the adoption of the Landscape Water Conservation requirements (CVMC 20.12). The City of Chula Vista recently adopted a residential graywater sub-out requirement to allow the future installation of a clothes washer graywater irrigation system (CVMC 15.28.020).

CALGreen also requires that a minimum of 50% all new construction waste generated at the site be diverted to recycle or salvage. Additionally, the State has set per capita disposal rates of 5.3 pounds per person per day for the City of Chula Vista. The City requires new construction to divert 100% of the inert waste and not less than 50% of the remaining waste generated during construction (CVMC 8.25.020).

### *Summary of Greenhouse Gas (GHG) Reduction*

Greenhouse gasses (GHGs) include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). These gases allow solar radiation (sunlight) into the Earth's atmosphere but prevent radiative heat from escaping, thus warming the earth's atmosphere. GHGs are emitted by both natural processes and human activities. As directed by Assembly Bill (AB) 32, the Climate Change Scoping Plan (December 2008 prepared by CARB) includes measures to reduce statewide GHGs to 1990 levels by 2020 from forecasted business-as-usual (BAU) 2020 emissions. Recent guidance in the draft AB32 2017 Scoping Plan has identified a local government per capita GHG emission goal of 6 MT CO<sub>2</sub>e by 2030 and 2 MT CO<sub>2</sub>e by 2050.

The majority of the reduction strategies are to come from the two sectors that generate the most CO<sub>2</sub> emissions statewide: transportation and electricity generation. The majority of the reduction in transportation-related and energy-related CO<sub>2</sub> emissions are to be achieved through statewide regulatory mandates affecting vehicle emissions and types of fuel the vehicles use, public transit, and public utilities. The remaining reductions are to be achieved through direct regulation and price incentive measures affecting oil and gas extraction industries and forestry practices (including increased tree planting programs).

BAU is defined as the emissions that would have occurred in the absence of reductions mandated under AB 32, including CHG reductions from the following:

- Implementation of Pavley 1 and Pavley 2 motor vehicle standards.  
Pavley regulations establish specific GHG emissions levels for both passenger cars and light-duty trucks. The standards become more stringent each year through 2016.
- Implementation of the Low Carbon Fuel Standard (LCFS).  
CARB has also adopted a LCFS that sets carbon reduction standards for the types of fuels that can be sold in California, particularly renewable fuels. This will reduce the GHG emissions even if total fuel consumption is not reduced.
- Implementation of the Renewable Portfolio Standard (RPS).  
RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase renewable energy resources to 33% by 2020.
- Increased energy efficiency measures codified in Title 24 as of 2016.  
BAU uses the energy efficiency standards codified in Title 24 as of 2005.
- Implementation of Federal Corporate Average Fuel Economy (CAFE) standards.  
The CAFE standards determine the fuel efficiency of certain vehicle classes.

The three most applicable measures to land use planning and development within the City of Chula Vista's control include the Regional Transportation-related GHG targets, support for the Million Solar Roofs program, and energy efficiency measures. Since the early 1990s, the City has been engaged in multiple climate change forums including the United Nations Framework Convention on Climate Change (UNFCCC), the Cities for Climate Protection campaign and the U.S. Conference of Mayor's Climate Protection Agreement. The key plans and ordinances that the City has adopted and implemented to achieve citywide GHG emissions reductions are summarized below.

Each participant in the International Council of Environmental Initiatives (ICLEI) was to create local policy measures to ensure multiple benefits in the City and at the same time identify a carbon reduction goal through the implementation of those measures. In its CO<sub>2</sub> Reduction Plan developed in 1995 and officially adopted in 2000, Chula Vista committed to lowering its CO<sub>2</sub> emissions by diversifying its transportation

system and using energy more efficiently in all sectors. To focus efforts in this direction, the City adopted the CO<sub>2</sub> reduction goal of 20% below 1990 levels by 2010. In order to achieve this goal, specific actions were identified, which when fully implemented, were anticipated to save 100,000 tons of CO<sub>2</sub> each year.

The 2008 GHG Emissions Inventory noted that compared to 1990, Chula Vista's citywide GHG emissions have increased by 29%, however, per capita and per housing unit levels are approximately 25% and 17% below 1990 levels, respectively. The Climate Change Working Group (CCWG) helped develop recommendations to reduce the community's GHGs in order to meet the City's 2010 GHG emissions reduction targets. The CCWG ultimately chose seven measures that were adopted by the City Council and the horizon date was delayed until 2012 instead of 2010.

During 2014, a CCWG reconvened to help update the City's Climate Action Plan. Specifically, the CCWG developed recommendations, through an open and transparent public process, for new greenhouse gas reduction strategies to assist Chula Vista in reaching its carbon reduction goals.

The most recent plan is the 2017 Climate Action Plan (CAP) which was adopted by City Council on September 26, 2017. New guidance, including the 2017 draft AB 32 Scoping Plan Update, lists a local government per capita, or person, reduction goal of 6 MT CO<sub>2</sub>e by 2030 and 2MT CO<sub>2</sub>e by 2050.

### 3. PROJECT DESCRIPTION

The FC-2 site is entitled for the construction of 600 multi-family residential units, 15,000 square-feet of commercial space in a mixed-use format, and 2.0 acres of public parkland, as shown on Figures 3 and 4. A SPA Plan Amendment is required to add 300 multi-family units to the existing entitlement.

The mixed-use residential would be located along Town Center Drive and would consist of ground floor commercial with residential above (approximately 600 units) on approximately 10.4 acres, resulting in a density of 58.5 dwelling units per acre. These residential units would be comprised of studio units, and one- and two-bedroom units.

The residential land uses within the western portion of the site would be comprised of approximately 290 multi-family units at the density of approximately 18 dwelling units per acre. The land uses for the western residential area would include a variety of building heights to enhance the visual appearance and to avoid adverse bulk and massing. Shared one-way streets for pedestrian, vehicular, and bicycle use, would be included in the circulation plan for this area.

The park is located near the center of the site and would be available for use by residents, retail employees, hotel guests, and visitors. The design of the park would incorporate flexibility for events for all potential users (hotel, residents, the City, etc.). The park would include an open lawn area, shaded picnic grove area, a water feature, food truck parking and plaza, a location for outdoor screening of movies, amphitheater seating, a boulder field, and hillsides.

Town Center Drive generally bisects the site in a north to south direction. The design of Town Center Drive would promote a walkable, safe, and visually appealing roadway. The roadway would have a narrower street to encourage slower travel and multimodal travel, angled parking, a landscaped median, landscaped buffers along the edges, and wide pedestrian sidewalks.

# Site Utilization Plan

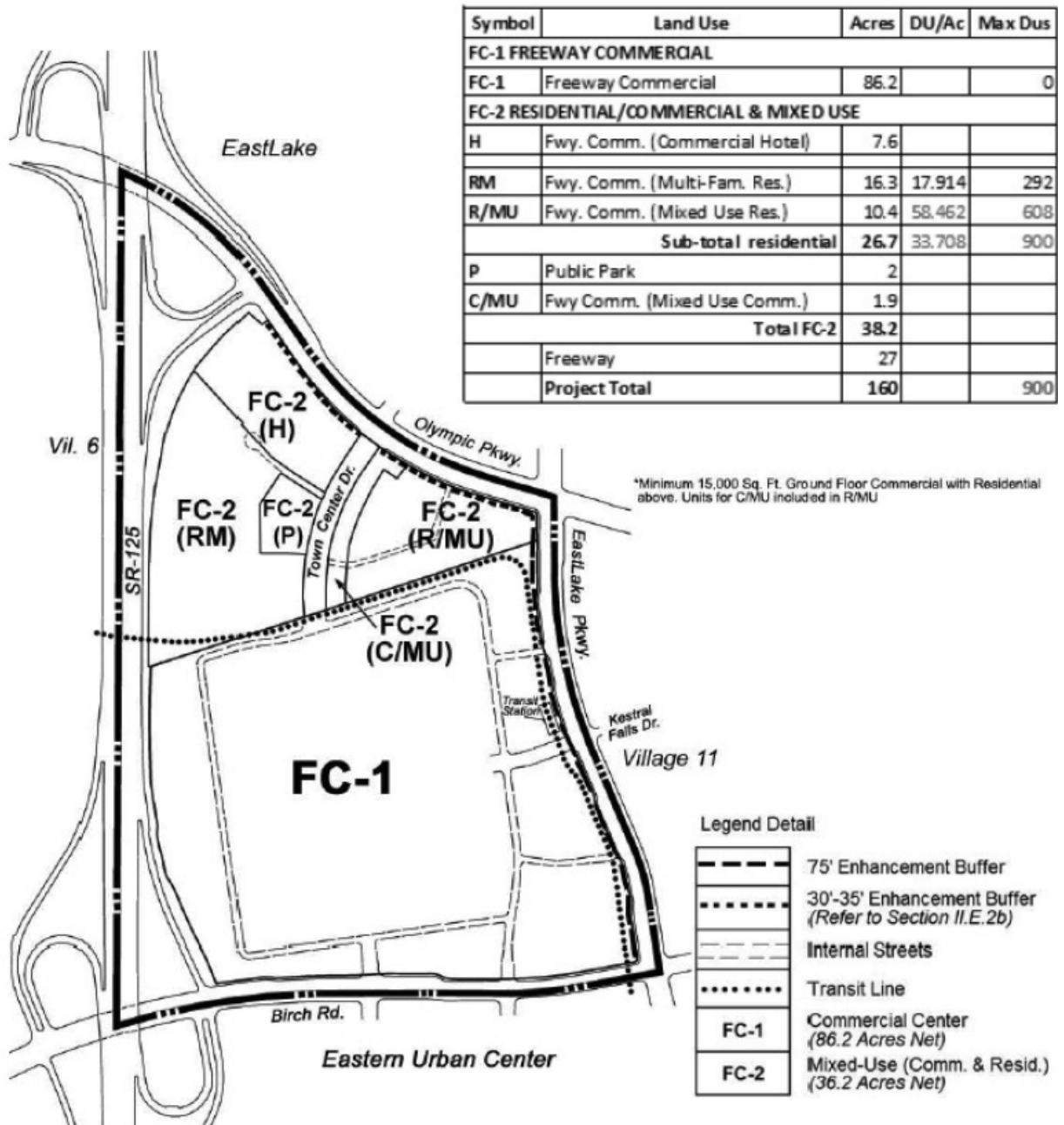


Figure 3: SPA Land Use Plan



Figure 4: Site Plan Illustration

#### 4. EFFECT OF PROJECT ON LOCAL/REGIONAL AIR QUALITY

This section includes a generalized discussion of the short-term and long-term effects on local and regional air quality including its contribution to global climate change.

The project site is currently served by three Metropolitan Transit Service (MTS) Routes. The project is also anticipating future BRT service along the future extension of East Palomar Street adjacent to the southern boundary of the project site.

##### *Construction Related Emissions*

Air pollutant emission sources during project construction include exhaust and particulate emissions generated from construction equipment; fugitive dust from site preparation, grading, and excavation activities; and volatile compounds that evaporate during site paving and painting of structures. Because of their temporary nature, construction activity impacts have often been considered as having a less-than-significant air quality impact. However, the cumulative impact from all simultaneous construction in the basin is a contributor to the overall pollution burden.

Construction emissions as estimated in the air quality technical report would be below all significance thresholds for criteria air pollutants, and would not exceed those levels identified in the project FEIR. The site would be watered at least three times daily to control fugitive dust emissions, and vehicle speeds would not exceed 15 miles per hour, per FEIR mitigation measure 5.4-2. In addition, low-VOC paints would be utilized during architectural coatings. With incorporation of these design features, construction emissions were estimated to be below construction emissions estimated in the FEIR. The FEIR also identified mitigation measures 5.4-1 and 5.4-2, which reflect dust control measures and measures to reduce VOC and NOx emissions.

This development is subject to SDAPCD Rule 55 - Fugitive Dust Control that requires restrictions of visible emissions of fugitive dust beyond the property line. Construction fugitive dust will be reduced by implementing the following dust control measures:

- Watering active grading sites and unpaved roads three times daily to control fugitive dust to meet the requirements of SDAPCD Rule 55.
- Use of low-VOC as required under SPAPCD Rule 67.0.
- Replacement of ground cover as quickly as possible.
- Reducing speeds on unpaved roads to 15 miles per hour or less.
- Reduce dust during loading and unloading operations.

According to the Air Quality Report update memorandum, maximum daily emissions of all criteria pollutants would be below the significance thresholds for all criteria pollutants except NOx.



*Operational Related Emissions*

Operational impacts associated with the FC-2 project would include impacts associated with vehicular traffic, as well as area sources such as energy use, consumer products use, and architectural coatings use for maintenance purposes. Emissions associated with project operations were estimated in the Air Quality Report using the CalEEMod Model. With reductions for a mix of uses and access to transit (15%), the net project trip generation would be 7,681 ADT.

Figure 5 provides a summary of the estimated operational emissions for the project.

**Figure 5: FC-2 Project Operational Emissions**

Table 3 Criteria Pollutant Emissions from Proposed Project (lbs/day) From CalEEMod Model, Version 2016.3.1						
	VOC	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	53.21	85.56	277.42	0.69	48.78	14.60
SCAQMD Significance Threshold, lbs/day	55	55	550	150	150	55
Above Threshold?	No	Yes	No	No	No	No

As shown in above table, operational emissions associated with the project would be below the significance criteria for operations for all criteria pollutants except NOx. NOx emissions are associated vehicles. NOx is produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. With future years, vehicle emissions would decrease due to phase-out of older, more polluting vehicles, and would be below the significance threshold of 55 lbs/day by the year 2025. NOx emissions would exceed the significance threshold for a temporary period, but would eventually be reduced below the City's significance thresholds. Emissions are well below the levels reported in the 2002 EIR (314.55 lbs/day), and therefore no new air quality impact is identified. No additional mitigation measures are proposed. All applicable measures have already been incorporated into the SPA plan, such as provision of bike lanes, providing services near residences, and providing transit support facilities such as bus stops. There are no other feasible mitigation measures available at the project level to reduce vehicular emissions other than reducing vehicle trips.

The project trip generation rates account for a reduction in vehicle trips that would occur as a result of the mixed-use areas and proximity to transit use proposed as part of the SPA plan. In addition, future vehicular emissions may be lower than estimated due to increasingly stringent California fuel efficiency requirements. Some measures cannot be implemented at the SPA level, such as providing video-conference facilities in work places or requiring flexible work schedules. Additionally, there are no feasible mitigation measures currently available to reduce area sources of emissions without regulating the purchases of individual consumers.

The project will provide a mixed-use development with access to transit. This purpose meets the goals of the Regional Air Quality Strategy (RAQS) and the State Implementation Plan (SIP), which include measures to encourage transit use and mixed-use developments. As indicated in the Traffic Analysis (Chen

Ryan 2017), the project would achieve a 15% reduction in vehicle trips by providing a mix of uses and access to transit. Accordingly, the project will meet the goals of the RAQS and SIP to reduce vehicle trips and therefore to improve air quality. The impacts associated with operations would be less than significant by the year 2025. Emissions are below the levels evaluated in the 2002 EIR, and no new air quality impacts are identified. No additional mitigation measures are required. Furthermore, the potential for health risks to residents of the project from surrounding land uses was evaluated in a screening health risk analysis. No adverse health risks would result from exposure to existing land uses. The project would therefore not result in a significant direct or cumulative impact on the ambient air quality.

## 5. QUANTITATIVE PROJECT DESIGN EVALUATION

Criterion Planners Inc. has performed a quantitative analysis for FC-2 project using Option (2): Alternative Modeling Programs, specifically LEED-ND equivalency analysis (LEA).

This analysis only pertains to the FC-2 site, and represents implementation of the 2004 full Freeway Commercial SPA AQIP which acknowledged that detailed FC-2 site planning had not yet occurred. With that planning now complete, sufficient data is available to support an LEA and fulfill the SPA AQIP requirements for FC-2.

- LEED-ND criteria are proposed as being more appropriate than INDEX indicators for FC-2 for four reasons:
- INDEX indicators and thresholds were originally developed using residential pilot projects in contrast to the mixed uses of FC-2. This difference was acknowledged in the 2004 full SPA AQIP, Section II.7.3.
- INDEX indicators are primarily internal-focused, whereas FC-2 is an infill project whose AQIP value derives in large part from surrounding uses that will interact with FC-2 uses. LEED-ND criteria measure these benefits to a greater and more accurate extent.
- The INDEX approach uses only 16 indicators, whereas LEED-ND has 56 indicators that are able to characterize a project much more comprehensively and thoroughly, and ultimately capture more contributors to GHG emission reductions.
- The underlying basics of the INDEX approach are nearly 15 years old, in contrast to LEED-ND's latest update in 2014. Consequently, current best practices in urban design, green infrastructure, and resilient neighborhoods are not addressed by INDEX indicators, but are covered by LEED-ND criteria.

Based on the amended FC-2 site development plan, the LEA finds that the amended FC-2 plan results in minor ND criteria changes (residential density, residential share of total floor area, diversity of residential units), but the changes are so small as to not alter the original SPA plan ND score of 56 points (see following amended scorecard table). Based on Criterion's original development of the INDEX indicator thresholds for the City, and the firm's experience certifying over 100 LEED-ND projects nationally, they have concluded that a base ND certification of 40 points is the functional equivalent of the INDEX thresholds, and a score of 56 points therefore represents a notable exceedance of the thresholds, and clear AQIP compliance.

Table ES2 identifies the INDEX indicators which correspond to each of the LEED ND credits achieved by FC North. Each INDEX indicator has at least one corresponding ND credit, and on average each indicator has four corresponding ND credits. Where it matters the most for GHG emissions, auto driving and building energy, the ND coverage jumps to 10 and 8 credits, respectively. Overall, the ND approach is able to double or triple the depth and extent of measurements in relation to INDEX indicators.

<b>Otay Ranch FC-2 SPA Amendment - LEED-ND v2009 Equivalency Scorecard</b>				
<b>LEED-ND v2009 Prerequisites &amp; Credits</b>		<b>Options</b>	<i>Amended FC North Prerequisite Compliance &amp; Equivalency Points</i>	<i>Amended FC North Notes</i>
SLLp1	Smart Location	Transit served	Yes	50% of dwellings & business within 1/2-mile walk of 179 weekday transit trips and 46 weekend daily trips (inclusive of BRT)
SLLc1	Preferred Locations	1. Location type	3	Infill site, not previously developed
		2. Connectivity	1	200 intersections/sq mi
SLLc3	Reduced Auto Dependence	1. Transit served	3	Weighted allocation of points based on 179 weekday trips & 46 weekend daily trips (inclusive of BRT)
SLLc4	Bike Network	Bicycle network	1	Existing bicycle network of at least 5 miles within 1/4-mile bicycling distance of project boundary
SLLc5	Housing/Jobs Proximity	1. Affordable residential infill	3	71% residential share of total floor area, and geographic center of project within 1/2-mile walk distance of more than 900 jobs
SLLc6	Steep Slopes	1. No slope over 15%	1	No substantive slopes over 15%
SLLc7	Habitat Site Design	1. No habitat	1	No significant habitat
NPDp1	Walkable Streets		Yes	90% of public-space facing building frontages with entries connected to sidewalks; 15% of street frontages with a building height to street width ratio of 1:3; 90% of streets with sidewalks on both sides; and less than 20% of street frontages devoted to garage or service bay openings
NPDp2	Compact Development		Yes	Residential density of 33.7 DU/acre, and non-residential density of 1.5 FAR (weighted between retail and hotels)
NPDp3	Connected & Open		Yes	Internal connectivity of 200 intersections/sq mi, and perimeter through-connections at least every 800 feet, except where physically-infeasible

*(Continued on next Page)*

LEED-ND v2009 Prerequisites & Credits		Options	Amended FC North Prerequisite Compliance & Equivalency Points	Amended FC North Notes
NPDc1	Walkable Streets	a. 25 ft setback	8	80% of street facing building façades no more than 25 feet from the property line
		d. Entries every 75 ft		Functional entries to buildings occur at an average of 75 feet or less
		f. Ground-level glass facades		Ground-level retail/service spaces with clear glass on 60% of façade
		g. No blank walls		Blank walls along sidewalks of no more than 50 feet or 40% of façade length
		h. Unshuttered retail windows		Ground-level retail/service spaces remain un-shuttered at night
		i. On-street parking		On-street parking allowed on internal streets
		j. Sidewalks		All streets have sidewalks on both sides
		k. Ground floor dwellings above grade		Ground-floor dwellings at least 24 inches above grade
		n. 20 mph residential streets		20 mph residential streets
		o. 25 mph non-re/mixed-use streets		25 mph non-residential/mixed-use streets
		p. Driveways limited		Driveway widths are no more than 10% of total street length
NPDc2	Compact Development	Compact development	3	Residential density of 33.7 DU/acre, and non-residential density of 1.5 FAR (weighted between retail and hotels)
NPDc3	Mixed Use Centers	Mixed use centers	4	Over 19 diverse uses within 1/4-mile walk of 50% of dwellings
NPDc4	Mixed Income	1. Diverse housing types	2	SDI of 0.67
		2. Affordable housing	2	10% of units up to 60% of AMI
		3. Mixed Income Diverse Communities	1	Options 1 and 2 bonus point
NPDc7	Transit Facilities	Transit stop facilities	1	Transit stop planning/ongoing coordination
NPDc9	Access to Civic Spaces	Access to civic spaces	1	90% of dwelling units within 1/4-mile walk distance of civic space
NPDc10	Access to Recreation	Active rec space outdoors/indoors	1	90% of dwelling units within 1/2-mile walk distance of recreational facilities
NPDc11	Visitability & Univ Design	1. Residential units	1	100% of DU compliant
NPDc12	Community Outreach	1. Community outreach	1	Consultation with stakeholders throughout & communications Ongoing
NPDc13	Local Food	1. Neighborhood gardens	1	Neighborhood garden planned
		3. Farmers market		Farmers market at Town Center

*(Continued on next Page)*

<b>LEED-ND v2009 Prerequisites &amp; Credits</b>		<b>Options</b>	<i>Amended FC North Prerequisite Compliance &amp; Equivalency Points</i>	<i>Amended FC North Notes</i>
NPDc14	Tree-Lined/Shaded Streets	1. Tree-lined streets	1	60% of streets with shade trees at least every 40 ft.
		2. shaded streets	1	40% of sidewalks shaded
NPDc15	School Proximity	School proximity	1	62% residential share of total floor area, and 50% of dwelling units within 1/2-mile walk distance of elementary & high schools (with BRT crossing)
GIBp1	Certified Green Building	Certified green building	Yes	One building assumed, consistent with regional certification rates
GIBp2	Minimum Building Energy Efficiency	Minimum building energy efficiency	Yes	California energy code exceeds LEED-ND 2009 minimum
GIBp3	Minimum Building Water Efficiency	Minimum building water efficiency	Yes	California plumbing code exceeds to LEED-ND 2009 minimum
GIBp4	Construction Pollution Prevention	Construction pollution prevention	Yes	California pollution prevention code exceeds LEED-ND 2009 minimum
GIBc2	Energy Efficient Bldgs	Energy efficient buildings	1	California energy code equates to LEED-ND 2009 one-point level of energy savings
GIBc3	Water Efficient Bldgs	Water efficient buildings	1	California plumbing code equates to LEED-ND 2009 one-point level of water savings
GIBc4	Water Efficient Landscaping	Water efficient landscaping	1	California water code exceeds LEED-ND 2009 minimum
GIBc9	Heat Island Reduction	3. Mix of roof & non-roof measures	1	Mix of roof & non-roof measures on 75% of qualifying areas
GIB c13	Infrastructure Energy Eff	Energy efficient infrastructure	1	15% efficiency gain assumed
IDPc1	Innovation	Exemplary performance	1	30+ diverse uses
IDPc2	Innovation	Exemplary performance	1	Outdoor irrigation efficiency
IDPc3	Innovation	Innovation	1	Achievement of SLLc5 Option 3 - non-residential infill
IDPc4	Innovation	Innovation	1	Environmentally-responsible landscape maintenance program assumed
IDPc2	LEED Accredited Professional	LEED AP on team	1	LEED AP assumed
RPc1	Regional Priorities	Regional priorities	4	Building water efficiency, walkable streets, shaded streets, mixed use neighborhoods
<b>Total equivalent points</b>			<b>56</b>	<b>Total Corresponding LEED-ND Measurements</b>
<b>Equivalent certification level</b>			<b>Silver</b>	

## 6 COMMUNITY DESIGN AND SITE PLANNING FEATURES

This section describes the specific strategies that have been integrated into the project to create a sustainable community, including those project attributes designed to reduce air quality impacts by promoting walking and alternative travel modes, reducing vehicle miles traveled, and improving energy conservation. Figure 6: Community Design and Site Plan Features includes the list of specific measures that have been included in the FC-2 project.

*Figure 6: Community Design and Site Plan Features*

<b>Transportation Related Measures</b>
An integrated circulation system provides residents with non-automobile related circulation options that include walking, bicycling, and transit.
The mix of proposed residential, commercial, and community uses provide a complementary, mixed-use environment with a focus on promoting a walkable and bikeable community that promotes pedestrian activity in and around the project.
Higher density uses support walking as distances are reduced, which results in lower GHG emissions from vehicles.
Direct pedestrian links, including the proposed pedestrian bridge over the SR-125, extend from the surrounding neighborhoods directly to the project site.
Bike lanes and bike racks will be provided through the project.
All internal roadways are designed to local street standards with speed limits of 25 to 30 mph. Slow traffic speeds are conducive to walking and bicycling and provide the necessary linkage to the regional bicycle circulation network.
LSVs may travel on all internal streets with a maximum travel speed of 35 miles per hour.
The current regional transit plan includes BRT transit lines the extension of East Palomar Street along the southern boundary of the project.
A future local transit stop is planned at the southeast intersection of Olympic Parkway and Town Center Drive, closest to the hotels and mixed use commercial uses.
Synchronization of the traffic lights is required as part of an individual development project with previously installed traffic lights in order to reduce traffic congestion.
<b>Energy Conservation Related Measures</b>
All of the residential units will be multi-family, which use less energy for heating and cooling when compared to single-family detached homes.
California Green Building Code Title 24, Part 11 (CALGreen) requires that a minimum of 50% all new construction waste generated at the site be diverted to recycle or salvage. Additionally, the State has set per capita disposal rates of 5.3 pounds per person per day for the City of Chula Vista. Reducing waste could reduce the amount of vehicle trips transporting materials to and from the site.
CVMC 8.25.095 requires all new construction and demolition projects to divert 100% of inert waste (asphalt, concrete, bricks, tile, trees, stumps, rocks and associated vegetation and soils resulting from land clearing from landfill disposal); and 50% of all remaining waste generated. Contractors will be required to put up a performance deposit and prepare a Waste Management Report form to ensure that all materials are responsibly handled. Upon verification that the diversion goals have been met the performance deposit will be refunded.
Utilize solar heating technology as practical. Generally, solar panels can be cost-effectively used to heat water for domestic use and for swimming pools. Advances in solar technology in the future may make other applications appropriate.
Enhance energy efficiency in building designs and landscaping plans.
Installation of solar water heater preplumbing.
Installation of solar photovoltaic prewiring.

Installation of residential graywater stub-out.
<b>Other Measures to Improve Air Quality</b>
Install only electric or natural gas fireplaces in new development. No wood burning fireplaces are permitted.
When siting sensitive land uses such as residences, schools, day care centers, playgrounds and medical facilities the recommendations set forth in Table 1-1 of California Air Resources Board's (CARB) Land Use and Air Quality Handbook (CARB 2004) will be use as a guideline. Specifically, new sensitive uses would not be located within 50 feet of any typical-sized gas station (one that has a throughput of less than 3.6 million gallons per year). No gas stations with a throughput of 3.6 million gallons per year or greater shall be developed within the project.
Compliance with the City's Shade Tree Policy for parking lot design to achieve 50% shade cover in five to fifteen years through tree canopies, shade structures, or light colored "cool" paving.



## 7. CHULA VISTA CLIMATE ACTION PLAN

This section provides a comparative evaluation between the community/site design features and the energy efficiency emission reduction action measures contained in the City's Climate Action Plan (CAP) which was adopted by City Council on September 26, 2017.

The City of Chula Vista original CO<sub>2</sub> Reduction Plan adopted in November 2000, was intended to reduce GHG emissions by 20% below 1990 levels. The CO<sub>2</sub> Reduction Plan outlined steps for Chula Vista to reduce energy consumption, promote alternative transportation and design transit-friendly, walkable communities. The 2005 GHG emissions inventory indicated that Chula Vista's annual citywide GHG levels had increased by 35% since 1990 due primarily to residential growth. During the same period, the City made significant progress in reducing annual per capita emissions by 17% and avoiding nearly 200,00 tons of GHG emissions annually. In addition, GHG emissions from municipal sources decreased by 18% mainly due to traffic signal energy-efficiency improvements. As a result of the 2005 Greenhouse Gas Emissions Inventory Report, in 2008, the City Council directed the re-evaluation of the program and convened a Climate Change Working Group (CCWG) to develop recommendations to reduce the community's greenhouse gas emissions or "carbon footprint" in order to meet the City's 2010 greenhouse gas emissions reduction targets. During the 2014 CCWG sessions, the City established a new plan of actions to take it closer to achieving statewide goals of reducing GHG emissions to 15% below 2005 levels by 2020 and 55% by 2030. These Implementation Measures include the following:

### I. WATER CONSERVATION & REUSE

Objective 1.1 – Water Education & Enforcement

Strategy 1. Expand education and enforcement targeting landscape water waste.

Objective 1.2 – Water Efficiency Upgrades

Strategy 1. Update the City's landscaping regulations to promote more water-wise designs.

Strategy 2. Require water-savings retrofits in existing buildings at a specific point in time.

Objective 1.3 – Water Reuse Plan & System Installations

Strategy 1. Develop a Water Reuse Framework for storm water, graywater, and onsite water reclamation.

Strategy 2. Facilitate simple graywater systems for Laundry-to-Landscape applications.

Strategy 3. Streamline complex graywater systems permit review

### II. WASTE REDUCTION

Objective 2.1 – Zero Waste Plan

Strategy 1. Develop a Zero Waste Plan to supplement statewide green waste, recycling, and plastic bag ban efforts.

### III. RENEWABLE & EFFICIENT ENERGY

Objective 3.1 – Energy Education & Enforcement

Strategy 1. Expand education targeting key community segments and facilitate energy performance disclosure.

Strategy 2. Leverage the building inspection process to deter unpermitted, low-performing energy improvements.

Objective 3.2 – Clean Energy Sources

- Strategy 1. Incorporate solar into all new buildings to help transition to Zero Net Energy design.
- Strategy 2. Provide more grid-delivered clean energy (up to 100%) through Community Choice Aggregation or other mechanism.
- Objective 3.3 – Energy Efficiency Upgrades
  - Strategy 1. Reauthorize the City’s “cool roof” standards and expand to include re-roofs and western areas.
  - Strategy 2. Facilitate more energy upgrades in the community through incentives, permit streamlining (where possible), and education.
  - Strategy 3. Require energy-savings retrofits in existing buildings at a specific point in time.
- Objective 3.4 – Robust Urban Forests
  - Strategy 4. Plant more shade trees to save energy, address heat island issues, and improve air quality.

IV. SMART GROWTH & TRANSPORTATION

- Objective 4.1 – Complete Streets & Neighborhoods
  - Strategy 1. Incorporate “Complete Streets” principles into municipal capital projects and plans.
  - Strategy 2. Encourage higher density and mixed-use development in Smart Growth areas, especially around trolley stations and other transit nodes.
- Objective 4.2 – Transportation Demand Management
  - Strategy 1. Utilize bike facilities, transit access/passes, and other Transportation Demand Management and congestion management offerings.
  - Strategy 2. Expand bike-sharing, car-sharing, and other “last mile” transportation options.
- Objective 4.3 – Alternative Fuel Vehicles
  - Strategy 1. Support the installation of more local alternative fueling stations
  - Strategy 2. Designate preferred parking for alternative fuel vehicles.
  - Strategy 3. Design all new residential and commercial buildings to be “Electric Vehicle Ready.”

*Figure 7: Consistency with CAP Implementation Actions*

Implementation Action	Project/Community Design Features	Describe how project design will Implement CAP Actions
<b>Water Conservation &amp; Reuse</b>		
<b>Objective 1.2. Strategy 1.</b> Update the City’s landscaping regulations to promote more water-wise designs.	Project is consistent with the water-wise landscape requirements.	Project will conserve water through selection of low water use plans and smart irrigation
<b>Renewable &amp; Efficient Energy</b>		
<b>Objective 3.2 Strategy 1.</b> Adopt pre-wiring and pre-plumbing standards for solar photovoltaic and solar hot water, respectively	<ul style="list-style-type: none"> <li>▪ Compliance with CVMC 20.04.030 that requires solar water heater preplumbing in all new residential units.</li> <li>▪ Compliance with CVMC 20.04.040 that requires solar photovoltaic prewiring in all new residential units.</li> </ul>	Reduces energy consumption that reduces GHG emissions.

<p><b>Objective 3.4 Strategy 4.</b> Plant more shade trees to save energy, address heat island issues, and improve air quality.</p>	<p>The land use plan includes widened landscape medians and parkways to reduce paving. Shade-producing street trees will be planted to reduce heat build-up and demand for air conditioning.</p>	<p>Reduces energy consumption that reduces GHG emissions.</p>
<b>Smart Growth &amp; Transportation</b>		
<p><b>Objective 4.1. Strategy 1.</b> Incorporate "Complete Streets" principles into municipal capital projects and plans.</p>	<ul style="list-style-type: none"> <li>▪ The SPA provides a detailed Circulation Network that links with the potential transit stops. The project is within walking distance of 3 MTS bus routes.</li> <li>▪ The mixed-use nature of the project encourages pedestrian and bicycle travel as an alternative to the automobile. Streets are designed to accommodate bicycle travel.</li> <li>▪ Building and site design anticipates and accommodates pedestrian and vehicle circulation to reduce traffic impacts on neighboring streets and jointly optimize pedestrians and vehicles. Buildings are oriented toward sidewalks. Bike parking is required for all uses.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduces vehicle-miles traveled that in turn reduces the GHG emissions.</li> <li>▪ Promotes bicycling that can reduce vehicle-miles traveled that in turn reduces the GHG emissions.</li> </ul>
<p><b>Objective 4.1. Strategy 2.</b> Encourage higher density and mixed-use development in Smart Growth areas, especially around trolley stations and other transit nodes.</p>	<ul style="list-style-type: none"> <li>▪ Project is located along BRT route, within walking distance to Park &amp; Ride BRT station. The residential uses in the project are Multi-Family high-density.</li> <li>▪ The mixed-use nature of the project encourages pedestrian and bicycle travel as an alternative to the automobile. Streets are designed to accommodate bicycle travel. Pedestrian pathways and trails accommodate pedestrian movement from the residential areas to schools, parks and commercial uses.</li> </ul>	<p>Reduces vehicle-miles traveled that in turn reduces the GHG emissions.</p>
<p><b>Objective 4.1, Strategy 1.</b> Utilize bike facilities, transit access/passes, and other Transportation Demand Management and congestion management offerings.</p>	<p>The project will accommodate electric vehicle (EV) chargers, through programs such as SDG&amp;E's Power Your Drive.</p>	<p>Reduces non-renewable energy consumption that reduces GHG emissions.</p>
<p><b>Objective 4.3. Strategy 1.</b> Support the installation of more local alternative fueling stations.</p>	<p>Energy efficient light for streets, parks and other public spaces is required.</p>	<p>Reduces energy consumption that reduces GHG emissions.</p>

**8. CREDIT TOWARDS INCREASED MINIMUM ENERGY EFFICIENCY STANDARDS**

Note: Detailed provisions related to the calculation and application of credits are currently under development and subject to subsequent review and approval of City Council.

## 9. Compliance Monitoring

This section includes a written description and a checklist (Figure 8) summarizing the project design features and mitigation measures that have been identified to reduce the development's effects on air quality and improve energy efficiency.

**Figure 8: Air Quality Improvement Plan Compliance Checklist**

	Method of Verification <sup>1</sup>	Timing of Verification	Responsible Party <sup>2</sup>	Project Consistency & Compliance Documentation <sup>3</sup>
<b>PLANNING</b>				
<b>AQIP Project Design Features/Principles</b>				
Pedestrian oriented development	Plan Review	Precise Plan, Design Review	City of Chula Vista	
Widened landscape medians and parkways with street trees	Plan Review	Precise Plan, Design Review	City of Chula Vista	
Integrated circulation system	Plan Review	Precise Plan, Design Review	City of Chula Vista	
Mix of uses	Plan Review	SPA Plan, Precise Plan	City of Chula Vista	
Higher density	Plan Review	SPA Plan, Precise Plan	City of Chula Vista	
Class II Bicycle facilities	Plan Check	Tentative Tract Final Map, Improvement Plans	City of Chula Vista	
Opportunity for employee services to be located near employers	Plan Review	Precise Plan	City of Chula Vista	
Circulation pattern w/less than 35mph	Plan Review	Tentative Tract Final Map, Improvement Plans	City of Chula Vista	
Available public transportation	Plan Review	Precise Plan	City of Chula Vista	
Transit Plan	Transit Review	Per SANDAG	SANDAG/MTS/City	
Compliance with the City's Shade Tree Policy for parking lots	Plan Review	Precise Plan, Construction Plans	City of Chula Vista	
<b>Air Quality Mitigation Measures</b>				
Construction related emissions	Permit Review	Grading Permit	City of Chula Vista	
Siting of sensitive land uses	Permit Review	Precise Plan	City of Chula Vista	
TAC Emission Compliance	Permit Review	Building Permit	City of Chula Vista	

*(Continued on next Page)*

**Figure 8: Air Quality Improvement Plan Compliance Checklist (Continued)**

	Method of Verification <sup>1</sup>	Timing of Verification	Responsible Party <sup>2</sup>	Project Consistency & Compliance Documentation <sup>3</sup>
<b>BUILDING</b>				
<b>Green Building Standards</b>				
New Construction Recycling Plan	Waste Management Report Review	Construction or demolition permit	City of Chula Vista	
Project wide recycling	Plan Check	Tentative Tract OR Building Permit	San Diego County	
<b>Energy Efficiency Standards</b>				
Size of dwellings units	Plan Check	Building Permit	City of Chula Vista	
Compliance with 2016 California Energy Code	Plan Check	Building Permit/ Title 24 Energy Report	City of Chula Vista	
Installation of energy efficient appliances	Plan Check	Building Permit	City of Chula Vista	
Participation in a Utility Demand Response program	Plan Check	Building Permit	City of Chula Vista	
Compliance with 2016 CalGreen Indoor Water Use requirements	Plan Check	Plumbing Permit	City of Chula Vista	
Compliance with EPA's WaterSense certification	Plan Check	Plumbing Permit	City of Chula Vista	
Compliance with EPA's Energystar certification for indoor residential appliances	Plan Check	Plumbing Permit	City of Chula Vista	
Efficient irrigation equipment	Plan Check	Landscape Plan	City of Chula Vista	
Water efficient vegetation	Plan Check	Landscape Plan	City of Chula Vista	
Turf limited to 30% in residential areas	Plan Check	Landscape Plan	City of Chula Vista	
Solar access - use passive solar design and building orientation principles	Plan Check	Building Permit	City of Chula Vista	
Solar access - Use of vertical landscape elements to reduce heating/cooling loads	Plan Check	Building Permit	City of Chula Vista	
Energy efficient light of streets, parks and public spaces	Plan Check	Building Permit	City of Chula Vista	
Installation of solar water heater preplumbing	Plan Check	Building Permit	City of Chula Vista	
Installation of solar photovoltaic prewiring	Plan Check	Building Permit	City of Chula Vista	
Installation of residential graywater stub-out	Plan Check	Building Permit	City of Chula Vista	

Notes:

1. Method of verification may include, but is not limited to, plan check, permit review, site inspection.
2. Identify the party responsible for ensuring compliance (City of Chula Vista, San Diego APCD, Other)
3. This column shall include all pertinent information necessary to confirm compliance including document type, date of completion, plan/permit number, special notes/comments, and contact information.

**OTAY RANCH FREEWAY COMMERCIAL  
SPA AMENDMENT  
WATER CONSERVATION PLAN**

April 2018

Baldwin & Sons, LLC  
610 West Ash Street, Suite 1500  
San Diego, CA 92101





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## ABBREVIATIONS

ac -	acre
ac-ft -	acre-foot
cfcd -	community facilities district
cfs -	cubic feet per second
gpd-	gallons per day
gpf-	gallons per flush
gpm-	gallons per minute
HOA-	homeowners association
mgd-	million gallons per day

## USEFUL CONVERSIONS

1 acre-foot	=	325,829 gallons
1 mgd	=	1,000,000 gallons/day
1 cfs	=	448.8 gpm
1 cubic foot	=	7.48 gallons
1 mgd	=	694.4 gpm



## EXECUTIVE SUMMARY

The City of Chula Vista's Growth Management Ordinance (CVMC 19.09.050C) requires that all development projects with 50 dwelling units or greater prepare a Water Conservation Plan at the time of the Sectional Planning Area plan preparation. A Water Conservation Plan was prepared for the Planning Area 12 (PA 12) Freeway Commercial project when the project was originally approved in 2002. This plan presents a review of presently available technologies and practices which result in water conservation in primarily residential development. This report presents an updated Water Conservation Plan with measures that will be incorporated into the planning and design of the Otay Ranch PA 12 SPA Amendment, including the requirements outlined in the Chula Vista Landscape Water Conservation Ordinance (CVMC 20.12).

The PA 12 Freeway Commercial project consists of an FC-1 site that has already been developed as commercial per the originally approved SPA plan and an FC-2 site that is currently under development under the existing mixed-use entitlement. Baldwin & Sons has applied to add 300 dwelling units to the proposed apartments east of Town Center Drive in FC-2. This updated water conservation plan is being prepared for the FC-2 site. Town Center Drive, which bisects the FC-2 site, was constructed concurrent with the FC-1 site development.

The FC-2 site consists of 36.3 acres of property that is entitled for hotels and mixed use residential with ancillary commercial uses and a park. The SPA Amendment is required to increase residential density. The FC-2 site will include approximately 900 multi-family residential units, 300 hotel rooms, a 2.0-acre park site, and 15,000 square feet of retail commercial.

The Otay Water District is the local water agency that supplies potable water and recycled water to PA 12 FC-2. The current total estimated average potable and recycled water use for the project is 0.19 mgd and 0.03 mgd, respectively.

The State and local government have mandated a number of water conservation measures. The focus of this study is on the implementation of non-mandated water conservation measures. The project will install hot water pipe insulation, pressure reducing valves, and water efficient dishwashers in all multi-family residential units. Additionally, the builder will install dual flush toilets and other water conserving irrigation equipment and techniques in compliance with the Landscape Water Conservation Ordinance. At buildout of the project, implementation of the above measures along with the use of recycled water would reduce estimated potable water usage on the project by an estimated 53,385 gpd.

## INTRODUCTION

In recent years, the subject of water conservation has been given increased attention. The growing awareness of the need and value of water conservation has been sparked by local and regional water purveyors concerned about meeting the future water demands of their customers, particularly during drought conditions. Water conservation provides an alternative approach to the problem of finding new water sources to meet the water demand for a proposed community. The intent of water conservation is to manage water demand so that the customers receive adequate service but use less water.

Much has been done to educate consumers about limitations of water supply, the serious implications of a long-term drought and the need for water conservation, but there is a practical limit to the percentage reduction of water use in established communities. This limit is a result of the types of plumbing fixtures installed in existing homes as well as the difficulty in altering consumers' established patterns of water use. Any water conservation effort, voluntary or mandatory, requires the cooperation of the public. Public information should be utilized to inform and convince the consumer that a change in personal water use habits is in everyone's best interest.

In recent years, the private development sector has become more attuned to the concerns of water availability and has recognized the value of addressing water conservation issues throughout planned development projects. By incorporating low water use plumbing fixtures, promoting drought tolerant landscaping, and providing educational materials to homeowners within the development project, private developments can do much to cultivate an interest in water conservation and establish new patterns of water use. These efforts can have significant impacts with regard to reducing the need for securing and importing larger quantities of water for use in San Diego County. The Landscaping Water Conservation Ordinance went into effect on January 1, 2010 and requires homeowners to be efficient with the landscape systems and plant selection.

In 2006 the State repealed the Water Conservation in Landscaping Act and adopted a new Water Conservation in Landscaping Act, Government Code Sections 65591 et seq. The new Act requires the Department of Water Resources to update the previously adopted model efficient landscape ordinance that provides for greater efforts at water conservation and more efficient use of water in landscaping. Government Code Section 65595 requires that on or before January 1, 2010 a local agency shall adopt a water efficient landscape ordinance that is at least as effective in conserving water as the updated model ordinance or adopt the model ordinance. If a local agency does not adopt a water efficient landscape ordinance by the deadline, the updated model ordinance shall apply within the local agency's jurisdiction and shall be enforced by the local agency.

The City of Chula Vista City Council adopted an ordinance that complies with the findings and declarations of the State's Water Conservation in Landscaping Act and is as effective as the State's updated model water efficient landscape ordinance. This water conservation plan

incorporates the requirement of the City's ordinance.

The Otay Ranch Freeway Commercial project is within the Otay Ranch General Development Plan (GDP). The Otay Ranch GDP was adopted in 1993 and included objectives for water conservation to be incorporated into the development of Otay Ranch. These objectives included the implementation of water efficient fixtures, increased use of drought tolerant landscaping, and use of recycled water for irrigation. The objective of these measures is to reduce the per capita water use within Otay Ranch by 25 percent as compared to county wide 1989 per capita levels. This report will demonstrate how the City, in partnership with the Otay Water District and development community are meeting these objectives.

## **PURPOSE**

The State Legislature determined in the Water Conservation in Landscaping Act that the State's water resources are in limited supply. The Legislature also recognized that while landscaping is essential to the quality of life in California, landscape design and maintenance must be water efficient. The City of Chula Vista's Growth Management Ordinance requires that all major development projects (50 dwelling units or greater) prepare a Water Conservation Plan at the time of Sectional Planning Area Plan preparation. The City has adopted guidelines for the preparation and implementation of required Water Conservation Plans.

This report will present water conservation measures which will be incorporated into the planning and design of the project, including an estimate of the anticipated water savings. Approximately half of the water used by residences in California is used outdoors. For this reason, the City's Landscape Water Conservation Ordinance will be an important component of reduced water usage.

Although not covered in detail, there are several secondary benefits to conserving water that should be kept in mind when reviewing material in this report. These benefits include reduced sewage flows, reduced natural gas use, and reduced electricity use. Using less water in the shower, for example, reduces the amount of water input into the sewer system and reduces the amount of energy required to heat the water.

## **PROJECT DESCRIPTION**

Proposed development for the FC-2 site includes approximately 900 multi-family residential dwelling units, 300 hotel rooms, a 2.0-acre park, and 15,000 square feet of commercial retail. Appendix A provides the proposed land use plan for FC-2 and Table 1 provides a land use summary.

<b>TABLE 1 FREEWAY COMMERCIAL SPA AMENDMENT FC-2 SITE LAND USE SUMMARY</b>	
<b>Land Use</b>	<b>Quantity</b>
MF Residential Units	900 units
Hotels	300 units
Park	2.0 acre
Commercial	15,000 SF <sup>1</sup>

<sup>1</sup> Retail Commercial is on approximately 4.0 acres of the site.

## **WATER SERVICE AND SUPPLY**

The Otay Water District is the local water agency that supplies potable water and recycled water to Freeway Commercial. The Otay Water District relies solely on the San Diego County Water Authority (SDCWA) for its potable water supply. The SDCWA is the largest of 27-member agencies of the Metropolitan Water District of Southern California (MWD), which is the primary importer of domestic water in Southern California.

## **PROJECTED WATER USE**

### **Potable Water Demand**

Water use is affected by, among other things, climate and the type of development. In California, recent trends towards the construction of more multi-unit housing, the general reduction in residential lot size, and a number of local agency water conservation programs in effect are all tending to reduce per capita water consumption.

Potable water demands were projected by taking the total development for each land use and multiplying by water use factors. Table 2 provides the projected potable water demand for the FC-2 site based on the current SPA Amendment. The total estimated potable water use is 0.19 mgd. The estimated potable water usage in Table 2 is reduced as a result of the use of recycled water for irrigation of parks, common areas, etc. Potable water use factors were taken from the 2018 Freeway Commercial Sub Area Master Plan Amendment: Potable and Recycled Water.



<b>TABLE 2 FREEWAY COMMERCIAL PROJECTED POTABLE WATER DEMANDS (FC-2 SITE)</b>			
<b>Location (Land Use)</b>	<b>Quantity</b>	<b>Unit Rate</b>	<b>Average Demand, gpd</b>
Multiple-Family Residential	900 units	170 gpd/unit <sup>1</sup>	153,000
Commercial	3.6 ac	1,785 gpd/ac <sup>1 2</sup>	6,428
Hotel	300 rooms	115 gpd/room	34,500
Park	2.0 ac	--- <sup>2</sup>	1,000 <sup>2</sup>
<b>TOTAL</b>			<b>194,928</b>

<sup>1</sup> Assumes that recycled water will be used at these sites.

<sup>2</sup> Estimated potable water use for restrooms, drinking fountains, etc. based on other similar facilities.

### **Recycled Water Demand**

In accordance with Section 26 of the Otay Water District Code of Ordinances, FC-2 will utilize recycled water for the irrigation of open space slopes, parks, and the common area of commercial and multi-family residential sites. Table 3 provides the updated estimate for the FC-2 site recycled water demand. The total estimated recycled water demand is 0.03 mgd.

<b>TABLE 3 FREEWAY COMMERCIAL PROJECTED RECYCLED WATER DEMANDS (FC-2 SITE)</b>					
<b>Location (Land Use)</b>	<b>Quantity</b>	<b>Recycled Water Factor</b>	<b>Net Recycled Acreage</b>	<b>Unit Rate<sup>1</sup></b>	<b>Average Demand, gpd</b>
Multi-Family Residential	900 units	15%	---	30 gpd/unit	27,000
Commercial	4.0 ac	10%	0.4	1,900 gpd/ac	760
Park	2.0 ac	100%	2.0	1,900 gpd/ac	3,800
<b>TOTAL</b>					<b>31,560</b>

<sup>1</sup> Based on OWD 2015 Water Facilities Master Plan.

## MANDATED WATER CONSERVATION MEASURES

The State and many local Governments have mandated a number of water conservation measures. Table 4 summarizes the conservation measures that are currently mandated by the State of California and also provides the requirements of the 2016 California Green Building Standards Code.

<b>TABLE 4 MANDATED WATER CONSERVATION DEVICES</b>		
<b>Device</b>	<b>Baseline Requirement</b>	<b>2016 Green Building Standards Code</b>
Showerheads	2.5 gpm	2.0 gpm
Lavatory Faucets	2.2 gpm	1.2 gpm
Sink Faucets	2.2 gpm	1.8gpm
Metering Faucets in Public Restrooms	0.25-0.75 gal/cycle	0.25 gal/cycle
Residential Water Closets	1.6 gpf	1.28 gpf
Flushometer Valves	1.6 gpf	1.28 gpf
Commercial Water Closets	1.6 gpf	1.28 gpf
Urinals	1.0 gpf	0.5 gpf

## **LOCAL WATER CONSERVATION REQUIREMENTS**

There are a number of water conserving measures required by the Otay Water District and City of Chula Vista Landscape Manual. These include the use of recycled water for the irrigation of parks, median landscaping, open space slopes, and common landscaped areas where feasible. The Landscape Manual also requires some drought tolerant plant selection in the landscaping plan and the use of evapotranspiration controllers for parks and common landscaped areas. Additionally, the Landscape Water Conservation Ordinance that went into effect on January 1, 2010 is expected to reduce outdoor water consumption due to the setting of strict water budgets on City approved landscape plans that must not be exceeded.

The City of Chula Vista Water Conservation Plan Guidelines requires the following three indoor water conservation measures for residential units and non-residential units. These measures are mandatory.

### **Residential Measures - Mandatory**

1. Hot Water Pipe Insulation. This measure involves the insulation of hot water pipes with 1-inch walled pipe insulation and separation of hot and cold-water piping. This measure is estimated to cost an additional \$50 during initial construction and result in annual savings of 2,400 gallons per residential unit.
2. Pressure Reducing Valves. Setting the maximum service pressure to 60 psi reduces any leakage present and prevents excessive flow of water from all appliances and fixtures. This measure is estimated to cost \$100 during initial construction and result in annual water savings of 1,800 gallons per residential unit.
3. Water Efficient Dishwashers. There are a number of water efficient dishwashers available that carry the Energy Star label. These units cost an additional \$500 on average and result in an estimated yearly water savings of 650 gallons per residential unit.

### **Non-Residential Measures - Mandatory**

1. Hot water pipe insulation with 1-inch walled pipe insulation.
2. Compliance with Division 5.3 of the California Green Building Standards Code in effect at the time of plan submittal.
3. Pressure reducing valves.

### **Non-Mandatory Measures**

In addition, to comply with the City's current water conservation requirements, the developer must select at least one outdoor measure and one additional indoor or outdoor water conservation measure for residential development and non-residential development. Water conservation measures not included on the City's Residential Water Conservation Measures list may be proposed by the developer. Since this project does not propose any single-family residences, all outdoor irrigation water use is proposed to be met with recycled water. Thus, there are no outdoor water measures that would result in a direct reduction in potable water use. The developer will implement, from the City's list of approved measures, the following indoor non-mandatory measure in multi-family residential units and non-residential units.

1. Dual Flush Toilets. The developer will install dual flush toilets within the project. This measure is estimated to cost \$200 per household and result in annual water savings of 4,000 gallons per year per residential unit.

### **WATER CONSERVATION ESTIMATED SAVINGS**

The estimated water savings for water conservation measures are based on the estimates provided in the previous section of this report. The potential water savings varies widely based on land use types. Multi-family residential units, for example, have much less opportunity to implement additional water saving measures than low density single family residential units. This is primarily because the common landscaped areas of multi-family units are required to be irrigated with recycled water and, thus, there are no outdoor water conservation measures that can directly offset potable water usage in these areas.

Table 5 summarizes the total estimated water savings for the PA 12 FC-2 SPA Amendment based on the proposed required measures and non-mandatory measure described above.

<b>TABLE 5 FC-2 SPA AMENDMENT MULTI-FAMILY PROPOSED WATER CONSERVATION MEASURES</b>					
<b>Measure</b>	<b>Location</b>	<b>Yearly Water Savings, gal/unit</b>	<b>Daily Water Savings, gpd/unit</b>	<b>Percentage of Total Usage<sup>1</sup></b>	<b>Project Total Water Savings<sup>2</sup>, gpd</b>
Hot Water Pipe Insulation	Indoor	2,400	6.58	3.9	5,922
Pressure Reducing Valves	Indoor	1,800	4.93	2.9	4,437
Water Efficient Dishwashers	Indoor	650	1.78	1.0	1,602
Dual Flush Toilets	Indoor	4,000	10.96	6.5	9,864
<b>TOTAL</b>		<b>8,850</b>	<b>24.25</b>	<b>14.3</b>	<b>21,825</b>

<sup>1</sup> Based on 170 gpd/unit average usage.

<sup>2</sup> Based on 900 Multi-Family Residential Units.

<sup>3</sup> This measure will reduce the amount of recycled water used for irrigation and has, therefore, not been included in the total potable water savings.

### **Water Conservation Summary**

As detailed in this report, the PA 12 FC-2 project is committed to being water efficient through the use of recycled water for irrigation and utilizing other water conservation devices and measures. Table 6 summarizes the baseline potable water use if recycled water and water conservation measures were not utilized and provides the anticipated water savings outlined in this report. As shown, the use of recycled water and other water conservation measures is expected to reduce potable water usage by 53,385 gpd, or 24 percent.

As evidenced by the information contained in this study, the objectives of the Otay Ranch GDP to incorporate water saving fixtures, drought tolerant landscaping, and recycled water usage into the development are being met. Based on information contained in the 1989 San Diego County Water Authority Annual Report, average water use within the Otay Water District was 220 gallons per day per capita (20,469.7 AF for a population of 83,000) . Based on 2007 data from the OWD 2008 Master Plan, per capita water usage has dropped to approximately 189 gpd (33.26 mgd for a population of 186,000). These per capita numbers include non-residential demands, but clearly indicate the effectiveness that the above measures are having. This trend is expected to continue as adopted guidelines are increasingly focused on reducing per capita water use.

<b>TABLE 6 PA 12 FC-2 SPA AMENDMENT WATER CONSERVATION SUMMARY</b>	
<b>Description</b>	<b>Average Use, gpd</b>
<b>Total Water Use</b>	
Potable Water Use (Table 2)	194,928
Recycled Water Use (Table 3)	31,560
<b>Total Baseline Water Use</b>	<b>226,488</b>
<b>Water Conservation Savings</b>	
Recycled Water (Table 3)	31,560
Multi Family Measures (Table 5)	21,825
<b>Total Conservation Savings</b>	<b>53,385</b>
Net Potable Water Usage <sup>1</sup>	173,103
Reduction from Baseline Usage	24%

<sup>1</sup> Potable water use (Table 2) minus water conservation savings (Table 5).

### **IMPLEMENTATION MEASURES**

The non-mandated water conservation measures to be included in the residential component of the PA 12 FC-2 project are listed in Table 5. The non-residential development within the project will utilize hot water pipe insulation, pressure reducing valves, water efficient landscaping systems, and dual flush toilets as well as meeting all requirements of Division 5.3 of the California Green Building Standards Code in effect at the time of plan submittal.

### **MONITORING**

For the water conservation measures proposed to be incorporated into the PA 12 FC-2 project, Table 7 summarizes the implementation timing for each measure, as well as the responsibility for monitoring the implementation of the measures.

**TABLE 7**  
**PA 12 FC-2 SPA AMENDMENT**  
**IMPLEMENTATION AND MONITORING PROGRAM**

<b>Water Conservation Measure</b>	<b>Responsibility for Implementation</b>	<b>Timing</b>	<b>Monitoring of the Implementation</b>
Hot Water Pipe Insulation	Developer	Prior to Issuance of Building Permit	City Building Department
Pressure Reducing Valves	Developer	Prior to Issuance of Building Permit	City Building Department/Otay Water District
Water Efficient Dishwashers	Developer	Prior to Issuance of Building Permit	City Building Department
Dual Flush Toilets	Developer	Prior to Issuance of Building Permit	City Building Department

## REFERENCES

1. Bahman Sheikh, Water Use Efficiency, Strategies for Proposed Residential Developments, September 2001.
2. City of Chula Vista Water Conservation Plan Guidelines, adopted May 27, 2003.
3. Chapter 20.12 Chula Vista Landscape Water Conservation Ordinance, January 2010.
4. Otay Water District Water Resources Master Plan, October 2008, Revised April 2013.
5. Freeway Commercial Sub Area Master Plan Amendment: Potable and Recycled Water, 2018
6. San Diego County Water Authority Annual Report, 1989.
7. California Green Building Standards Code, 2016.



**APPENDIX A**

**LAND USE MAP**

# OTAY RANCH PLANNING AREA 12

"FREEWAY COMMERCIAL NORTH" OR "FC-2"

CONCEPTUAL DEVELOPMENT PLAN



**OTAY RANCH FREEWAY COMMERCIAL SPA PLAN  
SUPPLEMENTAL  
PUBLIC FACILITIES FINANCE PLAN**

**May 16, 2019**

**Otay Ranch Freeway Commercial SPA Plan PFFP**

**Approved by:**

**Chula Vista City Council**

**Date: April 1, 2003 Resolution 2003-132**

**Otay Ranch Freeway Commercial SPA Plan Amendment  
Supplemental PFFP**

**Approved by:**

**Chula Vista City Council**

**Date: September 14, 2004 Resolution 2004-300**

**Otay Ranch Freeway Commercial SPA Plan Amendment  
Supplemental PFFP**

**Approved by:**

**Chula Vista City Council**

**Date: September 13, 2016, Resolution 2016-187**

**Otay Ranch Freeway Commercial SPA Plan Amendment  
Supplemental PFFP**

**Approved by:**

**Chula Vista City Council**

**Date: \_\_\_\_\_, 2019, Resolution \_\_\_\_\_**



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## **I. EXECUTIVE SUMMARY**

This supplemental Public Facilities Finance Plan (PFFP) studies the proposed density increase on the Freeway Commercial North site and identifies all the backbone infrastructure improvements, public facilities, and administrative costs needed to serve the amended project. The purpose of the PFFP is to ensure that facilities necessary to serve the project site are appropriately funded and would be in place in time to meet project demands. The PFFP includes improvements to roadways, sewer, water, drainage, schools, parks, fire, police, emergency medical services and libraries. It also describes the costs and financing mechanisms that will be used to create these improvements in a timely manner.

The Freeway Commercial North, or FC-2, site is currently entitled as a transit-supportive mixed-use project with up to 600 Multi-Family Residential Units, 15,000 square feet of Commercial Retail, a 2-acre urban park and two hotels with a minimum of 300 rooms. Baldwin & Sons, the current developer of the FC-2 site, has proposed to add 300 multi-family units to the east portion of FC-2. This density increase would allow the developer to maximize land use potential within walking range of the Otay Ranch BRT stop, ensure transit-supportive densities near the BRT line, establish a compact walkable community by replacing surface parking with 5-level structured parking, and provide a more diverse mix of housing types in a fiscally sustainable manner.

The Supplemental PFFP has been prepared under the requirements of the City of Chula Vista's Growth Management Program and Chapter 9, Growth Management of the Otay Ranch GDP. The preparation of the Supplemental PFFP is required in conjunction with the preparation of the SPA Plan Amendment to ensure that the phased development of the project is consistent with the overall goals and policies of the City's General Plan (GP), Growth Management Program, and the Otay Ranch GDP, which was adopted by the Chula Vista City Council on October 28, 1993, to ensure that the development of the project will not adversely impact the City's Quality of Life Standards. This Supplemental PFFP meets the policy objectives of the Otay Ranch GDP.

This Supplemental PFFP is based upon the phasing and project information that has been presented in the FC-2 SPA Plan Amendment draft dated January 2019, and the supporting technical studies that have been submitted by the developer. These technical studies are referenced in subsequent sections of this Supplemental PFFP. This document begins by analyzing the existing demand for facilities based upon the demand from existing development and those projects with various entitlements through the year 2022, when the developer expects full build-out.

When specific thresholds are projected to be reached or exceeded based upon the analysis of the phased development of the FC-2 project, the Supplemental PFFP provides recommended mitigation necessary for the continued compliance with the Growth Management Program and Quality of Life threshold standards. The Supplemental PFFP may indicate that the development phasing should be limited or reduced until certain actions are taken to guarantee public facilities will be available or provided to meet the Quality of Life threshold standards.

### **A. Public Facility Cost and Fee Summary (Freeway Commercial North SPA)**

The following discussion and table (Table A.1) identify and summarize the various facility costs associated with increasing residential density of the FC-2 mixed-use project by 300

dwelling units. The facilities and their cost are identified in detail in subsequent sections of this document. The tables indicate a recommended financing alternative based upon current Chula Vista practices and policies. However, where another financing mechanism may be shown at a later date to be more effective, the City may implement such other mechanisms in accordance with City policies. This will allow the City maximum flexibility in determining the best use of public financing to fund public infrastructure improvements.

The project does not require any off-site public street improvements. *Otay Ranch PA12 Trip Generation Review – Revised by Chen Ryan Associates, dated May 8, 2019*, concluded that the proposed density increase at the FC-2 mixed-use project would generate less daily and PM peak hour trips than those already approved under the 2002 EIR, however would generate 58 more trips in the AM peak hour. A focused traffic analysis was conducted and concluded that there will not be any significant traffic impacts associated with the 58 additional AM peak hour trips. Analysis was not conducted for the daily or PM peak as the proposed project would generate less than those in the 2002 EIR. Therefore, no offsite public street improvement projects are anticipated.

The estimated ETDIF for the entire FC-2 planned development (608 apartment units, 292 multifamily for sale units and two hotels with a total of 300 rooms), are \$8,467,016. Funding alternatives for street improvements may be accomplished by one or more of the following:

- Payment of ETDIF.
- Construction of improvements by developer with DIF credits towards building permits.
- Financing through assessment districts or Community Facility Districts.
- Expenditure of available DIF account funds.
- Construction of improvements by other developers.
- Outside funding sources.

Some off-site sewer, drainage and water facilities may be the responsibility of the developer if the facility is needed to support the proposed development. The estimated fees for the Poggi Canyon Basin Fee and the Sewerage Participation Fee is \$3,462,952.

The FC-2 Amendment project will trigger new fees for parks. The project will pay a Park Benefit Fees of up to \$4,580,100 (equivalent to the Park Acquisition and Development (PAD) Fees for 300 multi-family units) to cover the impacts from the proposed new units. The Freeway Commercial project has been annexed into CFD 97-2, which is the open space preserve district. In addition, CFD 19M was formed to assess a special tax on both residential and non-residential properties to provide a funding mechanism for city open space maintenance obligations. CFD 07M is funding maintenance of the landscape along the northern boundary of the Freeway Commercial project adjacent to Olympic Parkway and a portion of Eastlake Parkway.

Capital Facilities for police, fire suppression system, civic center expansion, corporation yard, and other city public facilities, including libraries, will be funded, in part, from revenues generated from the payment of Public Facilities Development Impact Fees (PFDIF) at building permit issuance. These fee revenues total approximately \$9,521,336 for the FC-2 Amendment.

Altogether, the City's estimated development impact fees by phase and facility for the FC-2 project total **\$35,534,700** as shown on the following Table A.1.

**Table A.1  
Freeway Commercial Summary of Facilities**

<b>Fee Program and Funding Source</b>	<b>Total Fee Estimate</b>	<b>Timing</b>	<b>PFFP Section</b>
Eastern Transportation Development Impact Fee (ETDIF) <i>Development Impact Fee (DIF)</i>	\$8,467,016	Pay prior to Final Inspection	IV.1.6 – Table C.3
Traffic Signal Fee <i>Fee Exaction</i>	\$318,162	Pay at Building Permit Issuance	IV.1.6 – Table C.4
Otay Water District (OWD) Potable Water Capacity Fee <i>Meter &amp; Capacity Fees</i>	Determined by OWD	Provide City Engineer OWD water availability letter and required improvements prior to approval of the Final Map.	IV.7
Otay Water District (OWD) Recycled Water Fee (if required) <i>Meter &amp; Capacity Fees</i>	Determined by OWD		
Poggi Canyon Sewer & Drainage Basin Fee <i>Development Impact Fee (DIF)</i>	\$212,169	Pay prior to Final Inspection	IV.8.9 – Table J.6
Sewer Capacity Charge <i>Capital Improvement Project (CIP)</i>	\$3,250,783	Pay prior to Final Inspection	IV.8.9 – Table J.7
School Fees <i>Community Facilities District (CFD)</i>	Property Tax Levy	Provide documentation showing paid school fees prior to issuance of Building Permit	IV.4
Park Acquisition & Development Fees	\$9,160,200	Commence construction prior to the issuance of the 300 <sup>th</sup> residential building permit	IV.6.8 – Table H.5
Park Benefit Fee	\$4,580,100	Pay prior to Final Inspection	IV.6.8 – Table H.5
<b>Public Facilities Development Impact Fees (PFDIF):</b>			
PFDIF - Recreation Facilities <i>Development Impact Fee (DIF)</i>	\$1,230,300	Pay prior to Final Inspection	IV.6.9 – Table H.6
PFDIF - Library <i>Development Impact Fee (DIF)</i>	\$1,620,900	Pay prior to Final Inspection	IV.5.6 – Table G.3
PFDIF - Fire Suppression System <i>Development Impact Fee (DIF)</i>	\$1,052,160	Pay prior to Final Inspection	IV.3.6 – Table E.3
PFDIF - Police Facility <i>Development Impact Fee (DIF)</i>	\$1,876,983	Pay prior to Final Inspection	IV.2.5 – Table D.3
PFDIF – Civic Center Expansion <i>Development Impact Fee (DIF)</i>	\$2,735,824	Pay prior to Final Inspection	IV.II – Table L.1
PFDIF – Corp Yard Relocation <i>Development Impact Fee (DIF)</i>	\$417,983	Pay prior to Final Inspection	IV.II – Table L.2
PFDIF – Program Administration <i>Development Impact Fee (DIF)</i>	\$587,186	Pay prior to Final Inspection	IV.II – Table L.3
<b>Total Estimated Fees</b>	<b>\$35,534,700</b>		

Note – Fees presented in this table are estimates only. In addition to the fees presented above, there are other building permits fees that are required, including a \$45 sewer administration fee for each building permit issued as well as a \$26.09 reserve fund fee assessed on each residential unit. Total reserve fund fees for this project are \$23,481.

## **B. General Conditions for Supplemental PFFP**

1. All development within the boundaries of the Supplemental PFFP for the Freeway Commercial North SPA Amendment shall conform to the provisions of Section 19.09 of the Chula Vista Municipal Code (Growth Management Ordinance) as may be amended from time to time and to the provisions and conditions of this Supplemental PFFP.
2. All new development within the boundaries of the Freeway Commercial North SPA shall be required to pay development impact fees and other applicable fees, unless the developer has entered into a separate agreement with the City pursuant to the most recently adopted program by the City Council, and as amended from time to time.
3. Approval of this Supplemental PFFP does not constitute prior environmental review for projects within the boundaries of this Plan. All future projects within the boundaries of this Supplemental PFFP shall undergo environmental review as determined appropriate by the City of Chula Vista.
4. Approval of this Supplemental PFFP does not constitute prior discretionary review or approval for projects within the boundaries of the Plan. All future projects within the boundaries of the Freeway Commercial North SPA Amendment shall undergo review in accordance with the Chula Vista Municipal Code. This Supplemental PFFP analyzes the maximum allowable development potential for planning purposes only. The approval of this plan does not guarantee specific development densities.
5. The facilities and phasing requirements identified in this Supplemental PFFP are based on the Freeway Commercial North SPA Plan Amendment, which assumes a mixed-use development on the northern district referred to as FC-2, approximately 38 acres. This site currently includes a 148-room hotel and is under development for multi-family residential. At buildout, the project will have up to 900 multi-family units, 15,000 square feet of ground-floor commercial in mixed-use format, and 300 hotel rooms.

## II. INTRODUCTION:

This Supplemental PFFP identifies each improvement needed to service the Freeway Commercial North project, with the appropriate funding sources.

The implementing actions covered by the PFFP are:

- Use of Public Financing Mechanisms where applicable.
- Construction of major streets, sewer, water and drainage facilities.
- Internal subdivision improvements pursuant to the Subdivision Map Act.
- Provision of other public facilities.
- Maintenance of certain facilities such as open space areas and street medians.

### II.1. Background:

The Otay Ranch lies within the approximately 37,585-acre Eastern Territories Planning Area of the City of Chula Vista. Interstate 805 bounds this area 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.

On April 1, 2003, the Chula Vista City Council adopted Resolution 2003-132, which approved the Otay Ranch Area 12 Freeway Commercial (FC) Sectional Planning Area (SPA) Plan including the Public Facilities Financing Plan. The Otay Ranch FC SPA project is located in the eastern portion of the Otay Ranch GDP within the northern one-third of Planning Area 12 (see Exhibit 1).

The FC SPA project area consists of approximately 120 acres within two districts, southern and northern. The southern, approximately 86-acre district is the FC-1 site that has been developed as the Otay Ranch Town Center Shopping Center, consisting of 867,000 square feet of Freeway Commercial uses.

The northern, approximately 38-acre district is the FC-2 site that is the subject of this supplemental PFFP. The FC-2 site was initially approved for 347,000 square feet of regional commercial uses but in 2015 it was rezoned by Resolution 2015-114 to a Mixed-Use district consisting of 300 hotel rooms, 600 multi-family units, a minimum of 15,000 square feet of commercial use in mixed-use format, and a 2-acre public park. The FC-2 site has an operating hotel on the northeast corner, current construction of multi-family on the west side and graded undeveloped land on the east side. The approved project also includes a Bus Rapid Transit (BRT) guideway running between FC-1 and FC-2 districts, and a BRT park-and-ride facility located in FC-1. Under the proposed SPA Plan Amendment which would allow an additional 300 multi-family units in FC-2, no changes to the FC-1 area are included. All proposed modifications would occur within the FC-2 portion of the site.

The environmental impacts of the FC SPA Plan were previously addressed in the *Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area 12, 2003, City of Chula Vista* (EIR). In May 2015, the City Council approved the First Addendum to FEIR 02-04, the General Plan and Otay Ranch GDP Amendments to reflect land use changes from Freeway Commercial to Mixed-Use for the FC-2 site. In September 2016, the City Council approved the *Second Addendum to the EIR Otay Ranch Freeway Commercial Sectional Planning*

*Area (SPA) Plan Planning Area 12.* It provided more specific project detail for the FC-2 SPA Plan Amendment, Tentative Map, and Freeway Commercial North Master Precise Plan.

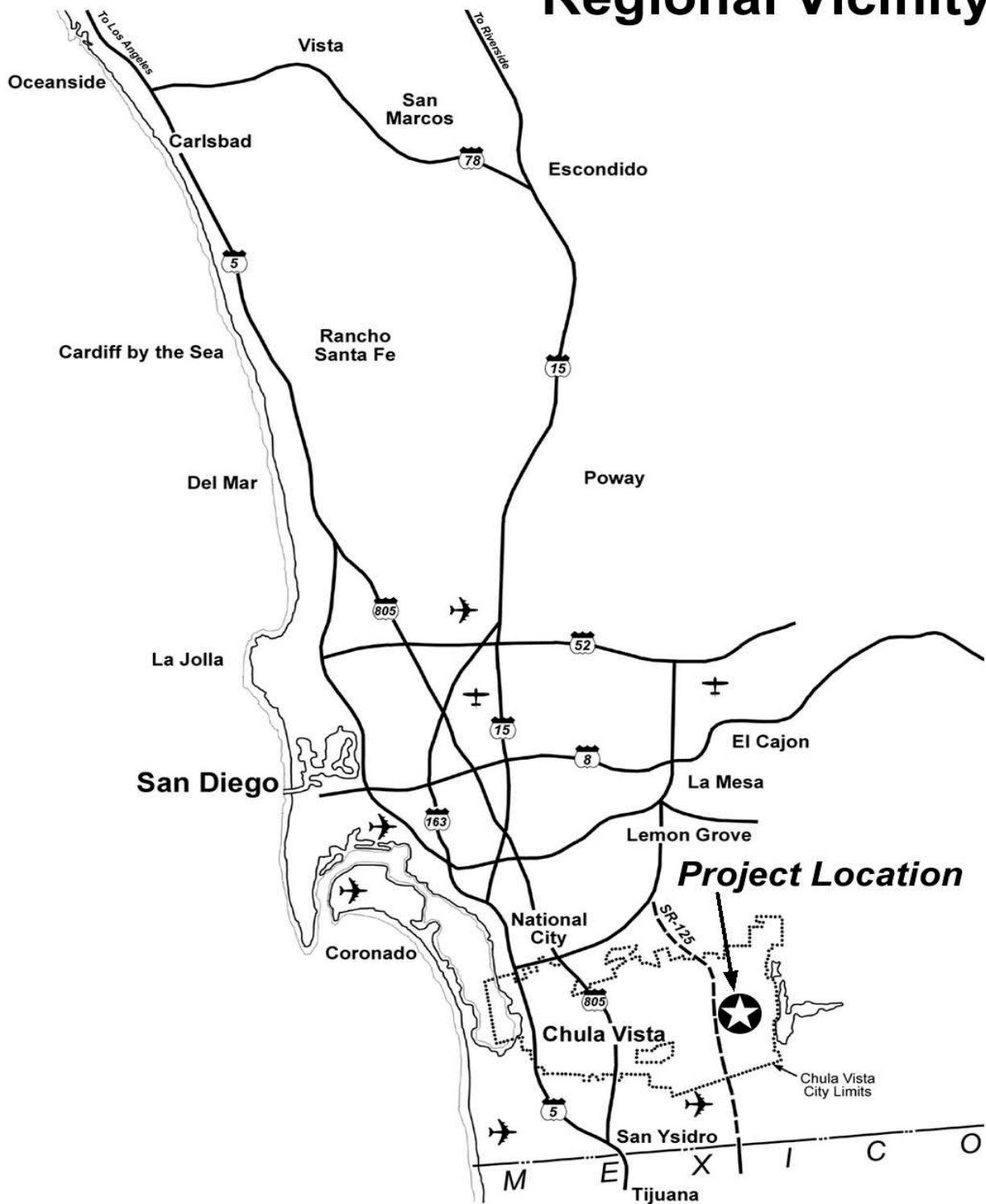
The proposed residential density increase requires an amendment to the Otay Ranch General Development Plan, Freeway Commercial SPA Plan and Freeway Commercial North Master Precise Plan.

## **II.2. Purpose**

The purpose of this document is to study the impact of the 300 additional multi-family units and identify resources to ensure that adequate public facilities will be available to meet the projected needs of the development. This document supplements the original 2003 Otay Ranch Freeway Commercial SPA PFFP, as amended on September 13, 2016, and applies only to the Otay Ranch Freeway Commercial SPA Plan. Where this Supplemental PFFP conflicts with or requires more stringent standards than the approved Otay Ranch Freeway Commercial SPA PFFP, the requirements of this Supplemental PFFP shall apply. The purpose of all PFFPs in the City of Chula Vista is to implement the City's Growth Management Program and to meet the General Plan goals and objectives, specifically those of the Growth Management Element. The Growth Management Program ensures that development occurs only when the necessary public facilities and services exist or are provided concurrent with the demands of new development. The Growth Management Program requires a PFFP be prepared for every new development project which requires either SPA Plan or tentative map approval. Similarly, amendments to a SPA Plan require an amendment or a supplement to the PFFP.

In the City of Chula Vista, the PFFP is intended to ensure adequate levels of service are achieved for all public services and facilities impacted by a project. It is understood that assumed growth projections and related public facility needs are subject to a number of external factors, such as the local economy, the City's future land use approval decisions, etc. It is also understood that the funding sources specified herein may change due to financing programs available in the future or requirements of either state or federal law. It is intended for revisions to cost estimates and funding programs be handled as administrative revisions, whereas revisions to the facilities-driven growth phases are to be accomplished through an update process via an amendment to or a supplement to the PFFP.

# Regional Vicinity



## Freeway Commercial

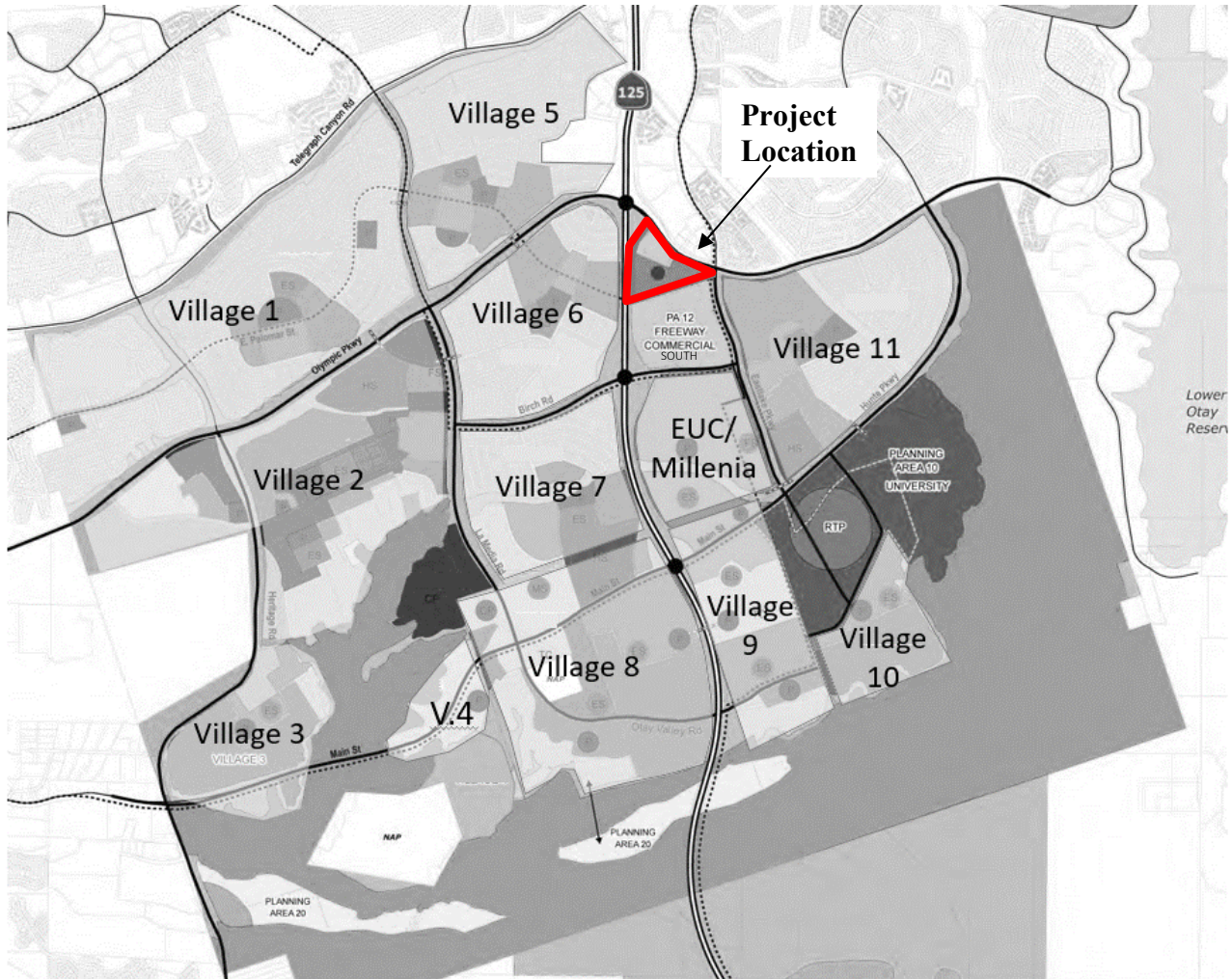
### OTAY RANCH



Exhibit 1



# Location/SPA Boundaries



Otay Valley Parcels  
**OTAY RANCH**



**Exhibit 2**

# Aerial Photograph



Source: Google Maps

## Freeway Commercial SPA FC-1 and FC-2 Otay Ranch

### Exhibit 3

## **II.3. Assumptions**

### **A. Purpose**

The purpose of this section is to quantify how the FC-2 project will be analyzed in relationship to all other projects, which are at some stage in the City's development process. The Growth Management Program addressed the issue of development phasing in relationship to location, timing, and fiscal/economic considerations.

Based upon the overall elements to be considered when projecting the phasing of development and policies contained in the Growth Management Program, the City forecasts where and when residential development will take place. This forecast is updated annually and is referred to as the Annual Residential Growth Forecast. The 2018 forecast is summarized on Table A.5.

The specific factors that affect the development-phasing forecast include the status of development approvals, binding development agreements and specific road and intersection improvements. These components were reviewed as part of this supplemental PFFP in conjunction with the requirement to provide facilities and services, concurrent with the demand created by FC-2 to maintain compliance with the threshold standards.

The management of future growth includes increased coordination of activities between the various City departments as well as with both School Districts and the Water Districts that serve the City of Chula Vista. The Annual Residential Growth Forecast is a component of the City of Chula Vista's Growth Management Program. The Development Services Department provides annual residential growth forecasts for a 5-year period. This information enables City departments and the other aforementioned service agencies to assess the probable impacts that growth may have on maintaining compliance with the City's facilities and service threshold standards. In addition, with this data City departments and the other service agencies will be able to report potential impacts to the Growth Management Oversight Commission (GMOC).

For the purposes of projecting facility demands for the Otay Ranch FC-2 project a population coefficient of 2.61 persons per multi-family dwelling unit is used. This factor may be used in this PFFP for converting Equivalent Dwelling Units (EDUs) for the project. The coefficient has been confirmed for use in the PFFP by the Development Services Department. The FC-2 facility demands are based on the criteria of Title Three of the Municipal Code and the technical studies that are referenced by this document.

## **B. Key Assumptions**

There are a number of key assumptions implicit to this supplemental PFFP Amendment. The assumptions play a major part in determining public facility needs, the timing of those needs and the staging of growth corresponding to the various facilities. Key land use and phasing assumptions can be summarized as follows:

1. The proposed project consists of adding 300 multi-family units to the approved plan. This action if approved by the City Council would permit a total of 900 mixed-use residential units in the FC-2 site.
2. The proposed density increase requires: an Otay Ranch General Development Plan amendment, Planning Area 12 Freeway Commercial SPA Amendment, and Freeway Commercial North Master Precise Plan amendment.
3. The SPA Plan Amendment and Planned Community District Regulations will regulate land use allocation and intensity of development for the proposed FC-2 project.
4. Infrastructure improvements may be completed over several phases. Build-out of all building sites may occur over a several-year period.

## **II.4. Threshold Standards:**

Chapter 19.09 of the Chula Vista Municipal Code provides the requirements for the Chula Vista Growth Management Plan. Subsection 19.09.040 provides for eight city facilities and services threshold standard topics: police, fire and emergency medical services, libraries, parks and recreation, traffic, drainage, sewer, and fiscal. Subsection 19.09.050 provides for three external facilities and services threshold standard topics: air quality and climate protection, schools, and water. Each of the 11 threshold standards topics is stated in terms of a goal, objectives, one or more standards, and implementation measures. Table A.2 provides a summary for the eleven threshold standards for the eleven topics.

### **A. The Threshold Standards fall into three general categories:**

1. *A performance standard measuring overall level of service* is established for police, fire and emergency medical services, sewers, drainage facilities, and traffic;
2. *A ratio of facilities to population* is established for park and recreation facilities, and libraries; and
3. *A qualitative standard* is established for schools, water, air quality and climate protection, and fiscal impacts.

Schools are provided by the Chula Vista Elementary School District and the Sweetwater Union High School District; water service is provided by Otay Water District; and sewer service is provided by the City of Chula Vista and has an agreement with the City of San Diego to treat the waste water. Finally, the air quality and climate protection and fiscal threshold standards do not relate to specific public services but are intended to determine whether growth is having an adverse impact on two other measures of quality of life: the air quality within the region and the city's overall fiscal health.

<b>Table A.2 Chula Vista's Threshold Standards</b>	
<b>Air Quality and Climate Protection</b>	The city shall pursue a greenhouse gas emissions reduction target consistent with appropriate city climate change and energy efficiency regulations in effect at the time of project application for SPA plan.
<b>Fiscal</b>	<p>1. Fiscal Impact Analyses and Public Facilities Financing Plans, at the time they are adopted, shall ensure that new development generates sufficient revenue to offset the cost of providing municipal services and facilities to that development.</p> <p>2. The City shall establish and maintain, at sufficient levels to ensure the timely delivery of infrastructure and services needed to support growth, consistent with the threshold standards, a Development Impact Fee, capital improvement funding, and other necessary funding programs or mechanisms.</p>
<b>Police</b>	<p>1. Priority 1 – Emergency Calls<sup>1</sup>. Properly equipped and staffed police units shall respond to at least 81% of Priority 1 calls within 7 minutes 30 seconds and shall maintain an average response time of 6 minutes or less for all Priority 1 calls (measured annually).</p> <p>2. Priority 2 – Urgent Calls<sup>2</sup>. Respond to all Priority 2 calls within 12 minutes or less.</p>
<b>Fire and Emergency Medical Services</b>	<p>Emergency Response: Properly equipped and staffed fire and medical units shall respond to calls throughout the city in at least 7 minutes in at least 80% of the cases (measured annually).</p> <p>Note: For growth management purposes, response time includes dispatch, turnout and travel time to the building or site address.</p>
<b>Schools</b>	The city shall annually provide the Chula Vista Elementary School District and the Sweetwater Union High School District with the city's annual 5-year residential growth forecast and request an evaluation of their ability to accommodate forecasted growth, both citywide and by subarea.
<b>Library</b>	The city shall not fall below the citywide ratio of 500 gross square feet (GSF) of library space, adequately equipped and staffed, per 1,000 population.
<b>Parks &amp; Recreation</b>	Population ration: Three (3) acres of neighborhood and community parkland with appropriate facilities shall be provided per 1,000 residents east of Interstate 805.
<b>Water</b>	<p>1. Adequate water supply must be available to serve new development. Therefore, developers shall provide the city with a service availability letter from the appropriate water district for each project.</p> <p>2. The City shall annually provide the San Diego Water County Water Authority, the Sweetwater Authority, and the Otay Water District with the City's annual 5-year residential growth forecast and request that they provide an evaluation of their ability to accommodate forecasted growth.</p>
<b>Sewer</b>	<p>1. Existing and projected facility sewage flows and volumes shall not exceed city engineering standards for the current system and for budgeted improvements, as set forth in the Subdivision Manual.</p> <p>2. The city shall annually ensure adequate contracted capacity in the San</p>

	Diego Metropolitan Sewer Authority or other means sufficient to meet the projected needs of development.
<b>Drainage</b>	<p>1. Storm water flows and volumes shall not exceed city engineering standards and shall comply with current local, state and federal regulations, as may be amended from time to time.</p> <p>2. The GMOC shall annually review the performance of the city's storm drain system, with respect to the impacts of new development to determine its ability to meet the goal and objective for drainage.</p>
<b>Traffic</b>	<p>1. Arterial Level of Service (ALOS) for Nonurban Streets. Those traffic monitoring (TMP) roadway segments classified as other than urban streets in the Land Use and Transportation Element of the City's General Plan shall maintain LOS "C" or better as measured by observed average travel speed on those segments, except that during peak hours LOS "D" can occur for no more than two hours of the day.</p> <p>2. Urban Street Level of Service (ULOS). Those TMP roadway segments classified as urban streets in the Land Use and Transportation Element of the City's General Plan shall maintain LOS "D" or better, as measured by observed or predicted average travel speed, except that during peak hours, LOS "E" can occur for no more than two hours per day.</p>

**B. The Threshold Standards are applied in three ways:**

1. Many of the standards were used in the development and evaluation of the City's General Plan to ensure that quality-of-life objectives are met at the time of General Plan build-out during a 20- to-25-year period;
2. Certain standards are used in the evaluation of individual development projects to determine the possible impacts of the project and to apply appropriate conditions and requirements in order to mitigate those impacts; and
3. All of the standards are monitored by the Growth Management Oversight Commission (GMOC) on an annual basis to ensure that the cumulative impacts of new growth do not result in a deterioration of quality of life, as measured by these standards.

Threshold standards are used to identify when new or upgraded public facilities are needed to mitigate the impacts of new development. Building permits will not be issued unless compliance with these standards can be met. These threshold standards have been prepared to guarantee that public facilities or infrastructure improvements will keep pace with the demands of growth.

**II.5. PFFP Boundaries:**

The Growth Management ordinance requires that the City shall establish the boundaries of the PFFP at the time a SPA Plan or Tentative Map is submitted by the applicant. The boundaries shall be based upon the impact created by the Project on existing and future need for facilities. The project boundaries will correlate the proposed development project with existing and future development proposed for the area of impact to provide for the economically efficient and timely installation of both onsite and offsite facilities and improvements required by the development. In establishing the boundaries for the PFFP, the City shall be guided by the following considerations:

- A. Service areas, drainage, sewer basins, and pressure zones that serve the Project;
- B. Extent to which facilities or improvements are in place or available;
- C. Ownership of property;
- D. Project impact on public facilities relationships, especially the impact on the City's planned major circulation network;
- E. Special district service territories;
- F. Approved fire, drainage, sewer, or other facilities or improvement master plans.

The boundary of the Freeway Commercial Mixed-Use Project was established with the previously approved 2016 SPA Plan amendment using the above criteria. The Supplemental PFFP Amendment boundaries are congruent with the adopted GDP Area (see Exhibit 2) and the Freeway Commercial SPA Plan Area (See Site Utilization Plan, Exhibit 5). The currently proposed density increase does not affect the project boundary.

**II.6. Development Summary**

The Otay Ranch Freeway Commercial (FC) SPA project area is located in the eastern central portion of the Otay Ranch GDP. The area of the proposed SPA Amendment is consistent with the FC designated Planning Area 12 as identified in the Otay Ranch GDP (as amended). The FC SPA project area includes approximately 120-acres of gently rolling terrain and is bounded by the existing SR-125 freeway on the west, Olympic Parkway on the north, Eastlake Parkway on the east and Birch Road on the south (see Exhibit 2).

The FC SPA area consists of two separate parcels with a combined area of approximately 121.0 acres. The FC-1 district consists of approximately 86.2 acres of FC uses and the FC-2 district consists of approximately 38.31 acres of Mixed Use. Table A.3 below summarizes the land use and acreage for each district. The Site Utilization Plan (Exhibit 5) illustrates the location of each district.

<b>Table A.3 Land Use</b>		
<b>Parcel</b>	<b>Land Use</b>	<b>Gross Acreage<sup>1</sup></b>
FC-1	Freeway Commercial	86.2
FC-2	Mixed-Use	38.31
<b>Subtotal:</b>		<b>124.51</b>

Access to the site will be provided via Town Center Drive, a north-south road, which bisects the FC-2 site. Town Center Drive intersects with Olympic Parkway, which borders the FC SPA area on the north. Town Center Drive terminates at the FC-1 site. The existing SR-125 borders the FC SPA area on the west. Freeway interchanges exist at SR-125 at both Birch Road and Olympic Parkway. Birch Road borders the FC SPA area on the south. Eastlake Parkway borders the FC SPA area on the east.

The Freeway Commercial SPA Amendment dated January 2019 proposes to modify the FC-2 district only. If approved, this modification will allow up to 900 units of high-density residential in the mixed-use land use designation category with a density range of 20 to 34 units per acre.

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<sup>1</sup> Final Map No. 16291



## II.7. Project Phasing:

### A. FC-2 Phasing

Several phases of development are envisioned to complete the required infrastructure improvements. A summary of the infrastructure phasing is provided in the following table.

Facility	Fee Program and Funding Source	Triggers
Traffic	Eastern Transportation Development Impact Fee (ETDIF) <a href="#">Development Impact Fee (DIF)</a>	ETDIF streets will be constructed by Developer (receiving ETDIF credits). Non-ETDIF streets are developer exaction. Pay ETDIF prior to Final Inspection.
Traffic Signal	Traffic Signal Fee <a href="#">Fee Exaction</a>	Pay at Building Permit Issuance.
Potable and Recycled Water	Otay Water District (OWD) Potable Water Capacity Fee <a href="#">Meter &amp; Capacity Fees</a>	Provide City Engineer OWD water availability letter and required improvements prior to approval of the Final Map. Improvements constructed per OWD and SAMP.
	Otay Water District (OWD) Recycled Water Fee (if required) <a href="#">Meter &amp; Capacity Fees</a>	
Storm Drain	Poggi Canyon Sewer & Drainage Basin Fee <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
	Storm Drain Improvements <a href="#">Fee Exaction</a>	Concurrent with grading permit. Connect to existing drainage system.
Sewer	Sewer Improvements <a href="#">Fee Exaction</a>	Concurrent with phasing. Connect to existing sewer system. Pay sewer capacity fees prior to final inspection.
Schools	No specific facility tied to school fees <a href="#">Community Facilities District (CFD)</a>	Residential fees paid through CFD. Non-residential statutory fees paid prior to issuance of Building Permit.
Parks	Park Acquisition & Development Fees <a href="#">In-Lieu Fees</a>	Park dedication & construction. Prior to 530 <sup>th</sup> residential building permit. Pay park acquisition and development fees prior to Final Inspection.
<b>Public Facilities Development Impact Fees (PFDIF):</b>		
Recreation	PFDIF - Recreation Facilities <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
Library	PFDIF - Library <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
Fire Suppression System	PFDIF - Fire Suppression System <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
Police	PFDIF - Police Facility <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
Civic Center Expansion	PFDIF – Civic Center Expansion <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
Corp Yard Relocation	PFDIF – Corp Yard Relocation <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.
Program Administration	PFDIF – Program Administration <a href="#">Development Impact Fee (DIF)</a>	Pay prior to Final Inspection.

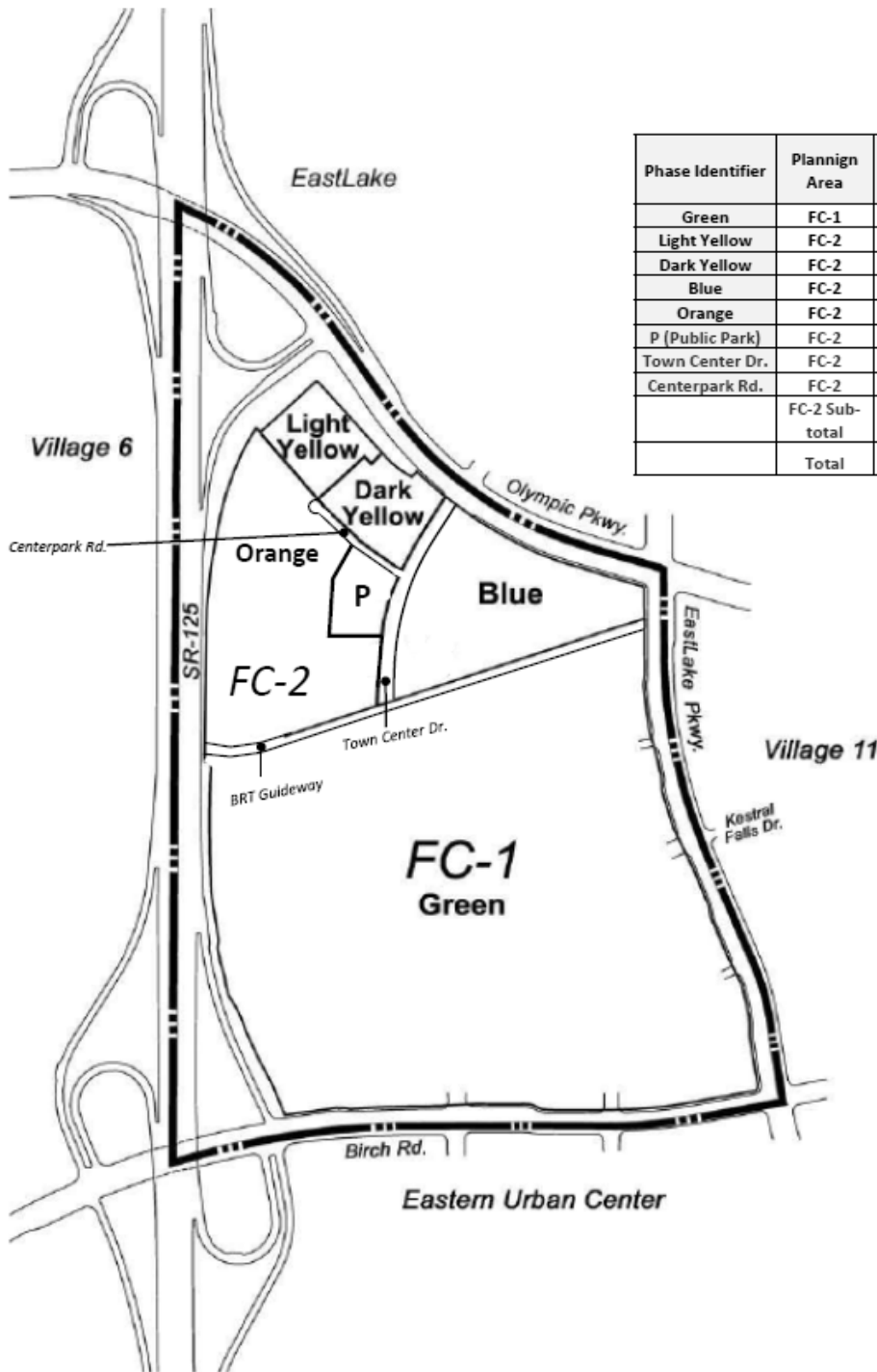
The development of the Otay Ranch Freeway Commercial North SPA will be completed in four non-sequential phases. Construction of one of the hotels occurred before development of the residential and mixed-use parcels began. The Conceptual Phasing Plan (Exhibit 4) reflects anticipated market demand for commercial and residential development within the Planning Area. Exhibit 5A illustrates the project Conceptual Development Plan.

Sequential phasing is frequently inaccurate because of unforeseen market changes or regulatory constraints. Therefore, the Freeway Commercial North SPA PFFP permits non-sequential phasing by imposing specific facilities requirements for each phase to ensure that new 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.

## **B. Eastern Chula Vista Growth Forecast**

A summary of the Eastern Chula Vista development-phasing forecast is shown in Table A.5. The table presents an estimate of the amount of development activity anticipated annually from 2017 to 2022. The number of dwelling units forecasted annually is approximately 1,287 dwelling units. It should be noted that these projections are used for analytical purposes only and unless a development agreement or other legal instrument guarantees facility capacity, some projects with varying levels of entitlement may not have committed capacity.

# Phasing Proposed



Phase Identifier	Plannign Area	Net Development Acres	Interior Streets, Park & Buffers	Gross Area
Green	FC-1	81.30	4.90	86.20
Light Yellow	FC-2	3.30	1.47	3.30
Dark Yellow	FC-2	2.80	0.00	2.80
Blue	FC-2	10.36	0.00	10.36
Orange	FC-2	13.84	1.64	15.48
P (Public Park)	FC-2	2.00	0.00	2.00
Town Center Dr.	FC-2	2.40	0.00	2.40
Centerpark Rd.	FC-2	0.50	0.00	0.50
	FC-2 Sub-total	35.20	3.11	38.31
	Total	116.50	8.01	124.51

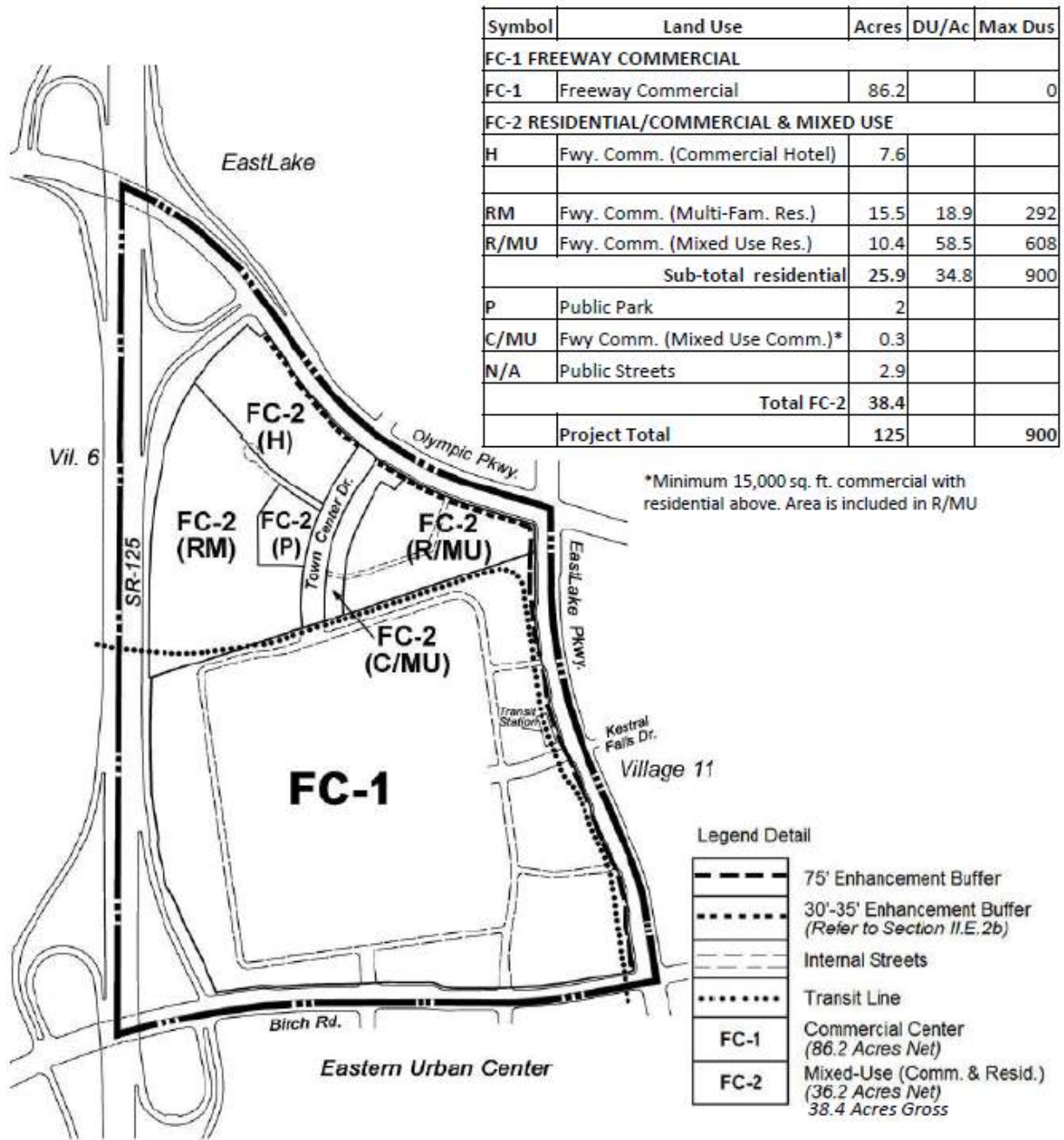
**Table A.5  
City of Chula Vista Five Year Residential Growth Forecast  
2017 Through 2022**

**SEPTEMBER 2017 - DECEMBER 2022**

EASTERN PROJECTS	SEP - DEC 2017		JAN - DEC 2018		JAN - DEC 2019		JAN - DEC 2020		JAN - DEC 2021		JAN - DEC 2022		Five Years Forecast	
	ISSUE*		ISSUE*		ISSUE*		ISSUE*		ISSUE*		ISSUE*		SEP 2017 - 2022	
	SF	MF	SF	MF	SF	MF	SF	MF	SF	MF	SF	MF	SF	MF
<b>OTAY RANCH</b>														
Village 2 North - Baldwin & Sons	0	0	0	0	0	0	106	39	21	0	0	0	127	39
Village 2 North - JPB	0	0	35	0	0	0	0	0	0	0	0	0	35	0
Village 2 East - Baldwin & Sons	0	0	0	300	0	285	25	34	6	56	0	0	31	675
Village 2 South - Baldwin & Sons	50	55	156	93	91	48	0	373	0	0	0	0	297	569
Village 2 South - Cornerstone	38	24	105	12	51	0	0	0	0	0	0	0	194	36
Village 2 West - Baldwin & Sons	0	0	0	0	44	44	40	60	27	60	0	60	111	224
Village 2 West - HomeFed Village 2 West	0	0	0	0	0	0	30	0	32	0	0	0	62	0
Village 3 (Escaya) - HomeFed Otay Land II	179	167	274	254	211	30	149	0	0	0	0	0	813	451
Portion of Village 4 - Dansk	0	0	0	0	15	20	39	129	19	128	0	0	73	277
Villages 8, 9, & 10 - HomeFed Otay Land II	0	0	0	0	150	150	200	200	300	300	300	300	950	950
PA-12 Freeway Commercial - Baldwin & Sons	0	27	0	292	0	199	0	52	0	32	0	0	0	602
Ph 1: Millenia Lots 5 & 6 (Evo/Trio/Metro) - Meridian	0	46	0	108	0	0	0	0	0	0	0	0	0	154
Ph 1: Millenia Lot 9 (Element & Z) - Shea	0	27	0	41	0	34	0	0	0	0	0	0	0	102
Ph 2: Millenia Lots 4, 5 & 6 (Alexan) - Trammel Crow	0	309	0	0	0	0	0	0	0	0	0	0	0	309
Ph 2: Millenia Lots 7 & 8 (Genesis) - Meridian	0	0	0	102	0	0	0	0	0	0	0	0	0	102
Ph 2: Millenia Lot 14 (Skylar) - KB Homes	11	0	52	0	16	0	0	0	0	0	0	0	79	0
Ph 2: Millenia Lot 17 - CalAtlantic	0	0	0	40	0	38	0	0	0	0	0	0	0	78
<b>OTAY RANCH SUB-TOTAL</b>	<b>278</b>	<b>655</b>	<b>622</b>	<b>1,242</b>	<b>578</b>	<b>848</b>	<b>589</b>	<b>887</b>	<b>405</b>	<b>576</b>	<b>300</b>	<b>360</b>	<b>2,772</b>	<b>4,568</b>
Bonita Ridge Estates	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Bella Lago Vista Del Cielo - Shea Homes	14	0	14	0	15	0	0	0	0	0	0	0	43	0
<b>SUB-TOTAL</b>	<b>292</b>	<b>669</b>	<b>636</b>	<b>1,242</b>	<b>593</b>	<b>848</b>	<b>589</b>	<b>887</b>	<b>405</b>	<b>576</b>	<b>300</b>	<b>360</b>	<b>2,815</b>	<b>4,582</b>
<b>TOTAL UNITS</b>	<b>961</b>		<b>1,878</b>		<b>1,441</b>		<b>1,476</b>		<b>981</b>		<b>660</b>		<b>7,397</b>	
													<b>Annual Average</b>	<b>1,287</b>
													<b>2018-2022:</b>	

Source: City of Chula Vista 2017 Annual Residential Growth Forecast

# Site Utilization Plan



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

Exhibit 5

# Conceptual Site Plan

## FC-2



**Freeway Commercial**  
OTAY RANCH



9/1/2018

**Exhibit 5A**

## II.8. Development Impact Fees

### A. Transportation

The current Transportation Development Impact Fees Ordinance sets forth the calculation of development impact fees. The ETDIF is assessed at a rate of \$1,455 per daily trip, and this rate is indexed annually on October 1. Table A.6 presents example ETDIF for a range of typical land uses based on traffic generation and the rate of \$1,455 per trip. ETDIF for development proposals are assessed by the City of Chula Vista staff based on specific information on land use type and intensity.

<b>Land Use Classification</b>	<b>Development Intensity</b>	<b>ETDIF Rate</b>
Residential (Low)	0-6 DUs/Acre	\$14,550 per DU
Residential (Med.)	6.1-20 DUs/Acre	\$11,640 per DU
Residential (High)	>20 DUs/Acre	\$8,730 per DU
Senior housing	.8 DUs/Acre	\$5,820 per DU
Residential mixed use	0.4 DUs/Acre (>18 DU/Acre)	\$5,820 per DU
Commercial mixed use	16 EDUs/20 KSF	\$232,800 per 20,000 sq. ft.
General Commercial	16 EDUs/Acre (<5 stories)	\$232,800 per Acre
Regional Commercial	11 EDUs/Acre (>800 KSF)	\$160,050 per Acre
Industrial	9 EDUs/ Acre	\$130,950 per Acre

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<sup>2</sup> TDIF Fees based on Form 5509 dated 10/1/18. Actual fee may be different, please verify with the City of Chula Vista at the time of building permit.

**B. Public Facilities**

The Public Facilities Development Impact Fee (PFDIF) was annually indexed by the City on October 1, 2018. Park fee increases were effective October 7, 2018. Current applicable fees for multi-family residential is \$10,337/unit and general commercial (including office) development is \$33,729/acre. The PFDIF amount is subject to change as it is amended from time to time. Both residential and non-residential development impact fees apply to the project. The calculations of the PFDIF due for each facility are addressed in the following sections of this report. Table A.7 provides a break-down of what facilities the fee funds.

<b>Table A.7<sup>3</sup></b>				
<b>Public Facilities Estimated DIF Fee Components</b>				
<b>Component</b>	<b>Single Family /DU</b>	<b>Multi-Family /DU</b>	<b>Commercial /Acre</b>	<b>Industrial /Acre</b>
<b>Civic Center Expansion</b>	\$3,133	\$2,968	\$9,997	\$3,159
<b>Police Facility</b>	\$1,873	\$2,022	\$8,846	\$1,907
<b>Corp Yard Relocation</b>	\$502	\$403	\$8,552	\$4,028
<b>Libraries</b>	\$1,801	\$1,801	\$0	\$0
<b>Fire Suppression System</b>	\$1,583	\$1,139	\$4,186	\$833
<b>Program Administration</b>	\$673	\$637	\$2,148	\$679
<b>Recreation Facilities (residential only)</b>	\$1,367	\$1,367	\$0	\$0
<b>Total per Residential Unit</b>	<b>\$10,932</b>	<b>\$10,337</b>		
<b>Total per Com<sup>1</sup>/Ind. Acre</b>			<b>\$33,729</b>	<b>\$10,606</b>

The calculations of the PFDIF due for each facility are addressed in the following sections of this report.

<sup>3</sup> DIF Fees based on Form 5509 dated 10/1/18. Actual fee may be different, please verify with the City of Chula Vista at the time of building permit.



### III. FACILITY ANALYSIS

This portion of the PFFP contains 13 separate subsections for each facility addressed by this report. Of the 13 facilities, 11 have adopted threshold standards; the Civic Center and Corporation Yard do not. Table B.1 highlights the level of analysis for each facility.

<b>Facility</b>	<b>Citywide</b>	<b>East of I-805</b>	<b>Service Area</b>	<b>Special District</b>
Traffic	✓	✓		
Police	✓			
Fire Suppression	✓		✓	
Schools				✓
Libraries	✓			
Parks & Recreation		✓		
Water			✓	✓
Sewer			✓	
Drainage			✓	
Air Quality	✓			
Civic Center	✓			
Corp. Yard	✓			
Fiscal	✓		✓	

Each subsection analyzes the impact of the Freeway Commercial Project based upon the adopted Quality of Life Standards. The analysis is based upon the specific goal, objective, threshold standard and implementation measures. The proposed SPA plan is used to determine facility adequacy and is referenced within the facility section.

Each analysis is based upon the specific project processing requirements for that facility, as adopted in the Growth Management Program. These indicate the requirements for evaluating the project consistency with the threshold ordinance at various stages (General Development Plan, SPA Plan, Public Facilities Finance Plan, Tentative Map, Final Map and Building Permit) in the development review process.

A service analysis section is included which identifies the service provided by each facility. The existing plus forecasted demands for the specific facility are identified in the subsection based upon the adopted threshold standard.

Each facility subsection contains an adequacy analysis followed by a detailed discussion indicating how the facility is to be financed. The adequacy analysis provides a determination of whether or not the threshold standard is being met and the finance section provides a determination if funds are available to guarantee the improvement. If the threshold standard is not being met, mitigation is recommended in the Threshold Compliance and Recommendations subsection which proposes the appropriate conditions or mitigation to bring the facility into conformance with the threshold standard.

## **IV. PUBLIC FACILITIES THRESHOLDS STANDARDS AND INFRASTRUCTURE REQUIREMENTS**

### **IV.1. TRAFFIC**

#### **IV.1.1 GMOC Threshold Standard**

- A. Arterial Level of Service (LOS) for Non-Urban Streets. Those Traffic Monitoring Program (TMP) roadway segments classified as other than Urban Streets in the Land Use and Transportation Element of the City's General Plan shall maintain LOS "C" or better as measured by observed average travel speed on those segments, except that during peak hours LOS "D" can occur for no more than two hours of the day.
- B. Urban Street Level of Service. Those TMP roadway segments classified as Urban Streets in the Land Use and Transportation Element of the City's General Plan shall maintain LOS "D" or better, as measured by observed or predicted average travel speed, except that during peak hours LOS "E" can occur for no more than two hours per day.

Notes to Standards:

1. Arterial Segment: LOS measurements shall be for the average weekday peak hours, excluding seasonal and special circumstance variations.
2. The LOS measurement of arterial segments at freeway ramps shall be a growth management consideration in situations where proposed developments have a significant impact at interchanges.
3. Circulation improvements should be implemented prior to the anticipated deterioration of LOS below established standards.
4. The criteria for calculating arterial LOS and defining arterial lengths and classifications shall follow the procedures detailed in the most recent Highway Capacity Manual (HCM) and shall be confirmed by the City's traffic engineer.
5. Level of service values for arterial segments shall be based on the HCM.

#### **IV.1.2 Service Analysis**

The City of Chula Vista is responsible for ensuring that traffic improvements are provided to maintain a safe and efficient street system within the City. Through project review, City staff ensures the timely provision of adequate local circulation system capacity in response to planned development while maintaining acceptable LOS. To accomplish their review the City has adopted guidelines for Traffic Impact Studies (January 2001). These guidelines ensure uniformity in the preparation of traffic studies. Further, the guidelines assist in maintaining acceptable standards for planned new roadway segments and signalized intersections at the build out of the Chula Vista General Plan's Land Use and Transportation Element. The Land Use and Transportation Element of the General Plan serves as the overall facility master plan.

When the land use changed from Commercial to Mixed-Use in the FC-2 portion of the project, an analysis was prepared entitled "Otay Ranch PA 12 Trip Generation Review – Revised" by Chen Ryan Associates, dated 2015. This report was the basis of the First Addendum to the EIR (FEIR). The FEIR concluded that the hotel and mixed-use land uses would generate less daily and peak hour trips than the entitled freeway commercial uses, there would be no significant traffic impacts associated with the land use change and thus no additional traffic analysis would be required. The updated Traffic Memorandum by Chen Ryan dated May 8, 2019 concluded that with the addition of 300 units, the project will still generate fewer trips than the original freeway commercial uses would generate. According to the May 8, 2019 memorandum (Chen Ryan 2019), the FC-2 site would generate approximately 7,681 daily trips, which is lower than the originally approved commercial land use trip generation of approximately 12,145 daily trips for the FC-2 site. As analyzed in the traffic memorandum, there is a reduction in PM peak hour trips (by 524 trips) and an increase in AM peak hour trips (by 58 trips). This project would not result in any new significant traffic impacts during the

Existing Plus Project or Horizon (Year 2030) conditions (Chen Ryan 2019).

### IV.1.3 Trip Generation and Phasing

The following is a description of the proposed project trip generation calculations and proposed phasing.

#### A. Proposed Project

The 2019 Chen Ryan Analysis includes project trip generation for the project with the additional 300 DUs. See Table C.1 below. With a 15% transit and mixed-use reduction, the FC-2 project would generate approximately 7,681 daily trips including 544 and 691 trips during the AM and PM peak hours, respectively.

<b>Table C.1</b>					
<b>FC-2 Project Trip Generation</b>					
Land Use	Quantity	Rate	Daily Trips	AM Peak Hour	PM Peak Hour
<b>PROPOSED PROJECT</b>					
Apartment (density >20 du/acre)	608 units	6 / unit AM: 8% (2:8) PM: 9% (7:3)	3,648	292 (58-in / 234-out)	328 (230-in / 98-out)
Townhomes (density >20 du/acre)	292 units	6 / unit AM: 8% (2:8) PM: 9% (7:3)	1,752	140 (28-in / 112-out)	158 (110-in / 47-out)
Mixed-Use Commercial Center	15 KSF	110 / 1ksf AM: 3% (6:4) PM: 9% (5:5)	1,650	50 (30-in / 20-out)	149 (75-in / 74-out)
Neighborhood Park	2 acres	5 / Acre AM: 4% (5:5) PM: 4% (5:5)	10	0 (0-in / 0-out)	1 (1-in / 0-out)
15% Transit and Mixed-Use Reduction*			-1,059	-72 (-17-in / -55-out)	-96 (-63-in / -33-out)
<b>Sub-Total Mixed Use:</b>			<b>6,001</b>	<b>410</b> <b>(99-in / 311-out)</b>	<b>540</b> <b>(354-in / 186-out)</b>
Business Hotel	300 rooms	7 / room AM: 8% (4:6) PM: 9% (6:4)	2,100	168 (67-in / 101-out)	189 (113-in / 76-out)
10% Transit Reduction**			-210	-17 (-17-in / -10-out)	-19 (-11-in / -8-out)
10% Walk/Bike Mode-Share Reduction**			-210	-17 (-17-in / -10-out)	-19 (-11-in / -8-out)
<b>Sub-Total Business Hotel:</b>			<b>1,680</b>	<b>134</b> <b>(53-in / 81-out)</b>	<b>151</b> <b>(91-in / 60-out)</b>
<b>Total:</b>			<b>7,681</b>	<b>544</b> <b>(152-in / 392-out)</b>	<b>691</b> <b>(445-in / 246-out)</b>
<b>ORIGINAL FREEWAY COMMERCIAL ENTITLEMENT/ FEIR 02-04</b>					
Regional Commercial	347 KSF	35/1ksf	12,145	486 (340-in/146-out)	1,215 (607-in/608-out)
<b>Proposed Project vs. Approved EIR Trip Generation:</b>			<b>-4,464</b>	<b>+58</b> <b>(-188-in / 246 out)</b>	<b>-524</b> <b>(-162 / -362)</b>
Notes:					
*Per SANDAG's Guide to Vehicular Traffic Generation Rates for the San Diego Region.					
**10% Transit Reduction and 10% Walk/Bike Mode-Share Reduction for Business Hotel Trips were obtained from the Ayres Hotel Trip Generation Memo by LLG (March 20, 2017), which was approved by City of Chula Vista.					

Exhibit 6 indicates the project has three access points along Olympic Parkway, two on the north (Town Center Drive and Promenade St.) and one on the south (Town Center Drive). These accesses and driveways are as follows:

1. Town Center Dr. / Olympic Parkway – a signalized full access intersection.
2. Town Center Dr./ Ring Road - a signalized T-Intersection.
3. Centerpark Rd. / Town Center Dr. - One-Way Stop Control.
4. Promenade St. / Town Center Dr. – a signalized 4-way intersection.
5. Promenade St. / Olympic Parkway - Right-in/Right out

The Chen Ryan Analysis includes a projection of the project trip distribution patterns associated with the FC-2 project. See the Chen Ryan Analysis for the details of the trip distribution analysis.

## **B. Project Phasing**

Section 19.09.130 Public Facilities Financing Plan (PFFP) Amendment of the Growth Management ordinance requires that if the Development Services Director determines that facilities or improvements within a PFFP are inadequate to accommodate any further development within that area the development shall cease or be metered until a remedy is implemented. If the Development Services Director determines that such events or changed circumstances adversely affect the health, safety or welfare of the City of Chula Vista, the City may require amendment, modification, suspension or termination of an approved PFFP.

### **IV.1.4 Traffic Operations**

Table C.2 below indicates that both intersections of Town Center Drive / Olympic Parkway and Town Center Drive / Ring Road would continue to operate at acceptable Level of Service (LOS) D or better with addition of the project traffic. All three proposed project driveways would operate at acceptable LOS D or better under Existing Plus Project conditions. The addition of project traffic would not result in any significant traffic impact within the project study area.

**Table C.2  
Peak Hour Intersection LOS Results - Existing Plus Project**

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec)	LOS w/o Project AM/PM	Project % of Entering Volume (>5%)	Significant Impact
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS				
1. Town Center Dr. / Olympic Parkway	Signal	40.8	D	54.8	D	31.8 / 53.6	C/D	11.9% / 10.8%	No
2. Town Center Dr./ Ring Road	Signal	10.9	B	17.2	B	12.4 / 28.1	B/C	23.6% / 7.8%	No
3. Centerpark Rd. / Town Center Dr.	One-Way Stop Control*	12.7	B	27.6	D	NA	NA	69.4% / 33.7%	No
4. Promenade St. / Town Center Dr.	Signal	8.9	A	10.8	B	NA	NA	65.7% / 29.3%	No
5. Promenade St. / Olympic Prkwy	Right-in/Right out*	13.9	B	20.8	C	NA	NA	8.4% / 11.3%	No

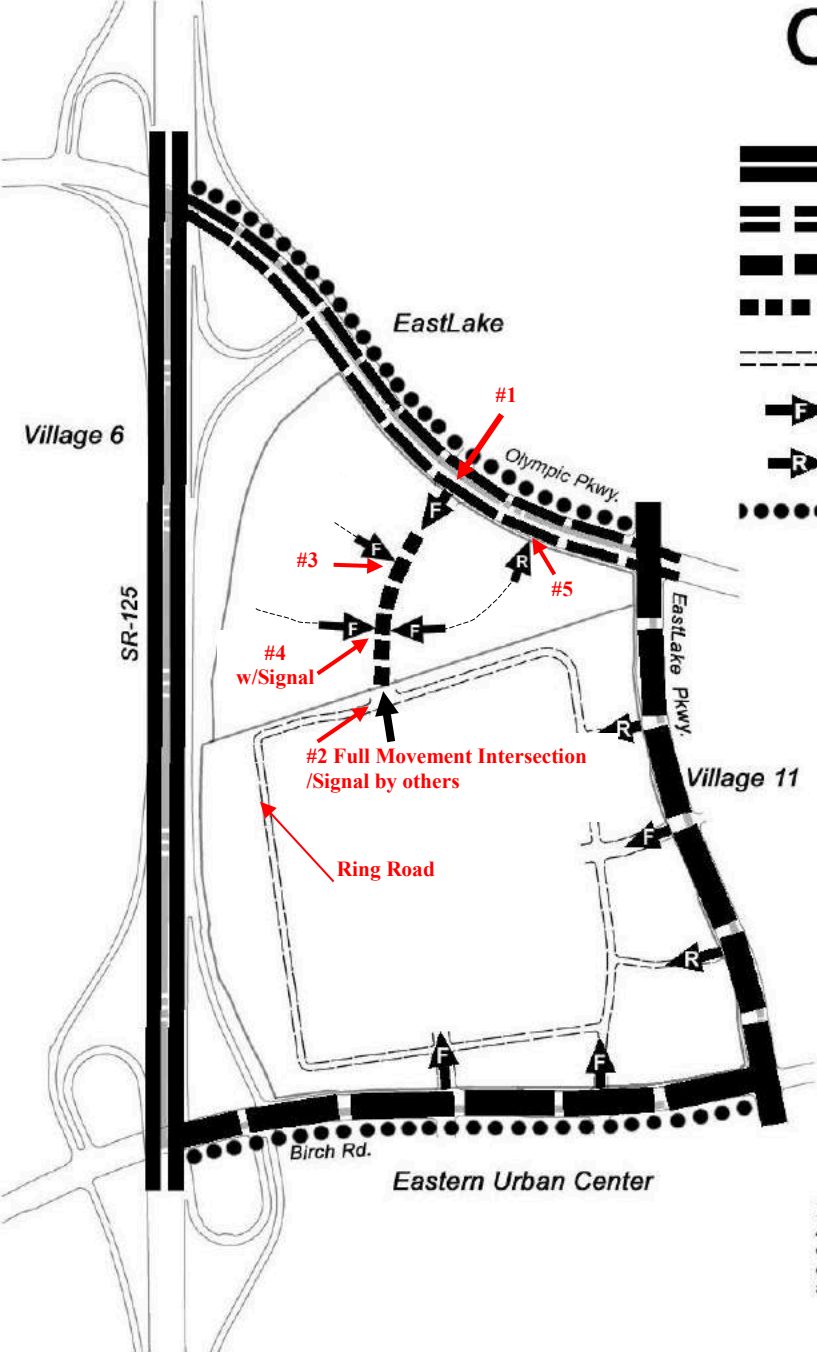
Notes:

\*Indicates one or two-way stop-controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

NA = This scenario was not analyzed by Chen Ryan.

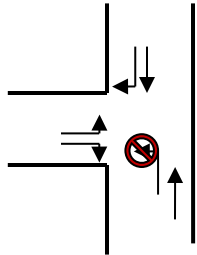
*Source: Chen Ryan*

# Circulation *Proposed*



- SR-125
- 8 Lane Arterial Highway
- 6 Lane Arterial Highway
- Commercial Promenade Street
- Conceptual Internal Private Streets & Drives
- Access Point (Full Movement)
- Access Point (Right turns only)
- Regional Trail

**Note:** Intersection #3 is "One Way Stop Controlled" with prohibited NB Left Turns.



**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**  
CITY OF CHULA VISTA OTAY RANCH

**Cinti Land Planning**  
San Diego, CA (619) 223-7408  
 1/20/2016  
**Exhibit 6**

The Chen Ryan Analysis indicates that the Year 2030 geometrics of the project are adequate to accommodate the projected ADT. The projected 2030 daily traffic volumes, including the amended FC-2 project, along Town Center Drive are as follows:

- Town Center Drive, north of the hotel driveway – 13,687 ADT;
- Town Center Drive, between the hotel driveway and apartment driveway – 11,766 ADT;
- Town Center Drive, south of the apartment driveway – 9,078 ADT.

Based on these forecast traffic volumes, Town Center Drive – a Class II Collector (2-lanes with a raised median and left-turn pocket) – which has a capacity of 15,000 ADT would be sufficient to accommodate the project traffic.

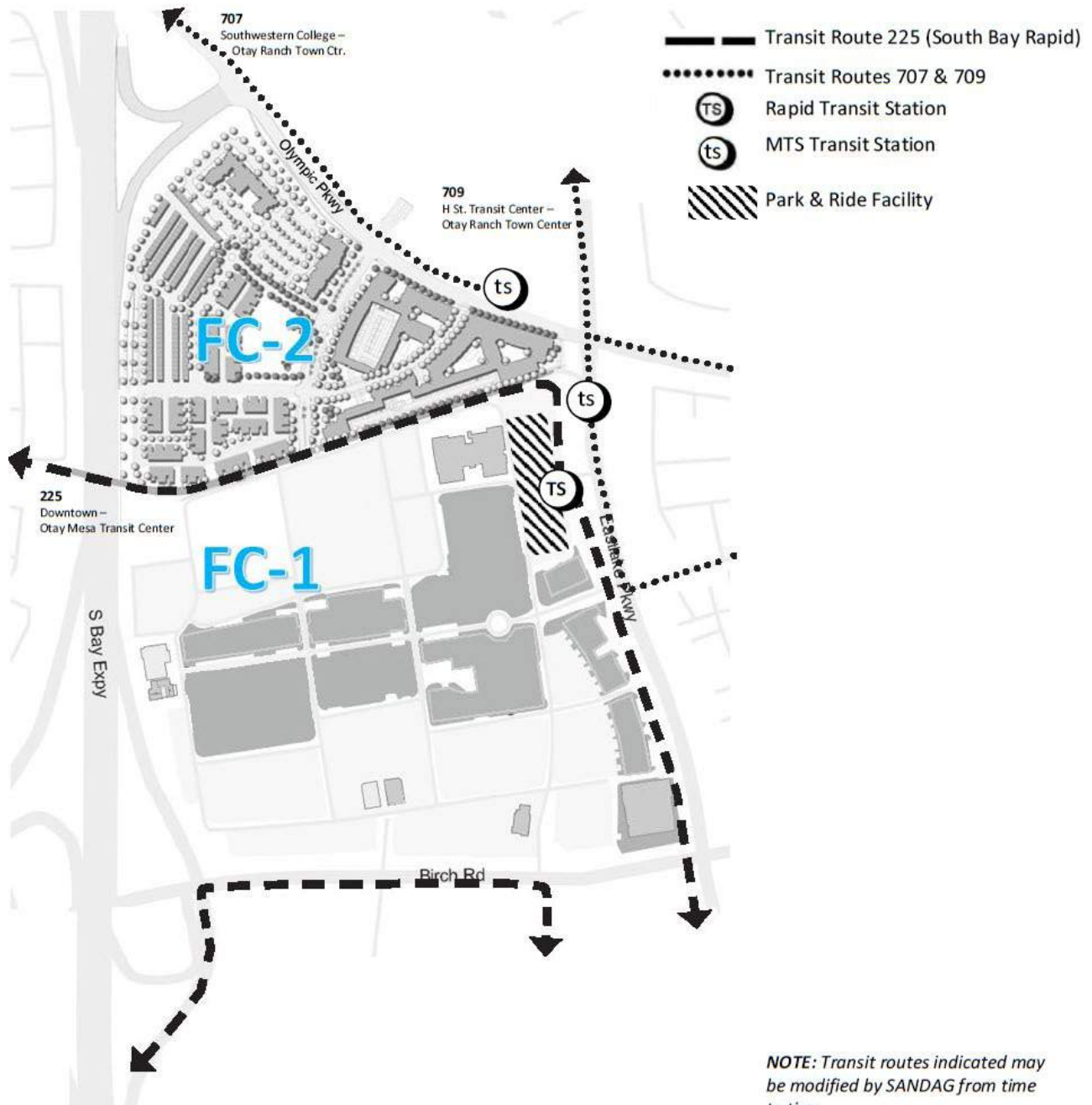
The Chen Ryan Analysis concludes that:

- Town Center Drive should be classified as a Class II Collector to accommodate the future traffic on Town Center Drive.
- The main signalized project driveway should be located at a minimum 260 feet (60 feet taper assumed) south of the Town Center Drive / Olympic Parkway intersection, and at a minimum 160 feet (60 feet taper assumed) north of the Town Center Drive / Ring Road intersection.

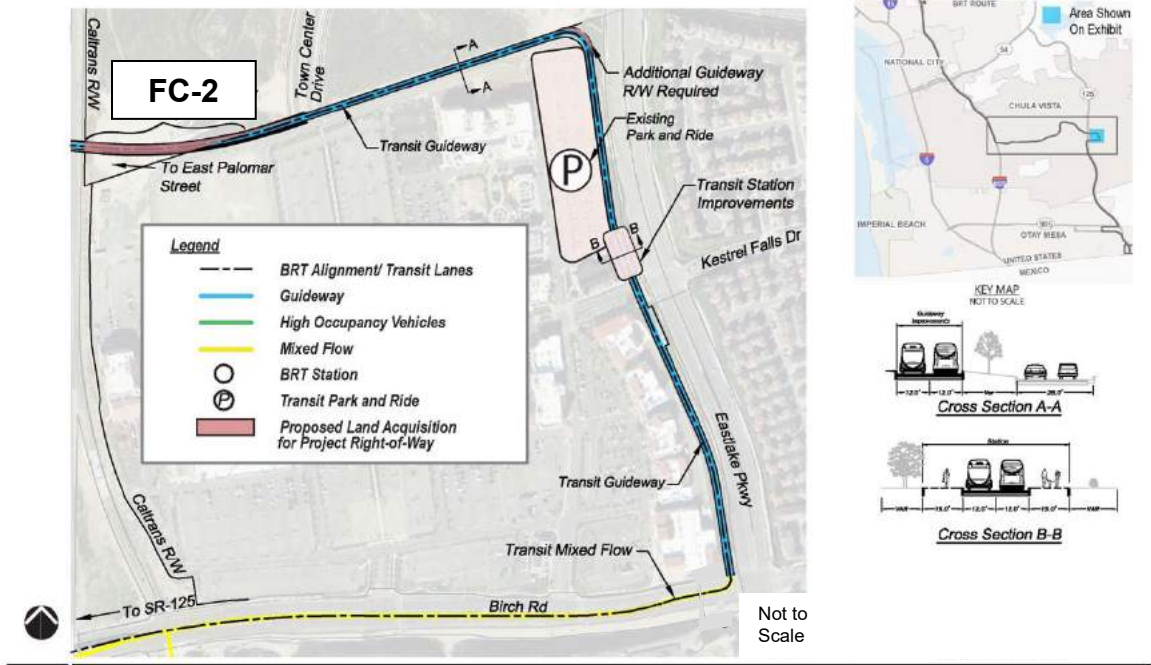
#### **IV.1.5 Transit**

The Otay Ranch Freeway Commercial site is served by the Metropolitan Transit System. Routes 703, 707 and 709 provide transit service along FC-2's frontage on Olympic Parkway. The San Diego Association of Governments (SANDAG) is administering the South Bay Bus Rapid Transit (BRT) project to implement high speed bus transit service between a proposed Intermodal Transportation Center (ITC) at the Otay Mesa International Border Crossing Port of Entry (POE) in the City of San Diego, the Otay Ranch communities in Eastern Chula Vista, and downtown San Diego, a distance of approximately 21.6 miles. Construction of BRT guideway infrastructure began in 2016 and regular service began in January 2019.

# Transit





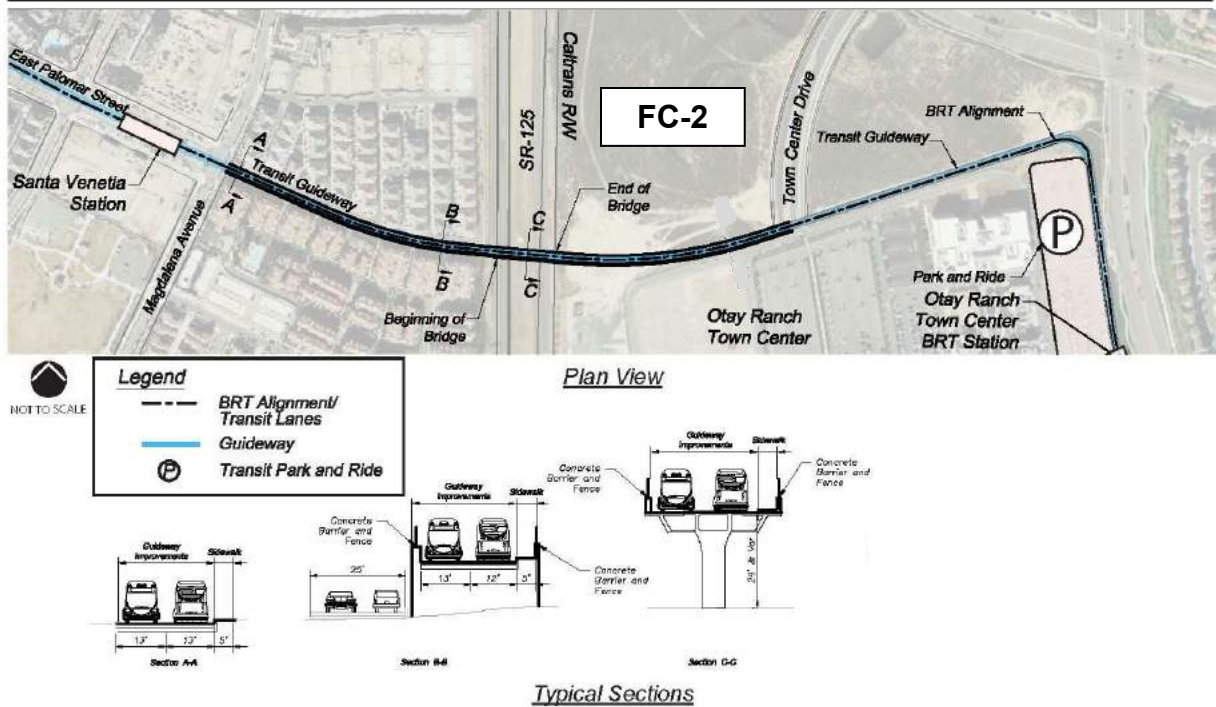


BRT guideway: from the FC-2 site, the guideway crosses over SR-125 via a guideway and pedestrian bridge.

Source: SANDAG  
**Exhibit 8**

# SOUTH BAY BRT

Plan View and Typical Sections for Proposed Guideway Overcrossing between ORTC and Magdalena Avenue

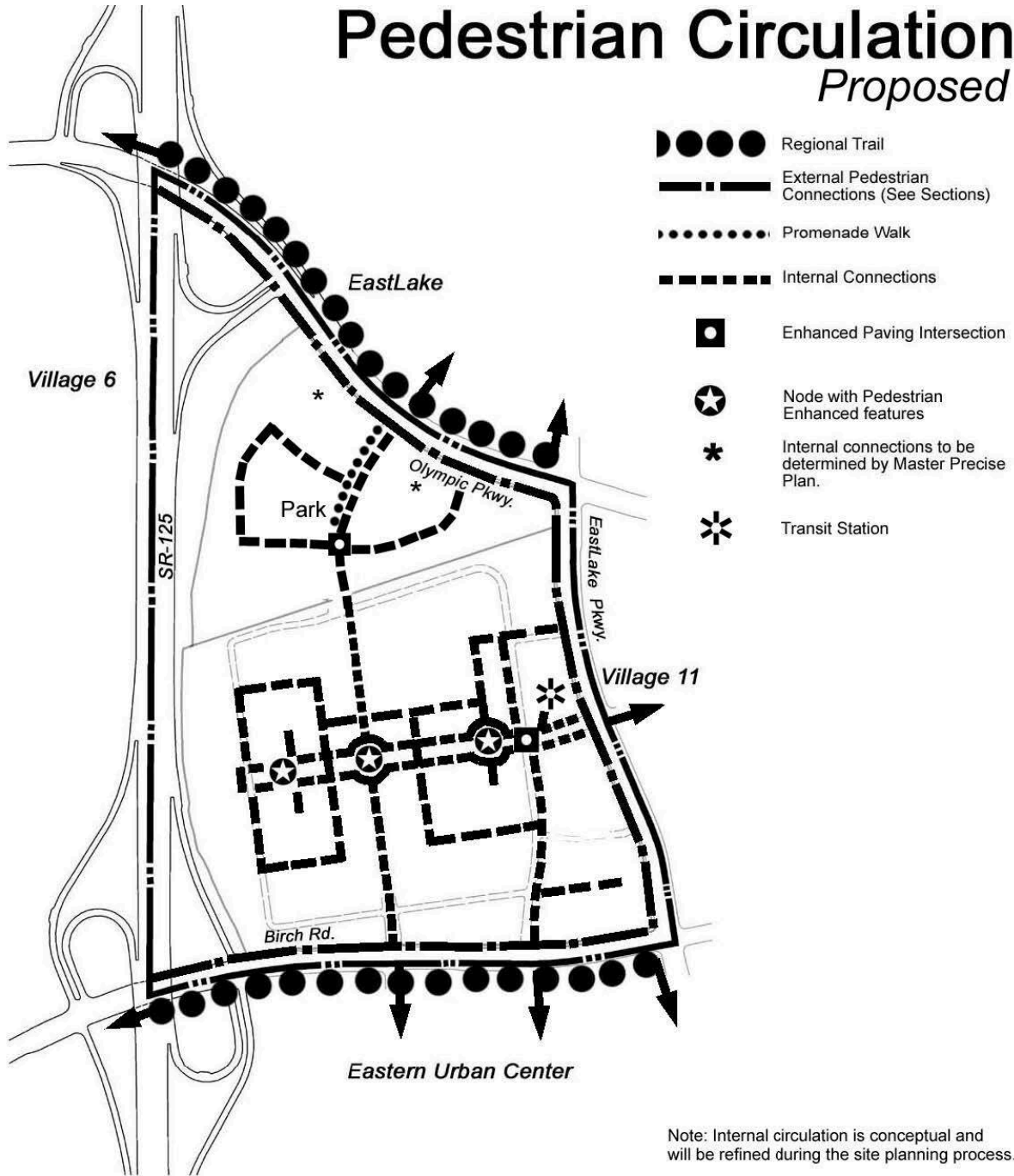


Source: SANDAG  
**Exhibit 9**

## IV.1.6 Bicycle Routes & Pedestrian Trails

Off-street trail routes that connect to the community-wide system of Otay Ranch as well as the City's regional system are included as components of the perimeter arterials of the FC-2 Project. The proposed Pedestrian Circulation system, based on the current site plan for parcel FC-2, is illustrated in Exhibit 10. Bicycles will share the traffic lanes with motor vehicles on the internal streets due to the low (25 mph) speed limit.

# Pedestrian Circulation *Proposed*



## IV.1.6 Cost & Financing Traffic Improvements

### A. Street Improvements

The FC-2 project will improve Town Center Drive and provide signalization improvements, as required, during the first phase of development.

### B. Transportation Development Impact Fee

The Freeway Commercial project is within the boundaries of the ETDIF program and, as such, the project is subject to the payment of the fees at the rates in effect at the time of payment.

The ETDIF that set the fee was adopted by City Council Ordinance 2802 on November 30, 1999. This fee is adjusted on October 1<sup>st</sup> of each year automatically without further council action. The amount is also subject to change as the code is amended from time to time. In the City's Master Fee Schedule Medium Density Residential Developments have a 6.1 to 20 DU/Acre density. Medium Density Residential are charged \$11,640/EDU. High Residential Developments have a 20.1 or higher DU/Acre density. High Density Residential is charged \$8,730/EDU. Mixed Use Residential is charged \$5,820/EDU. Commercial Mixed Use is charged at the rate of \$232,800 per 20,000 square feet. Hotel ETDIF is based on 4.62 trips per room at a rate of \$1,455 (\$14,550/10 trips). The total number of estimated ETDIF by phase for FC-2 project is presented in Table C.3.

Product Type	DU	Fee/DU	Ac.	Fee/ 20K Sq. Ft.	Trips per Room	Trip Charge Fee	Total Fees
MF >20 DU/ac	212	\$8,730					\$1,850,760
MF 6.1 – 20 DU/acres	80	\$11,640					\$931,200
MU >20 DU/ac	608	\$5,820					\$3,538,560
Commercial MU			0.34	\$232,800			\$174,600
General <sup>2</sup> Commercial – Hotel 1					4.62 Trips <sup>3</sup> 148 Rooms	Rate used \$1,354.10/trip	\$950,137
General Commercial – Hotel 2					4.62 Trips <sup>3</sup> 152 Rooms	\$1,455/trip	\$1,021,759
<b>Total</b>	<b>900</b>		<b>0.34</b>				<b>\$8,467,016</b>

<sup>1</sup> Estimated ETDIF is based on the Revised October 1, 2018, City of Chula Vista Development Checklist for Municipal Code Requirements (Form 5509) and is subject to annual adjustments. Actual ETDIF may be different.

<sup>2</sup> ETDIF for the hotel was deferred. The ETDIF totaled \$925,879.42 but incurred a 2% interest per annum for a total due and paid 1/15/19 in the amount of \$950,137.46.

<sup>3</sup> Per Ayres Hotel Trip Generation Memo by LLG (Marc 20, 2017), which was approved by the City of Chula Vista staff.

**C. Traffic Signal Fee**

Future development within Freeway Commercial will be required to pay Traffic Signal Fees in accordance with Chula Vista Council Policy No. 478-01. The estimated total signal fee is calculated at \$343,096 (see Table C.4).

<b>Table C.4 FC-2 SPA Amendment Traffic Signal Fees<sup>4</sup></b>				
<b>Development Phase</b>	<b>DU or Sq. Ft.</b>	<b>Trips/DU or Sq. Ft.</b>	<b>Trips</b>	<b>Traffic Signal Fee @ \$39.92/Trip</b>
MU Residential > 20 du/ac	608 DUs	6/DU (Mixed Use-High)	3,648	\$145,628
MU Commercial	15,000 Sq. Ft.	40/1,000 St. Ft.	600	\$23,952
MF 6.1 – 20 du/ac	292 DUs	8/DU (Medium)	2,336	\$93,253
Residence Inn Hotel	148 rooms	4.62/room	684	\$27,305
Courtyard Hotel	152 rooms	4.62/room	702	\$28,024
<b>Total</b>			<b>7,970</b>	<b>\$318,162</b>

**D. Non-DIF Streets and Signals**

The FC-2 project contains internal public streets and signals that by City policy are not eligible for DIF credit. These streets and signals will be funded by the development.

**IV.1.7 Threshold Compliance**

- A. Threshold compliance will continue to be monitored through the Chula Vista Traffic Monitoring Program.
- B. The FC-2 Project shall be conditioned to pay ETDIF at the rate in effect at the time of payment and prior to final inspection.
- C. The measures outlined in the Environmental Documentation are required to mitigate cumulative and direct project impacts.
- D. The applicant shall comply with all the requirements of the Chen Ryan Analysis.
- E. Prior to the first final map for the project, Applicant shall dedicate to the City any right-of-way as required by the City of Chula Vista for the BRT project.
- F. Prior to the first building permit for the East Mixed-Use, a signal at Town Center Drive and Promenade St. shall be constructed as shown as #4 in Table C.2.

<sup>4</sup> Table is provided as an estimate only. Fees may change depending upon the actual number of square feet of buildings and multi-family units. Final square foot calculations and the actual number of residential units will be known at time building permits are applied for.

## **IV.2 POLICE**

### **IV.2.1. Threshold Standard**

- A. Priority 1 - Emergency Calls<sup>5</sup> - Properly equipped and staffed police units shall respond to at least 81% of Priority 1 calls within 7 minutes 30 seconds and shall maintain an average response time of 6 minutes or less for all Priority 1 calls (measured annually).
- B. Priority 2 - Urgent Calls<sup>6</sup> - Properly equipped and staff police units shall respond to all Priority 2 calls within 12 minutes or less (measured annually).

Note: For growth management purposes, response time includes dispatch and travel time to the building or site address, otherwise referred to as “received to arrive.”

### **IV.2.2. Service Analysis**

The City of Chula Vista Police Department provides police services. The purpose of the Threshold Standard is to maintain or improve the current level of police services throughout the City by ensuring that adequate levels of staff, equipment and training are provided. Police threshold performance was analyzed in the “Report on Police Threshold Performance 1990-1999”, completed April 13, 2000. In response to Police Department and GMOC concerns, the City Council amended the Police Priority 1 and Priority 2 threshold standards on May 28, 2002 with adoption of Ordinance 2860. On April 14, 2015, with adoption of Ordinance 3339, the City Council made additional amendments to the Priority 1 and Priority 2 threshold standards. Police Facilities are also addressed in *A Master Plan for the Chula Vista Civic Center Solving City Space Needs Through Year 2010*, dated May 8, 1989.

### **IV.2.3. Project Processing Requirements**

The PFFP is required by the Growth Management Program to address the following issues for Police Services.

- A. Services reviewed must be consistent with the proposed phasing of the project.
- B. Able to demonstrate conformance with *A Master Plan for the Chula Vista Civic Center* dated May 8, 1989, as amended.

### **IV.2.4. Existing Conditions**

The Chula Vista Police Department (CVPD) provides law enforcement services to the area encompassing the project. The CVPD is located 315 Fourth Avenue in Chula Vista. This facility is expected to be adequate through the build-out of eastern Chula Vista. Currently, CVPD maintains a staff of approximately 223 sworn officers and approximately 89 civilian support personnel. FC-2 is within Police Patrol Beat 32 that is served by at least one Beat Officer per shift.

### **IV.2.5. Adequacy Analysis**

With adoption of Ordinance 3339, the Police Priority 1 threshold standard was changed from 7 minutes to 7 minutes 30 seconds, with an average response time changed from 5

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<sup>5</sup> Priority 1 - Emergency calls are life-threatening calls; felony in progress; probability of injury (crime or accident); robbery or panic alarms; urgent cover calls from officers. Response: Immediate response by two officers from any source or assignment, immediate response by paramedics/fire if injuries are believed to have occurred.

<sup>6</sup> Priority 2 - Urgent calls are misdemeanor in progress; possibility of injury; serious non-routine calls (domestic violence or other disturbances with potential for violence); burglar alarms. Response: Immediate response by one or more officers from clear units or those on interruptible activities (traffic, field interviews, etc.).

minutes 30 seconds to 6 minutes. The implementation of the new threshold standard included changing the reporting methodology by:

- Starting the clock at “received to arrive” rather than “route to arrive”;
- Eliminating a “normalization” calculation that was created due to higher reporting times in eastern versus western Chula Vista;
- Adding false alarms to the call volume.

According to the GMOC’s Fiscal Year 2017 Annual Report the response times for Priority 1 Calls for Service (CFS) were not met during the 2017 fiscal year (see Table D.1). The CVPD responded to 72.2% of Priority 1 emergency response calls within 7 minutes and 30 seconds, which is 8.8% below the threshold standard of 81 percent.

The Police Department has implemented PremierOne to help route calls for service more efficiently. The system went live summer 2017 and continues to be reviewed and adjusted.

Specific units are properly staffed; however, the actual unit-per-beat count is below the necessary levels to meet the demands of the community. The Police Department emphasizes that any population growth that is not supported by the correct level of sworn staff will negatively impact the level of service a police force can offer.

Current facilities, equipment and staff will not be able to accommodate forecasted growth in the next 12-18 months or 5 years.

Fiscal Year	Call Volume	% of Call Response w/in 7 Minutes 30 seconds (Threshold = 81%)	Average Response Time (Minutes) (Threshold = 6 minutes)
<b>FY 2017</b>	<b>765 of 65,672</b>	<b>72.2%</b>	<b>6:74</b>
FY 2016	742 of 67,048	71.0%	6:31
FY 2015	675 of 64,008	71.2%	6:49
FY 2014	711 of 65,645	73.6%	6:45
FY 2013	738 of 65,741	74.1%	6:42
FY 2012	726 of 64,386	72.8%	6:31
FY 2011	657 of 64,695	80.7%	6:03
FY 2002	1,539 of 71,859	80.0%	5:07
FY 1992	-	81.2%	4:54
FY 1990	-	87.6%	4:08

Source: GMOC 2017 Annual Report

The Priority 2 threshold standard was not met for the twentieth consecutive year. With an average response time of 13 minutes 53 seconds, the 12-minute threshold standard was missed, and was 3 seconds longer than last year.

As with the Priority 1 threshold standard, the Priority 2 threshold standard was amended in

2015 with adoption of Ordinance 3339. The Priority 2 “Average Response Time” was changed from 7 minutes 30 seconds to 12 minutes, and the “percentage of calls responded to within 7 minutes” portion of the threshold standard was eliminated. Implementation of the new Priority 2 threshold standard follows the same methodology used for the new Priority 1 threshold standard, including: 1) Starting the clock at “received to arrive” rather than “route to arrive”; 2) Eliminating a “normalization” calculation that was created due to higher reporting times in eastern versus western Chula Vista; and 3) Adding false alarms to the call volume.

<b>Table D.2 Priority 2 – Urgent Calls or Services</b>		
<b>Fiscal Year</b>	<b>Call Volume</b>	<b>Average Response Time (Minutes) Threshold = 12 minutes</b>
<b>FY 2017</b>	<b>19,309 of 65,672</b>	<b>13:53</b>
FY 2016	19,288 of 67,048	13:50
FY 2015	17,976 of 64,008	13:50
FY 2014	17,817 of 65,645	13:36
FY 2013	18,505 of 65,741	13:44
FY 2012	22,121 of 64,386	14:20
FY 2011	21,500 of 64,695	12:52
FY 2002	22,199 of 71,859	10:04
FY 1992	--	6:30
FY 1990	--	6:15

Source: GMOC 2017 Annual Report

Current facilities, equipment and staff will not be able to accommodate forecasted growth in the next 12-18 months or 5 years.



**IV.2.6. Financing Police Facilities**

PFDIF was updated by the Chula Vista City Council on November 19, 2002 by adoption of Ordinance 2847. The PFDIF is adjusted every October 1<sup>st</sup> pursuant to Ordinance 3050, which was adopted by the City Council on November 7, 2006. The Police PFDIF Fee for Multi-Family Development is \$2,022/unit (see Table A.7)<sup>7</sup>. The Police PFDIF for Commercial development is \$8,846 per acre. This amount is subject to change as it is amended from time to time. The project will be subject to the payment of the fee at the rate in effect at the time building permits are issued. At the current fee rate, the project Police Fee obligation at build-out is \$1,876,983.

<b>Development</b>	<b>Number of DUs</b>	<b>MF PFDIF/DU</b>	<b>Com'l Acres</b>	<b>Com'l PFDIF/AC.</b>	<b>Police Fee for Freeway Commercial</b>
Multi-Family Residential	900	\$2,022			\$1,819,800
Commercial (Residence Inn)			3.31 AC	\$8,846	\$29,280
Commercial (Courtyard)			2.81 AC	\$8,846	\$24,857
Commercial Mixed Use			≈0.34 AC	\$8,846	\$3,046
<b>Totals</b>	<b>900</b>				<b>\$1,876,983</b>

The projected fee illustrated in Table D.3 is an estimate only. Actual fees may be different. PFDIF Fees are subject to change depending upon City Council actions and or Developer actions that change residential densities, industrial acreage or commercial acreages.

**IV.2.7. Threshold Compliance**

Compliance will be satisfied with the payment of public facilities fees. The proposed project will be required to pay public facilities fees for police services, based on the number of dwelling units and commercial acreage, prior to the issuance of certificate of occupancy; the fees shall be paid at the rate in effect at the time payment is made.

<sup>7</sup> Fee based on Form 5509 dated 10/01/18. Actual fee may be different, please verify with the City of Chula Vista at the time of building permit.

### IV.3 FIRE SUPPRESSION SYSTEM

#### IV.3.1. Threshold Standard

Emergency response: Properly equipped and staffed fire and medical units shall respond to calls throughout the City within 7 minutes in 80% of the cases.

#### IV.3.2. Service Analysis

The City of Chula Vista Fire Department (CVFD) provides Fire and Emergency Medical Services (EMS). EMS is provided on a contract basis with American Medical Response (AMR). The City also has countywide mutual and automatic aid agreements with surrounding agencies, should the need arise for their assistance. The purpose of the Threshold Standard and the monitoring of response times are to maintain and improve the current level of fire protection EMS in the City. Fire/EMS facilities are provided for in the Fire Facility, Equipment and Deployment Master Plan (FFMP) adopted by City Council on January 28, 2014. The FFMP indicates that the number and location of fire stations play a key role in determining response times. The FFMP evaluates the planning area's fire coverage needs, and recommends a network of twelve stations at build out to meet and maintain threshold standard compliance (see Table E.1).

#### IV.3.3. Existing Conditions

There are currently nine (9) fire stations serving the City of Chula Vista. The existing station network is listed below:

<b>Table E.1 Current Fire Station Facilities</b>			
<b>Station</b>	<b>Location</b>	<b>Equipment</b>	<b>Staffing</b>
<b>Current Fire Station Facilities</b>			
Station 1	447 F St.	Engine 51/Truck 51/Battalion 51	Assigned: 24 - On Duty: 8
Station 2	80 East J St.	Engine 52	Assigned: 9 - On Duty: 3
Station 3	1410 Brandywine Ave.	US&R <sup>8</sup> 53 + Tender & Trailer	Assigned: 12 - On Duty: 4
Station 4	850 Paseo Rancho	Engine 54	Assigned: 9 On Duty: 3
Station 5	391 Oxford St.	Engine 55	Assigned: 9 On Duty: 3
Station 6	605 Mt. Miguel Rd.	Engine 56/Brush 56	Assigned: 9 On Duty: 3
Station 7	1640 Santa Venetia Rd.	Engine 57/Truck 57/Battalion 52	Assigned: 24 On Duty: 8
Station 8	1180 Woods Dr.	Engine 58	Assigned: 9 On Duty: 3
Station 9	291 E. Oneida Street	Engine 59	Assigned: 9 On Duty: 3
<b>Planned Fire Station Facilities</b>			
	EUC	New Engine/ New Truck	Unknown
	Bayfront	New Engine/ New Truck	Unknown
	Village 8 West	New Engine/ New Truck	Unknown

Source: CVFD

The adopted FFMP sets forth a plan for a Fire/Emergency Medical Services delivery system within the City of Chula Vista that can, upon build-out, meet the expected growth of the City. The FFMP recommends the expansion of one existing fire station and the addition of three new fire stations for a total of twelve fire stations. The FFMP anticipated

<sup>8</sup> National Urban Search and Rescue (US&R) Response System Team

the University Villages development. Two of the new fire stations are within Otay Ranch, one in Village 8 West, the other in the Millenia project, which is consistent with the Otay Ranch GDP and EUC SPA Plan. Additionally, a third fire station would serve the Bayfront. All future growth projected in the City will be served by the station locations and configuration as outlined within the FFMP, or as amended.

During the City's next comprehensive update of the PFDIF program, the level of capital program financial support required from both the General Fund and the PFDIF will be determined. The City's PFDIF program is the primary funding source for the one-time fire related facility capital expenditures; the General Fund is the funding source for the operating costs. Cost sharing between the City and the PFDIF will also be determined during the PFDIF update and the new aforementioned development related facilities will be added to the PFDIF program fee calculation.

American Medical Response (AMR) is contracted by the City of Chula Vista to provide Emergency Medical Services. There are four AMR units that provide paramedics to the City of Chula Vista exclusively. Currently two full-time units are stationed within the city limits and are dedicated to Chula Vista, while two other full-time units are shared with other cities. The Chula Vista Fire Department is also providing an Advance Life Support (ALS) program to provide residents with the most appropriate emergency medical care in a timely manner.

#### **IV.3.4. Adequacy Analysis**

The City of Chula Vista Fire Department (CVFD) currently serves areas within the City's boundaries, including the Freeway Commercial project. The closest CVFD stations to the project site are:

- Fire Station #7, located in Village 2 – 1.5 miles.
- Fire Station #8, located in Eastlake III – 2.5 miles

The station nearest to the Freeway Commercial Condominium project is Station #7. This station is approximately 1.5 miles from the Freeway Commercial Condominium project. Station #8 is located in the Eastlake Woods neighborhood, which is approximately 2.5 miles away. The department's standard response to a fire at the project site with the proposed uses could include: Four Fire Engines from Stations 4, 6, 7 & 8; Two Trucks from Stations 1 & 7; Two Battalion Chiefs from Stations 1 & 7; and One Urban Search & Rescue team from Station 3.

According to the GMOC's Fiscal Year 2017 Annual Report, Fire and EMS complied with the threshold standard, which is responding to calls within 7 minutes 80% of the time. They responded within 7 minutes 80.6% of the time.

<b>Years</b>	<b>Call Volume</b>	<b>% of All Call Responded to Within 7:00 Minutes (Threshold = 80%)</b>	<b>Average Response Time for all Calls</b>	<b>Average Travel Time</b>	<b>Average Dispatch Time</b>	<b>Average Turn-out Time</b>
<b>2017</b>	<b>13,665</b>	<b>80.6</b>	<b>5:50</b>	<b>4:07</b>	<b>0:53</b>	<b>0:50</b>
2016	13,481	74.8	6:15	4:25	0:55	0:56
2015	12,561	78.3	6:14	3:51	1:12	1:10
2014	11,721	76.5	6:02	3:34	1:07	1:21
2013	12,316	75.7	6:02	3:48	1:05	1:08

*Source: GMOC 2017 Annual Report*

The FFMP includes additions to the existing network of fire stations, which should result in improved response times. The FFMP does not specify definitive dates or triggers for fire station construction to begin, nor has a funding mechanism been identified.

The fire department has determined that the following system improvements are required to make significant improvements in compliance:

- Additional fire stations within the network;
- Additional improvements in call for service dispatch processes;
- Improved management of response time performance to include interactive discussion with fire crews, use of mapping capabilities, and shared data with stakeholders.

#### **IV.3.5. Fire Suppression Facility Analysis**

The CVFD has four fire stations west of Interstate 805, where streets are on a traditional grid pattern, and five fire stations east of Interstate 805, where there is less street connectivity. Despite several more calls on the west side, these stations consistently comply with the threshold standard, while the stations in the east face more geographic challenges to comply. New developments in the eastern portion of the city will require better street connectivity and an increased awareness for emergency vehicle access to improve response times. The CVFD has indicated that new fire stations and associated apparatus is necessary to accommodate new growth over the next five years.

#### **IV.3.6. Financing Fire Suppression Facilities**

The PFDIF was updated by the Chula Vista City Council on November 19, 2002 by adoption of Ordinance 2847. The PFDIF is adjusted every October 1<sup>st</sup> pursuant to Ordinance 3050, which was adopted by the City Council on November 7, 2006. The Fire PFDIF Fee for Multi-Family Development is \$1,139/unit (see Table A.7)<sup>9</sup>. The Fire PFDIF for Commercial development is \$4,186 per acre. This amount is subject to change as it is

<sup>9</sup> Fee based on Form 5509 dated 10/01/18. Actual fee may be different, please verify with the City of Chula Vista at the time of building permit.

amended from time to time. The project will be subject to the payment of the fee at the rate in effect at the time building permits are issued. At the current fee rate, the project Fire Fee obligation at build-out is \$1,052,160.

<b>Table E.3 Fire Suppression System Fee For FC-2</b>					
<b>Development</b>	<b>DU's</b>	<b>MF PFDIF/DU</b>	<b>Com'l Acres</b>	<b>Com'l PFDIF/AC.</b>	<b>Fire/EMS Fee</b>
Multi-Family Residential	900	\$1,139			1,025,100
Commercial (Residence Inn)			3.31 AC	\$4,186	\$13,856
Commercial (Courtyard)			2.81 AC	\$4,186	\$11,763
Commercial Mixed Use			0.34 AC	\$4,186	\$1,441
<b>Totals</b>	<b>900</b>				<b>\$1,052,160</b>

The projected fee illustrated in Table E.3 is an estimate only. Actual fees may be different. PFDIF Fees are subject to change depending upon City Council actions and or Developer actions that change residential densities or commercial acreages.

**IV.3.7 Threshold Compliance**

- A. The City will continue to monitor fire department responses to emergency fire and medical calls and report the results to the GMOC on an annual basis.
- B. Prior to the issuance of certificate of occupancy for any residential dwelling units, the applicant(s) shall pay PFDIF in accordance with the fees in effect at the time of payment and phasing approved in this document, unless stated otherwise in a separate development agreement.

## **IV.4. SCHOOLS**

### **IV.4.1. Threshold Standard**

The City shall annually provide the Chula Vista Elementary School District (CVESD) and the Sweetwater Union High School District (SUHSD) with the City's annual 5-year residential growth forecast and request an evaluation of their ability to accommodate forecasted growth, both citywide and by subarea. Replies from the school districts should address the following:

- A. Amount of current classroom and "essential facility" (as defined in the Facility Master Plan) capacity now used or committed;
- B. Ability to absorb forecasted growth in affected facilities and identification of what facilities need to be upgraded or added over the next five years;
- C. Evaluation of funding and site availability for projected new facilities identified; and
- D. Other relevant information the school district(s) desire(s) to communicate to the City and GMOC.

### **IV.4.2. Service Analysis**

School facilities and services in Chula Vista are provided by two school districts. The Chula Vista Elementary School District (CVESD) administers education for kindergarten through sixth grades. The Sweetwater Union High School District (SUHSD) administers education for the Junior/Middle and Senior High Schools of a large district, which includes the City of Chula Vista. The purpose of the threshold standard is to ensure that the districts have the necessary school sites and funds to meet the needs of students in newly developing areas in a timely manner, and to prevent the negative impacts of overcrowding on the existing schools. Through the provision of development forecasts, school district personnel can plan and implement school facility construction and program allocation in line with development.

On November 3, 1998, California voters approved Proposition 1A, the Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998. Prior to the passage of Proposition 1A, school districts relied on statutory school fees established by Assembly Bill 2926 ("School Fee Legislation") which was adopted in 1986, as well as judicial authority (i.e., Mira-Hart-Murrieta court decisions) to mitigate the impacts of new residential development. In a post Proposition 1A environment, the statutory fees provided for in the School Fee Legislation remains in effect and any mitigation requirements or conditions of approval not memorialized in a mitigation agreement, after January 1, 2000, will be replaced by Alternative Fees (sometimes referred to as Level II and Level III Fees). The statutory fee for residential development is referred to in these circumstances as the Level I Fee (i.e., currently for unified school districts at \$3.48 per square foot for new residential construction and \$0.56 per square foot for new commercial and industrial construction).

CVESD utilizes their current *Fee Justification Report*, by *SDF*, to quantify the impacts of new residential development on the district's school facilities, and to calculate the permissible Alternative Fees to be collected from such new residential development. To ensure the timely construction of school facilities to house students from residential development, alternative fees or implementation of a Mello Roos Community Facilities District (CFD) will be necessary.

Both CVESD and SUHSD are justified per Gov't Code to collect the maximum fee of \$3.79 per square foot for new residential construction. CVESD has an agreement with SUHSD specifying the amount of the development fee that each district collects from new residential development.

Sweetwater Union High School District utilizes their current "Sweetwater Union High School District Long Range Comprehensive Master Plan." Implementation of the SUHSD Plan is ongoing and has resulted in the upgrading of older schools and accommodating growth. In November 2006, the community supported Proposition O, a 644-million-dollar bond measure. This bond measure addresses the critical and urgent safety needs of the district's campuses. The types of repairs and improvements that Prop O addresses included: improving handicap accessibility, removing asbestos and lead paint, and upgrading fire and life safety systems.

In November 2012, the community supported Proposition E, a 90-million-dollar bond measure. This bond measure addressed the renovation and upgrades of the existing campuses within the CVESD.

#### **IV.4.3 Project Processing Requirements**

The PFFP is required by the Growth Management Program to address the following issues for School Services:

- A. Identify student generation by phase of development.
- B. Specific siting of proposed school facilities will take place in conformance with the *Sweetwater Union High School District Long Range Comprehensive Plan*, and Chula Vista Elementary School District's Standards and Criteria.
- C. Reserve school sites, if necessary, or coordinate with the district for additional school classrooms.
- D. Provide cost estimates for facilities.
- E. Identify facilities consistent with proposed phasing.
- F. Demonstrate the ability to provide adequate facilities to access public schools in conjunction with the construction of water and sewer facilities.
- G. Secure financing.

#### **IV.4.4 Existing Conditions**

##### **A. School Facilities Inventory, Chula Vista Elementary School District**

Currently, the CVESD's inventory consists of 46 elementary schools including 5 Charter schools. In addition, CVESD oversees two independent charter schools. Table F.1 lists existing schools together with the capacity and enrollment of each. Capacity using existing facilities is approximately 32,581. Estimated enrollment for the 2017/18 school year is approximately 29,598. Forty of the district's 46 schools are located within the City of Chula Vista. Most of the District's 40 schools have some capacity (see Table F.1). According to the GMOC's Fiscal Year 2017 Annual Report, the CVESD reported that, with the addition of a new elementary school by 2021, they should be able to provide the facilities necessary to accommodate additional students in Eastern Chula Vista in the next five years.

**Table F.1  
Chula Vista Elementary School District  
Enrollments vs. Capacity**

<b>Schools</b>	<b>2017/2018 Enrollment through week 10/6/17</b>	<b>State Loaded Classroom Capacity</b>	<b>Remaining Capacity</b>
Allen	368	500	132
Arroyo Vista Charter	985	1,000	15
Camarena	1,075	1,100	25
Casillas	457	573	116
Castle Park	394	485	91
Chula Vista Hills	562	600	38
Clear View	509	540	31
Cook	331	500	169
CV Learning Comm. Charter	1,536	1,150	-386
Discovery Charter	953	959	6
Eastlake	563	714	151
Feaster/Ed Charter	1,243	1,050	-193
Finney	385	536	151
Halecrest	521	589	68
Harborside	708	863	155
Hedenkamp	1,033	1,000	-33
Heritage	808	900	92
Hilltop Drive	565	551	-14
Juarez-Lincoln	570	711	141
Kellogg	327	377	50
Lauderbach	793	989	196
Liberty	729	764	35
Loma Verde	499	634	135
Los Altos	330	501	171
Marshall	657	686	29
McMillin	825	793	-32
Montgomery	340	493	153
Mueller Charter	1,477	875	-602
Muraoka	537	723	186
Olympic View	785	825	40
Otay	544	713	169
Palomar	365	411	46
Parkview	353	552	199
Rice	611	727	116
Rogers	443	635	192
Rohr	327	489	162
Rosebank	586	714	128
Salt Creek	945	925	-20
Silver Wing	407	500	93
Sunnyside	456	501	45
Tiffany	470	598	128
Valle Lindo	460	689	229
Valley Vista	603	650	47
Veterans	911	893	-18
Vista Square	652	689	37
Wolf Canyon	600	914	314
<b>Totals</b>	<b>29,598</b>	<b>32,581</b>	<b>2,983</b>

Source: CVESD Fee Justification Report for New Residential & Commercial/Industrial Development dated March 2018



Note: Total Enrollment includes 1,701 students from the Charter Schools in grades 7-12  
CVESD

<b>Table F.2 Sweetwater Union High School District Enrollments vs. Capacity</b>			
<b>School Site</b>	<b>2017 Projected Enrollment as of 12/17</b>	<b>Approximate Capacity</b>	<b>Capacity vs. Projected</b>
<b>Middle Schools</b>			
Bonita Vista	1,114	1,515	401
Castle Park	847	1,201	354
Chula Vista	849	1,329	480
Eastlake	1,701	1,867	166
Hilltop	980	1,380	400
Rancho del Rey	1,693	1,646	-47
<b>Subtotal</b>	<b>7,184</b>	<b>8,938</b>	<b>1,754</b>
<b>High Schools</b>			
Bonita Vista	2,244	2,299	55
Castle Park	1,515	2,238	723
Chula Vista	2,290	2,377	87
Eastlake	2,940	2,722	-218
Hilltop	1,986	2,538	552
Olympian	2,399	2,346	-53
Otay Ranch	2,340	2,621	281
Palomar	338	502	164
<b>Subtotal</b>	<b>16,052</b>	<b>17,643</b>	<b>1,591</b>
<b>Total</b>	<b>23,236</b>	<b>26,581</b>	<b>3,345</b>

Source: GMOc 2017 Annual Report

## **B. School Facilities Inventory, Sweetwater Union High School District**

Established in 1920, SUHSD is the largest secondary school district in the State of California. Four feeder school districts provide education for students through either the sixth or eighth grade. SUHSD currently operates 32 schools – ten middle schools (grades 7-8), one junior high school (grades 7-9), twelve high schools, one continuation high school, four alternative education programs and four adult education schools. Planned for the future is middle school #12 and high school #14. According to the GMOc’s Fiscal Year 2017 Annual Report, the SUHSD reported that, with the addition of a new middle school by 2022, they should be able to provide the facilities necessary to accommodate additional students in Eastern Chula Vista in the next five years.

**C. Community Facilities District (CFD)**

Several master-planned communities within Eastern Chula Vista are currently in a CFD while other communities have entered into agreements with the District to form a CFD. Because these developments have already secured mitigation to ensure the timely construction of school facilities to house students generated from these developments they are deemed Mitigated Developments by the District and are excluded from the payment of Alternative Fees. Residential development projects that have currently not mitigated the impacts that result from their development projects are considered “Unmitigated Developments.”

In the event that schools are overcapacity, the school district uses relocateable classrooms to temporarily house additional students until a new facility opens. In recognition of the impact on school facilities created by new development, the District and developers may enter into various mitigation agreements in order to ensure the timely construction of school facilities to house students from new residential development (“Mitigation Agreement”). Historically, developers and school districts have entered into School Mitigation Agreements and community facilities district (“CFD”), pursuant to the Mello-Roos Community Facilities District Act of 1982, to finance school facilities. However, per AB 2926, in the absence of a mitigation agreement, the developer shall pay the statutory school fees under state law in effect at the time of building permit issuance.

**IV.4.5 School Sizing and Location**

The project is proposed to consist of 900 multi-family residential dwelling units at build out. At completion, the proposed project could generate approximately 463 students using the following Student Generation Factors:

<b>District</b>	<b>Single Family Detached</b>	<b>Single Family Attached (Condos, Duplex, Triplex)</b>	<b>Multi-Family (Apartments)</b>	<b>Weighted Average (All CFD DU)</b>
CVESD	.4015	.3573	.2543	.3725
SUHSD – Middle School	.1154	.0734	.0712	.10
SUHSD – High School	.2548	.1622	.1504	.22

*Source: CVESD & SUHSD*

By school category, the project is expected to generate the following students:

<b>Table F.4 Estimated Project Student Generation</b>				
<b>Multi- Family Dwelling Units</b>	<b>Elementary (K-6)</b>	<b>Middle (7-8)</b>	<b>High School (9-12)</b>	<b>Total Students</b>
900	259	65	139	463

**School Size Standards:**

Elementary	800 students
Middle	1,500 students
Senior High	2,400 students

**Chula Vista Elementary School District**

As noted in Table F.4, the build-out of the project would generate the need to house approximately 259 elementary school age students within the Wolf Canyon attendance area. A portion of the project was within CFD 1, however, the district and the developer agreed to detach the project from CFD 1 and annex into the new CFD 19 that will include the FC-2 project and a portion of Village 2. The new CFD 19 will assess a new annual tax per the mitigation agreement and Rate and Method of Apportionment. Non-residential property will pay the State mandated school fee. This CFD was formed to cover the costs of the District's capital facilities required to serve the development area.

A new 800-student school (#46) in Otay Ranch Village 2 opened in July 2017, providing relief to Wolf Canyon Elementary, which is nearing capacity. A second school in Village 2, which will accommodate 600 students, is also planned. New schools will also be added in Village 3 and the Eastern Urban Center (Millenia). The school district has discontinued zone transfers so that students can attend school in the communities where they live.

**Sweetwater Union High School District**

The project is currently within the Eastlake Middle School and Olympian High School attendance areas. Both schools are at capacity and the Project will generate additional need for new schools.

The school district is working on updating its Facilities Master Plan and has met with the City to discuss potential high school and middle school sites. The district will need to acquire another 50+-acre site to accommodate future growth.

The SUHSD formed CFD 19 to mitigate for the school impacts of the entire FC project. Property will be assessed an annual tax pursuant to the mitigation agreement and Rate and Method of Apportionment for CFD 19. Non-residential property will pay the State mandated school fee.

**IV.4.6 Financing School Facilities**

California Government Code section 65995 et. seq. and Education Code Section 17620 et. seq. authorizes school districts to impose facility mitigation exactions on new development as a way to address increasing enrollment caused by that development.

Although the collection of school fees is one method available to defray the cost of new development, it is not an acceptable solution since the maximum amount that could be

collected by law represents less than one-fourth the cost to construct schools. The SUHSD is unable to meet the needs of this project with current school facilities and it is unable to construct new facilities to meet the impacts of this project through the provision of school fees.

In recognition of this funding deficiency, it is the policy of each district to fully mitigate the facility impacts caused by a master planned community via the creation of a Mello Roos Community Facilities District. The following Mello-Roos Districts have been created by each district:

<b>SUHSD</b>		<b>CVESD</b>	
CFD Number	Location	CFD Number	Location
1	Eastlake	1	Eastlake
2	Bonita Long Canyon	2	Bonita Long Canyon
3	Rancho del Rey	3	Rancho del Rey
4	Sunbow	4	Sunbow
5	Annexable	5	Annexable
6	Otay Ranch (V1 & V5)	6	Otay Ranch (V1 & V5)
7	Rolling Hills Ranch*	7	Rolling Hills Ranch*
8	Coral Gate (Otay Mesa)	8	No CFD 8
9A	Ocean View Hills	9A	No CFD 9A
9B	Dennery Ranch	9B	No CFD 9B
10	Remington Hills/Annexable	10	Dennery Ranch/Annexable
11	Lomas Verdes		Lomas Verde
12	Otay Ranch (V1 West)		Otay Ranch (V1 West)
13	San Miguel Ranch		San Miguel Ranch
14	Otay Ranch (V11 Brookfield/Shea)	14	Otay Ranch (Village 11 Brookfield/Shea)
15	Otay Ranch (V6)	15	Otay Ranch (V6)
16	Otay Ranch (Portion of V6)	16	No CFD 16
17	Otay Ranch (Portion of V2 & V7)	17	Otay Ranch (Portion of V2 & V7)
18	Eastern Urban Center (Millennia)	18	Eastern Urban Center (Millennia)
19	PA12 & Portion Otay Ranch (V2)	19	PA12 & Otay Ranch (V2)
20	V3 North	20	V3 North

\*No tax obligation. CFD was mitigated by a fee payment.

Based on historical data available from each district an estimate of costs for the construction of school facilities on a per student basis is provided. Both districts follow state standards for determining the costs and size for school construction. The cost for a high school, including land acquisition, is approximately \$121,375 per student (2018 dollars). Excluding land, the cost for a high school is approximately \$93,332 per student (2018 dollars). The cost for a middle school, including land acquisition, is approximately \$42,627 per student (2018 dollars). Excluding land, the cost for a middle school is approximately \$33,858 per student (2018 dollars). Estimated cost per new dwelling unit is approximately \$26,878 for grades 7 – 12. The cost for an elementary school, including land acquisition, is approximately \$63,146 per student (2018 dollars). Excluding the land, the cost of an elementary school is approximately \$46,384 per student. Estimated school

facility cost per dwelling unit is approximately \$13,911. Land acquisition cost is calculated at approximately \$1,000,000/net usable acre (10-acre elementary school site). Using the aforementioned costs per student together with the school size, the following costs per facility can be anticipated.

**Elementary School Cost**

(800 students) (\$46,384/student w/o land cost)	\$37,106,880
(800students) (\$63,146/student w/land cost)	\$47,106,880

**Middle School Cost**

(1,500 students) (\$33,858/student w/o land cost)	\$109,351,000
(1,500 students) (\$42,627/student w/ land cost)	\$141,175,000

**High School Cost**

(2,400 students) (\$93,332 /student w/o land cost)	\$209,957,000
(2,400 students) (\$121,375/student w/ land cost)	\$278,971,000

**IV.4.7 Threshold Compliance**

Prior to the issuance of each building permit for any residential dwelling units, the applicant(s) shall provide evidence or certification by the SUHSD and CVESD that any fee charge, dedication or other requirement levied by the school district has been complied with or that the district has determined the fee, charge, dedication or other requirements do not apply to the construction or that the applicant has entered into a school mitigation agreement. School Facility Mitigation Fees shall be in accordance with the fees in effect at the time of building permit issuance.

## **IV.5 LIBRARIES**

### **IV.5.1 Threshold Standard**

The City shall not fall below the citywide ratio of 500 gross square feet (GSF) of library space, adequately equipped and staffed, per 1,000 residents.

### **IV.5.2 Service Analysis**

The Chula Vista Library is a division of the City of Chula Vista Community Services Department, providing library facilities and services.

### **IV.5.3 Project Processing Requirements**

The PFFP is required by the Growth Management Program to address the following issues for Library services:

- A. Identify phased demands in conjunction with the construction of streets, water and sewer facilities.
- B. Specifically identify facility sites in conformance with the Chula Vista Library Master Plan.

### **IV.5.4 Existing Conditions**

The City provides library services through the Civic Center Branch Library, the South Chula Vista Branch Library and, Otay Ranch Town Center Branch Library. The Civic Center Branch Library is located at 365 F Street, approximately seven miles from the FC-2 project and is the largest library facility within the city, consisting of a two-story, 55,000-square-foot building. The South Chula Vista Branch Library is located at 389 Orange Avenue, approximately six miles from the project and consists of approximately 37,000 square feet. The Otay Ranch Branch Library is located at 2015 Birch Road in the Otay Ranch Town Center, approximately one-quarter mile from the project and consists of approximately 5,400 square feet. The existing and future libraries are listed on the Table G.1 and Table G.2, respectively.

<b>Existing Libraries</b>	<b>Square Footage</b>
Civic Center	55,000
South Chula Vista	37,000
Otay Ranch Town Center	5,412
<b>Total Existing Square Feet</b>	<b>97,412</b>

The Chula Vista Public Library Strategic Facilities Plan identified ways to improve library service delivery to the community, particularly to residents of Eastern Chula Vista. The plan indicates that the additional needed library square footage can be developed as multiple smaller branches, or as one large library. However, the library's operating budget has been significantly reduced and capital funding is not currently available. Therefore, the facilities plan does not determine which option would be implemented. The options will be evaluated when capital and operating funds become available. Additional measures

such as mall outlets, book vending machines, a bookmobile, and service partnerships are identified as possible interim measures. The library branch at the Otay Ranch Town Center is an interim measure that opened in April 2012 and expanded in 2014 to over 5,000 square feet.

#### **IV.5.5 Adequacy Analysis**

Using the Threshold Standard of 500 square feet of library space per 1,000 population, the demand for library space based on Chula Vista's estimated population of 271,323<sup>10</sup> as of 12/31/2017 is approximately 135,662 square feet. Chula Vista currently provides approximately 97,412 square feet of library space. This represents an approximate 38,250 square-foot deficit. The demand generated by the 8,300 forecasted dwelling units City-wide through 2022 (GMOC's Fiscal Year 2017 Annual Report) is approximately 13,322 square feet ( $8,300 \times 3.21^{11}/1,000 \times 500$ ). By 2022, the demand for library space generated by the existing and forecasted dwelling units totals approximately 148,983 ( $135,662 + 13,322$ ) square feet. Comparing this demand to the existing library square footage of 97,412 square feet results in a deficit of approximately 51,571 square feet unless the City completes the Rancho Del Rey or Millennia Regional Library or a combination of a Regional Library and numerous branch libraries before 2022.

Table G.2 illustrates the need to increase Library Facilities over the next five years to keep pace with the city's projected growth. The table assumes the Millennia Library is completed and the Otay Ranch Branch is closed. The SANDAG 2030 build-out population for Chula Vista is approximately 289,044. This population will require approximately 144,500 square feet of Library Facilities.

The GMOC Threshold Standard for libraries is 500 square feet of library space per 1,000 residents. According to the GMOC's Fiscal Year 2017 Annual Report, the current service ratio for FY 2017 was approximately 349 square feet for every 1,000 residents. Therefore, the City does not currently meet the threshold standard for libraries.

Construction of the proposed 30-35,000 square foot Library at the Millennia project may not achieve the City's Threshold Standard compliance. The GMOC Annual Report indicated that "either doubling the size of the Millennia library to 70,000 square feet or constructing two 35,000 square-foot libraries – one in Millennia and one on the Rancho del Rey library site – will be necessary to achieve compliance at build-out."

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<sup>10</sup> GMOC's Fiscal Year 2017 Annual Report

<sup>11</sup> City forecasting Population coefficient of 3.21 persons per household.

<b>Table G.2 Library Space Demand vs. Supply</b>				
	<b>Estimated Population</b>	<b>Demand Square Footage</b>	<b>Estimated Supply Square Footage</b>	<b>Above/(Below) Standard</b>
Estimated Existing Citywide 12/31/16	271,323	135,662	97,412	(38,250)
Regional library at Millenia (EUC) 2022			32,500	(682)
Forecasted Projects to 2022	26,643	13,322		<b>(10,500)</b>
<b>Subtotal</b>	<b>297,966</b>	<b>148,983</b>	<b>129,912<sup>1</sup></b>	<b>(19,071)</b>

Note 1: Assumes the Millenia Library completed with the closing of the Otay Ranch Branch

Source: 2017 GMOC Annual Report

#### IV.5.6 Financing Library Facilities

The PFDIF was updated by the Chula Vista City Council on November 19, 2002 by adoption of Ordinance 2847. The PFDIF is adjusted every October 1<sup>st</sup> pursuant to Ordinance 3050, which was adopted by the City Council on November 7, 2006. The current PFDIF for single-family residential and multi-family development is \$1,627/unit. This amount is subject to change with the adoption of Ordinance 3010. The PFDIF amount is subject to change as it is amended from time to time. Both residential and non-residential development impact fees apply to the project. The calculations of the PFDIF due for each facility are addressed in the following sections of this report. At the current library fee rate, the Otay Ranch FC-2 Library Fee obligation at build-out is \$1,620,900 (see Table G.3).

<b>Table G.3 FC-2 Estimated Library Fee<sup>12</sup></b>					
<b>Development</b>	<b>DU's</b>	<b>MF PFDIF/DU</b>	<b>Acres</b>	<b>Com'l PFDIF/AC.</b>	<b>Library Fee</b>
Multi-Family Residential	900	\$1,801	N/A	N/A	\$1,620,900
<b>Totals</b>	<b>900</b>				<b>\$1,620,900</b>

The projected fee illustrated in Table G.4 is an estimate only. Actual fees may be different. PFDIF Fees are subject to change depending upon City Council actions and or Developer actions that change residential densities.

<sup>12</sup> Fee based on Form 5509 dated 10/1/18 Actual fee may be different, please verify with the City of Chula Vista at the time of building permit.



**IV.5.7. Threshold Compliance**

- A. Project compliance will be satisfied with the payment of Public Facilities Fees. The proposed project will be required to pay public facilities fees for Library services, based on the number of dwelling units, prior to the issuance of certificate of occupancy; the fees shall be paid at the rate in effect at the time payment is made.
- B. Prior to the issuance of each certificate of occupancy for any residential dwelling units, the applicant shall pay the required PFDIF in accordance with the fees in effect at the time of payment and phasing approved. Payment of the PFDIF would represent the project's fair share contribution to meet the City's Threshold Standard for library space.
- C. The City of Chula Vista shall continue to monitor library facilities and services and report the results to the GMOC on an annual basis.

## **IV.6 PARKS, OPEN SPACE, TRAILS AND RECREATION**

### **IV.6.1 Parks and Recreation Threshold Standard**

Population Ratio: Three (3) acres of neighborhood and community park land with appropriate facilities shall be provided per 1,000 residents east of I-805.

### **IV.6.2 Service Analysis**

The City of Chula Vista provides public park and recreational facilities and programs through the Community Services Department which is responsible for the acquisition and development of parkland. All park development plans are reviewed by City staff and presented to the Parks and Recreation Commission for review, who makes recommendations to the City Council.

The Otay Ranch Parks and Recreation Facility Implementation Plan was adopted by the City Council on October 28, 1993. This plan identifies the parks facility improvement standards for the Otay Ranch.

The Otay Ranch Freeway Commercial (FC) SPA must conform to the Chula Vista Parks and Recreation Master Plan, as amended, which provides the guidance for planning, siting and implementation of neighborhood and community parks. Further, the SPA Plan must conform to the City of Chula Vista Greenbelt Master Plan and the Otay Valley Regional Park Concept Plan.

### **IV.6.3 Project Processing Requirements**

- A. Identify park demands in conformance with the number of dwelling units constructed, street improvements and in coordination with the construction of water and sewer facilities.
- B. The specific siting of public parks and recreation facilities shall be in conformance with the Chula Vista Parks and Recreation Master Plan.
- C. Sites reserved for park purposes within the project.

### **IV.6.4 Existing Conditions**

The FC-2 site is currently entitled as a transit-supportive mixed-use project with up to 600 Multi-Family Residential Units, 15,000 square feet of Commercial Retail, a new 2-acre urban park with 4.69 acres of equivalence enhancements and two hotels with a minimum of 300 rooms. Baldwin & Sons, the current developer of the FC-2 site, has proposed to add 300 multi-family units to the east portion of FC-2. This density increase would allow the developer to maximize land use potential within walking range of the Otay Ranch BRT stop, ensure transit-supportive densities near the BRT line, establish a compact walkable community by replacing surface parking with 5-level structured parking, and provide a more diverse mix of housing types in a fiscally sustainable manner.

The City of Chula Vista's existing and future parks are depicted in the Park and Recreation Element of the General Plan. Current information is contained in the city's Parks and Recreation Master Plan.

#### IV.6.5 Project Park Requirements

##### Compliance with Public Park Standards

If the 300 DU increase is approved, the Freeway Commercial Mixed-Use Project will generate an estimated population of 2,349 (900 dwelling units x 2.61<sup>13</sup> population factor). To meet the City threshold requirements, the amount of parkland dedicated is based on a standard of 3 acres per 1,000 populations (see Table H.1). The standard is based on State of California Government Code 66477, also known as the Quimby Act, that allows a city to require by ordinance the dedication of land or payment of fees for park or recreational purposes.

<b>Table H.1 Quimby Act Parkland Requirements</b>		
<b>Freeway Commercial Population</b>	<b>Standard</b>	<b>Parkland Acres Required</b>
2,349	3 acres per 1,000 population	7.05

All new development in the City of Chula Vista is subject to the requirements contained in the City's Parkland Dedication Ordinance CVMC Chapter 17.10. The ordinance establishes fees for park land acquisition and development, sets standards for dedication and establishes criteria for acceptance of parks and open space by the City of Chula Vista. Fees vary depending upon the type of dwelling unit that is proposed. There are three types of housing: Single Family dwelling units (defined as all types of single family detached housing and condominiums), Multi-Family dwelling units (defined as all types of attached housing including townhouses, attached condominiums, duplexes, triplexes and apartments) and Mobile Homes. Single Family Housing is defined as a freestanding structure with one residential unit. Multi-Family Housing is defined as any freestanding structure that contains two or more residential units. Parkland dedication requirements are shown below on Table H.2.

<b>Table H.2 City of Chula Vista Parkland Dedication Ordinance Standards</b>		
<b>Dwelling Unit Type</b>	<b>Land Dedication per Unit</b>	<b>Dwelling Units per Park Acre</b>
Single-Family	460 sf/du	95 du/ac.
Multi-Family	341 sf/du	128 du/ac.

<sup>13</sup> CVMC 17.10.040.

<b>Table H.3 Freeway Commercial Project Preliminary Parkland Dedication Requirements</b>			
<b>Dwelling Unit Type</b>	<b>Number of D.U.</b>	<b>Parkland Required/DU</b>	<b>Required Acres</b>
Single Family	0	460 sf	0
Multiple Family	900	341 sf	7.05
<b>TOTALS</b>	<b>900</b>		<b>7.05</b>

The City’s Parklands and Public Facilities Ordinance (CVMC 17.10) is based on the Quimby Act. Based on the City’s Parklands and Public Facilities Ordinance, the parkland requirement for the FC-2 Project is approximately 7.05 acres (see Table H.3).

#### IV.6.6 Park Adequacy Analysis

Table H.4 is a comparison of park acreage demands and supply east of Interstate 805 for existing, approved projects, as well as the phased addition of the project. A review of the existing and approved park demands for Chula Vista east of I-805 including the project indicates the estimated 2017 demand of approximately 453.8 acres of Neighborhood and Community Parks. The 2017 estimated supply of park acreage east of I-805 is 604.25 acres, which is 150.45 acres more than the projected demand.

<b>Table H.4 Estimated Park Acreage Demand Compared to Supply East of Interstate 805</b>					
	<b>Population East of I-805<sup>14</sup></b>	<b>Demand Park Acres<sup>15</sup></b>	<b>Existing Park Acres</b>	<b>Eligible Credit Acres</b>	<b>Net Acres +/- Standard</b>
<b>Estimated 2017</b>	<b>151,266</b>	<b>453.8</b>	<b>604.25<sup>16</sup></b>	<b>604.25</b>	<b>+150.45</b>
<b>Forecasted 2017 - 2022</b>	<b>17,542<sup>17</sup></b>	<b>52.62</b>	<b>61.46<sup>18</sup></b>	<b>61.46</b>	<b>+8.84</b>
<b>Total</b>	<b>168,808</b>	<b>506.43</b>	<b>665.71</b>	<b>665.71</b>	<b>+159.29</b>

*Source: GMOC FY 2017 Annual Report*

#### IV.6.7 Open Space, Trails and Recreation

##### A. Open Space

Open space within the FC-2 site will be provided by a landscaped buffer area along Olympic Parkway and Eastlake Parkway. Open space lands are indicated on the Landscape Plan (Exhibit 11).

##### B. Trails

Off-street trail routes which connect to the community-wide system of Otay Ranch as

<sup>14</sup> Population figures are from the GMOC FY 2017 Annual Report.

<sup>15</sup> City of Chula Vista’s Threshold requirement is 3 acres of parkland per 1,000 residents that are east of I-805.

<sup>16</sup> Existing Park Acreage is from the GMOC FY 2017 Annual Report.

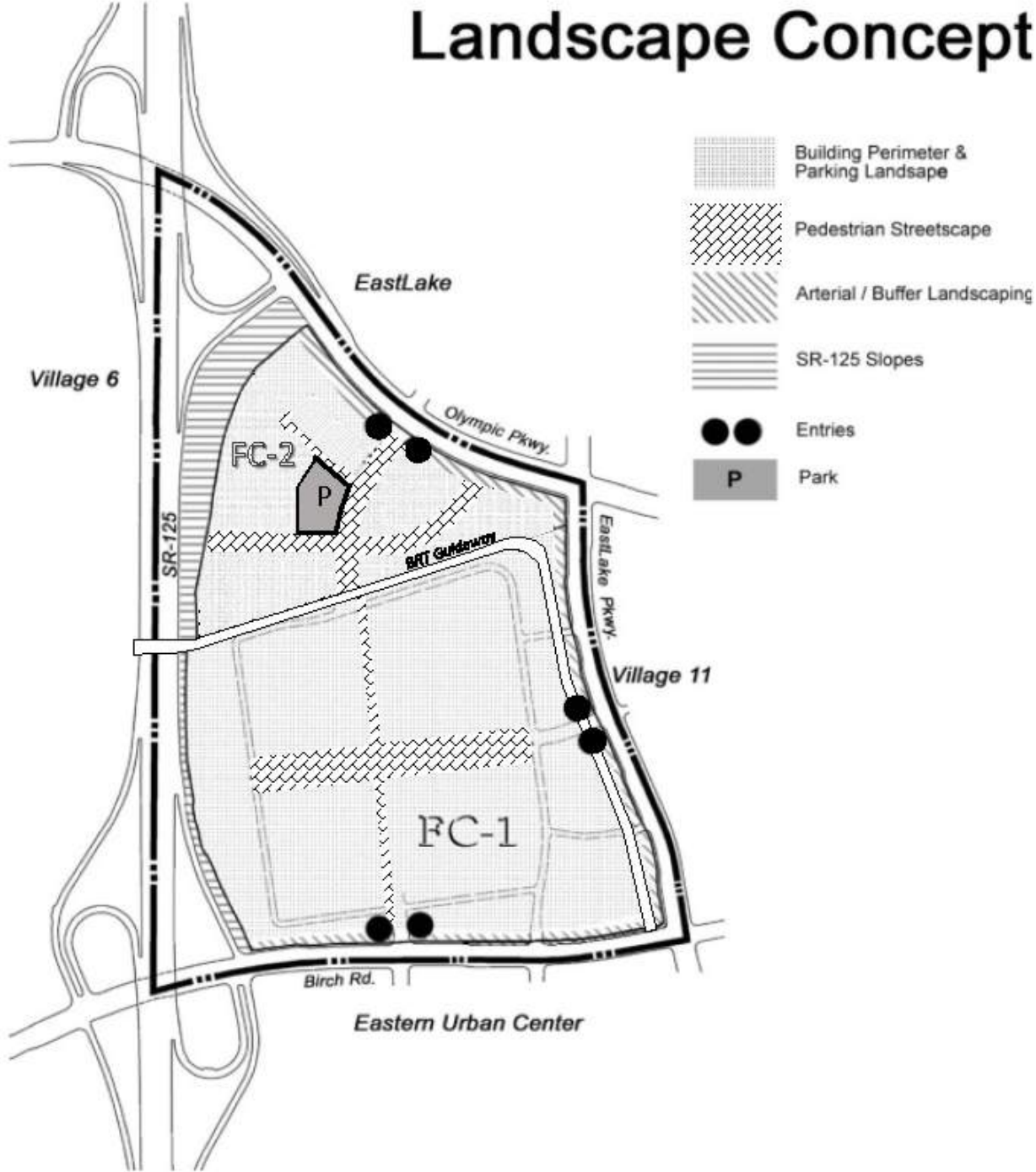
<sup>17</sup> Population figure derived from the GMOC FY 2017 Annual Report.

<sup>18</sup> Forecast data identified includes addition of parkland anticipated to be opened within the identified time horizon.

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. The FC-2 project is surrounded by large-scale commercial and residential, there is an opportunity to connect uses via pedestrian routes and pedestrian-oriented design features 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.

The "Village Pathway," providing community-wide pedestrian and bicycle circulation connections will be located off-site on the south side of Birch Road and the Regional Trail located along Olympic Parkway. Bicycles will share the traffic lanes with motor vehicles on the FC-2 internal streets due to the low (25 mph) speed limit.

# Landscape Concept




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

Exhibit 11

#### IV.6.8 Financing Park Facilities

Chapter 17.10 of the Chula Vista Municipal Code, as amended, governs the financing of parkland and improvements. Included as part of the regulations are Park Acquisition and Development (PAD) fees established for the purpose of providing neighborhood and community parks. The Ordinance provides that fees be paid to the City prior to final inspection.

Chapter 17.10 of the CVMC, which requires the collection of fees from residential developments to pay for parkland acquisition and various park facilities within the City of Chula Vista, is subject to changes by the City Council from time to time. Ordinance 2886 was approved by the Chula Vista City Council, which amended Chapter 17.10 of the CVMC to update the Parks Acquisition and Development Fees on November 19, 2002. On July 13, 2004, the City Council approved Ordinance 2945, which amended the CVMC Chapter 17.10 master fee schedule to adjust the Parkland Acquisition and Development (PAD) Fees for Neighborhood and Community Park requirements and the collection of In-Lieu PAD Fees from Residential developments that are not required to submit a subdivision map or parcel map.

On October 25, 2005, the Chula Vista City Council approved Ordinance 3026, which amended CVMC Chapter 17.10 to adjust the Park Acquisition and Development Fees to pay for new park facilities. Ordinance 3303 was approved by the Chula Vista City Council on February 11, 2014 to amend Chapter 17.10 by deleting the Hotel and Motel requirement.

Chapter 17.10 of the Chula Vista Municipal Code, first adopted in 1971, details requirements for parkland dedication, park improvements and the collection of in-lieu fees (i.e., PAD fees) from developers of residential housing in subdivisions or in divisions created by parcel maps, both east and west of I-805. PAD fees cover parkland acquisition and the cost of related capital items associated with parkland development, including:

- Grading
- Improvements including:
  - Drainage Systems
  - Street Improvements
  - Lighted Parking Lots
  - Concrete Circulation Systems
  - Security Lighting
  - Park Fixtures (*drinking fountains, trash receptacles, bicycle racks, etc.*)
  - Landscaping (*Trees, Shrubs, Ground Cover and Turf*)
  - Automatic Irrigation Systems
  - Restrooms and Maintenance Storage
  - Play Areas (*including preschoolers and primary school-age children, with disabled accessible surfacing, as required*)
  - Picnic Shelters and Tables
  - Outdoor Sports Venues (*tennis courts, baseball/softball/soccer fields, basketball courts, multi-purpose sports fields, skateboard and roller blade venues*)
- Utilities

The project is responsible for both the park development component and the acquisition component PAD Fees. The project parkland demand is 7.05 acres based on CVMC 17.10 (Table H.3). The project will meet its parkland obligation of 7.05 acres through two

separate mechanisms. The obligation of the first 600 residential units will be met through the provision of a 2-acre public park enhanced to a value equivalent to 4.69 acres of parkland. The remaining 300 units will satisfy the remaining 2.36 acres of obligation through payment of a Park Benefit Fee (per the Project's Development Agreement) equal to the PAD fees (both Acquisition and Development components) for multi-family units.

Table H.5 identifies the estimated City of Chula Vista October 2018 fees for the Parkland Acquisition and Development Component of the PAD fees paid for the first 600 units in FC-2 and the Park Benefit Fee paid for units 601 through 900 in FC-2.

<b>Table H.5</b>				
<b>FC-2 Multi-Family Acquisition and Development Fee (Preliminary Calculation)</b>				
<b>MF Units</b>	<b>MF Acquisition Fee \$9,408</b>	<b>MF Development Fee \$5,859</b>	<b>Park Benefit Fee \$15,267</b>	<b>Total</b>
<b>600</b>	\$5,644,800	\$3,515,400	-	\$9,160,200*
<b>300</b>	-	-	\$4,580,100	\$4,580,100
<b>Total:</b>				<b>\$13,740,300</b>
* Figures in this table are preliminary estimates and shall be recalculated at the time when the obligations are due as determined by the Development Agreement. This table does not include credit for the 2-acre park and Development Agreement required park enhancements				

These fees are estimates only and are dependent upon the actual numbers of units filed on the final map. The table does not include the provisions of Ordinance 3345 and the Development Agreement that requires the applicant to provide a 2-acre enhanced urban park. Recalculation of the Acquisition Fee at the time the obligation is due shall be based on the Development Agreement and the value of the 2-acre park. Acquisition and Development Fees are also subject to change by the City Council. Multi-Family dwelling units are defined as all types of attached housing including townhouses, attached condominiums, duplexes, triplexes and apartments.

#### **IV.6.9 Financing Recreation Facilities**

Ordinance 2887, approved by the Chula Vista City Council on November 19, 2002, amended CVMC Chapter 3.50 of the Municipal Code, as detailed in the *"Public Facilities DIF, November 2002 Amendment"*, adding a new recreation component to the Public Facilities DIF, updating the impact fee structure and increasing the overall fee. Ordinance 3010 approved by the Council on June 14, 2005, amended Chapter 3.50 to update the public facilities DIF and implemented an automatic annual adjustment based on the building construction cost index and the U.S. Department of Labor Index (see Ordinance 3010). Chapter 3.50 was also updated by Ordinance 3050 on November 7, 2006, to update the public facilities DIF.

Major recreation facilities are funded through a component of the PFDIF. The major capital items to be included are community centers, gymnasiums, swimming pools, and senior/teen centers. Since the demand for major public recreation facilities is created by



residential development, facilities costs are not spread to commercial/industrial development. Table H.6 provides an estimate of the Recreational PFDIF for the project.

<b>Table H.6</b>					
<b>FC-2 Multi-Family Project</b>					
<b>Public Facilities Fees for Recreation<sup>19</sup> (Preliminary Calculation)</b>					
<b>Development</b>	<b>Dwelling Units</b>		<b>Recreation Fee</b>		<b>Total</b>
	<b>SF</b>	<b>MF</b>	<b>\$1,367/SF Unit</b>	<b>\$1,367/MF Unit</b>	
<b>Multi-Family</b>	<b>0</b>	<b>900</b>	<b>0</b>	<b>\$1,230,300</b>	<b>\$1,230,300</b>

The projected fee illustrated in Table H.6 is an estimate only. Actual fees may be different. Recreation Fees are subject to change depending upon City Council actions and or Developer actions that change residential densities.

**IV.6.10 Threshold Compliance**

- A. Park obligation will be satisfied pursuant to Ordinance 3345 and the City approved Development Agreement between the City and the Developer, which was approved and adopted by the Chula Vista City Council on June 16, 2015. The agreement outlines the Developer’s current 4.69-acre park obligation requirement based on the previously approved 600 multi-family units. Developer shall pay a Park Benefit fee (which is equal to the City’s PAD fee at the time of payment) to the City for all additional 300 residential units constructed in FC-2 (i.e. if all 900 residential units are built) to be used towards other parks in Otay Ranch.
- B. Generally, the developer’s obligation of 7.05-acre parkland dedication and improvement is satisfied by the following:
  - Dedicate 2 (two) acres in a permanent park easement.
  - Develop a highly amenitized “Turnkey Park.”
  - Developer shall invest the value equivalent of the dedication and improvement requirement for the 4.69 park development than would be typical for a 2-acre park. The Developer’s value equivalency is based on the acquisition and development components of the PAD Fees as required by the City.
  - Based on City standards in effect as of October 2018.
  - Payment of Park Benefit fee in the amount of \$4,580,100 (for 300 units).
- C. Owner shall receive PAD credits by satisfying its actual park obligations by the following:
  - a. The Developer shall grant 2 (two) acres of the FC-2 site to the City in a permanent easement for public usage, shall develop a highly amenitized, “turnkey” park” on the Park Site, as described in the Agreement, to the

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<sup>19</sup> Fee based on Form 5509 dated 10/1/18. Actual fee may be different, please verify with the City of Chula Vista at the time of building permit.

satisfaction of the Director of Development Services.

- b. The Park shall generally be located as depicted in Exhibit 11, with the final location subject to City approval.
  - c. In order to create an extraordinary public space, the Park shall generally consist of the elements described in the Development Agreement. Developer shall invest substantially more to the development and granting of the Park than would be typical for a City standard park, up to and including the value equivalent to the dedication and improvement required to satisfy the Developer's park obligation for the first 600 residential units constructed in FC-2, as calculated at the time park obligations for the Project become due.
  - d. Developer shall commence construction of the Park prior to the issuance of the five hundred and thirtieth (530th) residential building permit<sup>20</sup> and substantially complete the Park within fifteen (15) months of commencement of construction.
  - e. Developer shall pay Park Benefit fee on units 601 through 900.
- D. Prior to issuance of each building permit for any residential dwelling units, the Developer shall pay Recreation Facility Development Impact Fees (part of the Public Facilities Development Impact Fee) in accordance with the fees in effect at the time of building permit issuance.

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<sup>20</sup> Per Development Agreement terms.

## **IV.7 WATER**

### **IV.7.1 Threshold Standard**

- A. Adequate water supply must be available to serve new development. Therefore, developers shall provide the City with a service availability letter from the appropriate water district for each project.
- B. The City shall annually provide the San Diego County Water Authority, the Sweetwater Authority and the Otay Municipal Water District with the City's annual 5-year residential growth forecast and request that they provide an evaluation of their ability to accommodate forecasted growth. Replies should address the following:
  1. Water availability to the City, considering both short- and long-term perspectives.
  2. Identify current and projected demand, and the amount of current capacity, including storage capacity, now used or committed.
  3. Ability of current and projected facilities to absorb forecasted growth.
  4. Evaluation of funding and site availability for projected new facilities.
  5. Other relevant information the district(s) desire to communicate to the City and the Growth Management Oversight Commission (GMOC).

### **IV.7.2 Service Analysis**

The Otay Water District (OWD) provides water service for the existing Otay Ranch Town Center (FC-1) and the FC-2 project. The FC-2 project is located within Improvement Districts 22 and 27. The district has existing facilities in the vicinity of the project site that can provide sufficient water services to support the proposed density increase at the FC-2 project. "The Sub-Area Water Master Plan Freeway Commercial", dated January 2018, by Dexter Wilson Engineering, Inc. was approved by the OWD on February 28, 2018. The Sub-Area Master Plan (SAMP) for the Freeway Commercial project addresses the facilities necessary to support the project. In addition, the projected water demands for the Approved Freeway Commercial project were included in the Otay Water District's "2010 Water Resources Master Plan", prepared by PBS&J and adopted November 2010 and revised in April 2013.

Water service and facilities were addressed in the "Freeway Commercial Conceptual Water and Recycled Water Study", dated September 2002, by PBS&J. A subsequent project design change required an update letter, dated March 3, 2004, by PBS&J, indicated the original report is still valid. A second update letter entitled "Memorandum", dated December 17, 2014 by Dexter Wilson studied the impact of the change in land use from Freeway Commercial to Mixed-Use. The third update letter entitled Memorandum, dated September 25, 2017 studied the impact of adding 300 units to the previously approved mixed-use project. The phasing and financing of water facilities in this PFFP is based on the third Dexter Wilson Memorandum.

The design criteria implemented to evaluate the potable and recycled water systems for the Freeway Commercial project are established in accordance with the Otay Water District Master Plan. The design criteria are utilized for analysis of the existing water system as well as for design and sizing of proposed improvements and expansions to the existing system to accommodate demands in the study area.

California Senate Bills 610/221 require a Water Supply Assessment and Verification (WSAV) report to be prepared for projects proposing 500 or more residential dwelling units, or projects that demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. Since the proposed Freeway Commercial SPA amendment proposes an equivalent development of more than 500 residential units, a WSAV was prepared for the project entitled “Water Supply Assessment and Verification Report” dated February 2015, by Lisa Coburn-Boyd and Robert Kennedy, P.E., in consultation with Dexter Wilson, Inc., and the San Diego County Water Authority.

#### **IV.7.3 Project Processing Requirements**

The SPA Plan and the PFFP are required by the Growth Management ordinance to address the following issues for water services.

- A. Identify phased demands in conformance with street improvements and in coordination with the construction of sewer facilities.
- B. Identify location of facilities for onsite and offsite improvements in conformance with the master plan of the water district serving the proposed project.
- C. Provide cost estimates and proposed financing responsibilities.
- D. Identify financing methods.
- E. A Water Conservation Plan shall be required for all major development projects (50 dwelling units or greater, or commercial and industrial projects with 50 EDUs of water demand or greater).

#### **IV.7.4 Existing Conditions**

The California Urban Water Management Planning Act (UWMP) requires that each urban water supplier providing water for municipal purposes, either to more than 3,000 customers, or more than 3,000 acre-feet of water annually, must prepare, adopt, and update a UWMP at least once every five years. This applies to Metropolitan Water District (MWD), San Diego County Water Authority SDCWA, and its member agencies, including the OWD. The intent of an UWMP is to present information on water supply, water usage/demand, recycled water, and water use efficiency programs within a water district’s service area over a 25 year time frame.

The UWMP process ensures that water supplies are being planned to meet future growth. The most current supply and demand projections are contained in the 2010 UWMPs of MWD, SDCWA, and OWD. San Diego County Water Authority member districts rely on the UWMPs and Integrated Resources Plans (IRPs) of MWD and the Regional Water Facilities Master Plan of SDCWA to document supplies available to meet projected demands.

In the 2010 UWMPs, MWD, SDCWA, and all SDCWA member agencies, including OWD, have determined that adequate water supplies would be available to serve existing service areas under normal year, single dry year, and multiple dry year conditions through the year 2035.

The GMOC annually distributes a questionnaire to relevant city departments and public facility and service agencies to monitor the status of threshold standards compliance. The response from the OWD in the Fiscal Year 2017 GMOC Annual Report included the topic of existing water system adequacy to serve projected growth for Chula Vista.

The response identified OWD's capital improvement programs required to serve the forecasted water demands and identified a list of capital improvement projects (CIPs) that would need to be implemented in order to meet projected demand. The OWD concluded that the existing potable and recycled water systems including their CIP projects should be adequate to meet Chula Vista's forecasted growth over the next five-years.

Water conservation efforts remain voluntary in San Diego County since July 2016 when the drought restrictions enacted in 2015 were rescinded due to the addition of the Carlsbad Desalination water supply. A prohibition on wasteful water practices such as watering during rainfall or hosing off sidewalks remains in effect under Executive Order B-40-17. Future legislation is expected that will establish long-term water conservation measures and improved planning for more frequent and severe droughts. The district also noted that City's required Water Conservation Plans for all SPA Plans, Tentative Maps, and major development projects has been positive for water conservation within the City. The GMOC Fiscal Year 2017 Annual Report indicated that water was compliant with the threshold standards.

With ample water in storage, the Otay Water District's water supply is very high—well over what is currently demanded. They continue to pursue a future desalination plant in Rosarito, Mexico as another source of water, however, saying that doing so may provide price stability.

**A. Metropolitan Water District:**

In November 2010, MWD adopted their 2010 Regional UWMP, which evaluates water supply reliability, over a 20-year period, for average, single-dry, and multiple-dry years within its service area. MWD developed estimates of total retail demands for the region, factoring in the impacts of conservation. The water reliability analysis identifies both the current supplies and supplies under development to meet projected demands. MWD's reliability assessment showed that MWD can maintain reliable water supplies to meet projected demands through the year 2035. MWD also identified a planning buffer supply intended to protect against the risk that future demands could be higher than projected. As part of its implementation of the planning buffer, MWD periodically evaluates water supply development, supply conditions, and projected demands to ensure that the region is not under or over developing supplies. The planning buffer will ensure that Southern California, including San Diego County, will have adequate water supplies to meet long-term future demands.

**B. San Diego County Water Authority:**

The SDCWA service area covers approximately 951,000 acres and encompasses the western third of San Diego County. SDCWA has 24 member agencies, including OWD. SDCWA is responsible for ensuring a safe and reliable water supply to support the region's economy and quality of life for over three million residents. SDCWA imports between 70% and 95% of the water used in the San Diego region from MWD. In 2008, MWD provided 71% of the San Diego region's water supply. Most of this water is obtained from the Colorado River and the State Water Project (SWP) through a system of pipes, aqueducts, and associated facilities. Historically, SDCWA has relied on imported water supplies purchased from MWD to meet the needs of its member agencies. SDCWA is the largest MWD member agency in terms of deliveries, accounting for nearly 25% of MWD's delivered water.

According to the SDCWA 2010 UWMP, the San Diego region has reduced water usage over 50,000 acre feet average during the past three years. Conserved agricultural transfer water from the Imperial Valley has begun flowing to the San Diego region. This source provided approximately 70,000 acre feet in 2010 and will provide approximately 200,000 acre feet by 2021. This relatively new source of water is the result of SDCWA entering into the Quantification Settlement Agreement (QSA) with other water agencies in October 2003. The QSA resolved long-standing disputes regarding Colorado River water use among several agencies, and established a water budget for the agricultural agencies. This resolution permitted the implementation of several water conservation and transfer agreements, including the SDCWA/Imperial Irrigation District (IID) transfer agreement.

<b>Local Supplies</b>		<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Surface Water		47,940	47,878	47,542	47,289
Water Recycling		43,728	46,603	48,278	49,998
Groundwater		11,100	12,100	12,840	12,840
Groundwater Recovery		15,520	15,520	15,520	15,520
Seawater Desalinization		56,000	56,000	56,000	56,000
<i>Imported Supplies</i>					
IID Water Transfer		190,000	200,000	200,000	200,000
Supply from MWD		230,601	259,694	293,239	323,838
Coachella Canal and All American Canal Lining Projects		80,200	80,200	80,200	80,200
<b>Total Projected Supplies</b>		<b>675,089</b>	<b>717,995</b>	<b>753,619</b>	<b>785,685</b>
<b>Total Estimated Demands<sup>1</sup></b>		<b>675,089</b>	<b>717,995</b>	<b>753,619</b>	<b>785,685</b>
<b>Difference</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<sup>1</sup> With Conservation					

*Source: University Villages Project Environmental Impact Report*

<b>Local Supplies</b>		<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Surface Water		17,932	17,932	17,932	17,932
Water Recycling		43,728	46,603	48,278	49,998
Groundwater		9,977	9,977	9,977	9,977
Groundwater Recovery		15,520	15,520	15,520	15,520
Seawater Desalinization		56,000	56,000	56,000	56,000
<i>Imported Supplies</i>					
IID Water Transfer		190,000	200,000	200,000	200,000
Supply from MWD		305,101	338,501	376,023	409,389
Coachella Canal and All-American Canal Lining Projects		80,200	80,200	80,200	80,200
<b>Total Projected Supplies</b>		<b>718,458</b>	<b>764,733</b>	<b>803,930</b>	<b>839,016</b>

<b>Total Estimated Demands<sup>1</sup></b>		<b>718,458</b>	<b>764,733</b>	<b>803,930</b>	<b>839,016</b>
<b>Difference</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<sup>1</sup> With Conservation. <i>Source: University Villages Project Environmental Impact Report</i>					

The SDCWA UWMP contains documentation of existing and planned water supplies. These supplies include MWD (imported Colorado River water and SWP water), and local member agency supplies that include (1) IID water transfer supplies; (2) supplies from conservation projects to line the Imperial Valley’s All-American Canal and the Coachella Valley’s Coachella Canal; and (3) development of a seawater desalination facility at the Encina Power Plant in Carlsbad, which is anticipated to produce 56,000 acre feet per year of water supplies. Additionally, since 1980, approximately 5 to 30% of member agency water has come from local sources, primarily from surface water reservoirs. Recycled water and groundwater recovery projects are growing in importance in the region. These projects coupled with water conservation efforts have made SDCWA member agencies less dependent on imported water.

Based on the imported and member agency local water sources, SDCWA estimates that it, along with member agency local sources, will be able to supply 675,089 acre feet of water in 2020. Therefore, according to the MWD and SDCWA 2010 UWMPs, there is available water to meet all of the region’s anticipated demand, as shown in Table I.1, and I.2.

**C. Otay Water District:**

The Project is within the boundaries of the OWD, which provides water services to a large portion of San Diego East County and Eastern Chula Vista, including the Eastlake community, Otay Ranch, and Otay Mesa along the U.S./Mexico International Border. OWD covers 137 square miles with approximately 450 miles of pipelines, 21 pump stations, and 37 reservoirs with a total storage capacity of approximately 190 million gallons. OWD provides approximately 90% of its water service to residential and approximately 10% to commercial, industrial, and other land uses. Average daily consumption is approximately 40,324 acre-feet. OWD also operates the Ralph W. Chapman Water Recycling Facility.

The OWD 2010 UWMP provides an overview of OWD’s service area, its current water supply sources, supply reliability, water demands, and measures to reduce water demand, and planned water supply projects and programs. Reliability for water service is based on the documentation in the UWMP’s prepared by MWD and SDCWA and that these agencies have determined that they will be able to meet potable water demands through 2035, during normal and dry year conditions. The OWD 2010 UWMP relies on MWD and SDCWA for its potable supply, and OWD works with these agencies to prepare consistent demand projections for OWD’s service area.

The OWD has several connections to SDCWA Pipeline No. 4 which delivers filtered water from the Metropolitan Water District's filtration plant at Lake Skinner in Riverside County. The OWD also has a connection to the La Mesa - Sweetwater Extension Pipeline, which delivers, filtered water from Helix Water District’s (HWD) R.M. Levy Water Treatment Plant. Recently, OWD service reliability levels were enhanced with additional major facilities including an increase in supply capacity from the Levy Water Treatment Plant.

1. **Existing Potable Water System:** The project can be served by the Central Service Area of OWD. This area is supplied water from Connection Nos. 10 and 12 to the SDCWA aqueduct, which fills 624 Zone reservoirs. Water is then distributed within the 624 Zone. Water is then pumped to the 980 service zones. There is water service from the existing 16" water line within the adjacent Olympic Parkway.
2. **Recycled Water:** The Ralph W. Chapman Water Recycling Facility has a rated capacity of 1.3 million gallons per day (mgd) with a maximum production of approximately 1.1 mgd and could be expanded to an ultimate capacity of 2.50 mgd. Typically, the summer demands exceed the 1.1 mgd plant capacity. Recycled water supply is also available from the South Bay Water Treatment Plant, which has an ultimate rated capacity of 15 mgd and OWD has capacity rights to 8.0 mgd of recycled water. This additional source of recycled water will allow OWD to meet existing and future recycled water demands. The OWD has master planned a series of pump stations, reservoirs, and transmission lines to integrate this source of water into the existing recycled water system. Currently, there is a 12-inch recycled water main within the adjacent Eastlake Parkway.

#### IV.7.5 Water Adequacy Analysis

##### A. Water Conservation Plan

A Water Conservation Plan is required for all major development projects (50 dwelling units or greater, or commercial and industrial projects with 50 EDUs of water demand or greater). This plan is required at the Sectional Planning Area (SPA) Plan level or equivalent for projects which are not processed through a Planned Community Zone.

The "Otay Ranch Planning Area 12 SPA Amendment Water Conservation Plan" dated April 2018, by Baldwin & Sons addresses the water usage requirements of the proposed project, as well as a detailed plan of proposed measures for water conservation, use of reclaimed water, and other means of reducing per capita water consumption from the proposed project, as well as defining a program to monitor compliance. The Water Conservation Plan is included with the SPA Plan documentation.

As detailed in the Water Conservation Plan, the FC-2 project is committed to being water efficient through the use of recycled water for irrigation and utilizing other water conservation devices and measures. Through the use of recycled water and other water conservation measures the FC-2 project is expected to reduce the potential potable water usage by 53,385 gpd, or 24% of the baseline usage.

As evidenced by the information contained in the Water Conservation Plan, the objectives of the Otay Ranch GDP to incorporate water saving fixtures, drought tolerant landscaping, and recycled water usage into the development are being met. Based on information contained in the 1989 San Diego County Water Authority Annual Report, average water use within the Otay Water District was 220 gallons per day per capita (20,469.7 AF for a population of 83,000). Based on 2007 data from the OWD 2008 Master Plan, per capita water usage has dropped to approximately 189 gpd (33.26 mgd for a population of 186,000). These per capita numbers include non-residential demands and indicate the effectiveness that the conservation measures are having. It is expected that this trend will continue as adopted guidelines are



increasingly focused on reducing per capita water use.

**B. FC-2 Potable Water Demand**

Table I.3 summarizes the previously approved development in the FC-2 SPA Amendment area along with the proposed development. The projected water demands for Freeway Commercial were included in the Otay Water District February 2015 Water Supply Assessment and Verification (WSAV) report.

<b>Table I.3 FC-2 SPA Amendment</b>		
<b>Land Use</b>	<b>Approved</b>	<b>Proposed</b>
MF Residential Units	600 units	900 units
Hotels	300 units	300 units
Park	2.0 acres	2.0 acres
Commercial	15,000 square feet	15,000 square feet

Source: Dexter Wilson Engineering, Inc.

<b>Table I.4 FC-2 SPA Amendment Water Demand Summary</b>				
<b>Land Use</b>	<b>Acres</b>	<b>Building Units</b>	<b>Unit Demand Factor</b>	<b>Total Demand (gpd)</b>
<b>Approved Water Demand (2015 WSAV)</b>				
MF Residential	---	650	255 gpd/unit <sup>1</sup>	165,750
Hotel Rooms	---	310	115 gpd/unit	35,650
Commercial	3.6	---	1,785 gpd/ac	6,428
<b>Subtotal</b>				<b>207,828</b>
<b>Proposed Water Demand (Current SPA Amendment)</b>				
Multi-Family Residential	---	900	170 gpd/unit <sup>1, 2</sup>	153,000
Hotels	---	300	115 gpd/unit	34,500
Commercial	3.6	---	1,785 gpd/ac <sup>2</sup>	6,428
<b>Subtotal</b>				<b>193,928</b>
<b>Decreased Water Demand</b>				<b>13,900</b>
<sup>1</sup> Assumes recycled water to be used for irrigation				
<sup>2</sup> Based on 2015 Water Facilities Master Plan (ODW)				

Source: Dexter Wilson Engineering, Inc.

Table I.4 summarizes the projected water demands based on the proposed SPA Amendment. As shown, the projected water demand decreased by 13,900 in the current scenario as compared to the assumptions in the 2015 WSAV. The reduction in demand is a result of updated water demand factors used in the ODW 2015 Water Facilities Master Plan. These updated water demand factors for residential development are based on actual usage data and reflect lower projected usage per unit as a result of water conservation efforts in recent years. According to the Water Conservation Plan, the water demand will be reduced approximately 24% through the use of recycled water

and other water conservation measures to approximately 194,928 gpd.

As shown by Table I.4, the projected water demand for the amended project is lower than the previously estimated 2013 WRMP. This information will be provided by the developer to OWD for their use in regional water supply planning.

The sizing of the existing 16-inch water line in Olympic Parkway, 20-inch line in Eastlake Parkway, and proposed 12-inch line in Town Center Drive is adequate to support the proposed development and, thus, no changes to the proposed Freeway Commercial water system are necessary as a result of the proposed development.

California Senate Bills 610/221 require a Water Supply Assessment and Verification (WSAV) report to be prepared for projects proposing 500 or more residential dwelling units, or projects that demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. The proposed PA-12 SPA amendment includes a WSAV report dated 2015.

The City of Chula Vista utilizes the Uniform Fire Code for determining required fire flows and durations for new development. Specific flows will ultimately depend on building type and size. The approved Freeway Commercial Project was based on the 1995 OWD Master Plan that used 5,000 gallons per minute (gpm) flow for 5-hours in assessing storage capacity adequacy, necessary pumping capacity and distribution piping requirements. The WRMP requires a fire flow of 5,000 gpm for a minimum 4-hour duration and 20 psi residual pressure for the Hotel uses.

**C. FC-2 Recycled Water Demand**

Within the FC-2 Project, recycled water will be used to irrigate street parkway landscaping, manufactured slopes along the circulation areas, commercial landscaping, open space and park area. Dexter Wilson estimated projected recycled water demands for the proposed project are approximately 31,560 gpd. Table I.5 contains a summary of the projected recycled water demands for the FC-2 SPA Amendment.

<b>Table I.5 FC-2 SPA Amendment Projected Recycled Water Demands</b>					
<b>Land Use<sup>21</sup></b>	<b>Quantity</b>	<b>Recycled Water Factor<sup>22</sup></b>	<b>Net Recycled Acreage</b>	<b>gpd/ac.</b>	<b>Average Demand (gpd)</b>
<b>Approved</b>					
Multi-Family Residential	600 units	15%		30 gpd/unit	18,000
Commercial	4.0 ac.	10%	0.4	1,900	760
Park	2.0 ac.	100%	2.0	1,900	3,800
<b>Subtotal:</b>					<b>22,560</b>
<b>Proposed</b>					
Multi-Family Residential	900 units	15%		30 gpd/unit	27,000
Commercial	4.0 ac.	10%	0.4	1,900	760
Park	2.0 ac.	100%	2.0	1,900	3,800
<b>Subtotal</b>					<b>31,560</b>
<b>Increased Recycled Demand</b>					<b>9,000 gpd</b>

Source: Dexter Wilson Engineering, Inc.

#### D. Otay Water District Master Plan

The OWD's master plan includes water demands for this project as part of the overall demands in the area based upon the City of Chula Vista land use data.

#### IV.7.6 Existing Potable Water Facilities

The Central Service Area of the OWD serves the Freeway Commercial project. This area of the District is supplied water from Connection Number 10 and 12 to the SDCWA aqueduct that fills 624 Zone reservoirs. Water is then distributed within the 624 Zone where it is pumped up to the 711 Zone (1<sup>st</sup> lift) storage and distribution system. Water is supplied to the 980 Zone storage and distribution system by the Eastlake Pump Station, which takes suction from the 1<sup>st</sup> lift (711) Zone. The Eastlake pump station supplies the entire 2<sup>nd</sup> lift zone.

The entire FC-2 site has been graded. Elevations on the FC-2 parcel range in elevation from low of approximately 645 to a high of approximately 657 feet. The project is within the 980 water service zone (2" lift zone) and is supplied from the 711 water service zone (1<sup>st</sup> lift zone).

#### IV.7.7 Existing Recycled Water Facilities

Currently, the source of recycled water for the OWD is the Ralph W. Chapman Water Recycling Facility. This facility has a capacity of 1.3 MGD and can be expanded to an ultimate capacity of 3.84 MGD. Two ponds in the District's Recycled Use Area near the two existing 980 Zone potable water tanks provide storage of the treated effluent.

The recycled water storage ponds have a high water line of approximately 944 feet and

<sup>21</sup> Acreages based on Site Utilization Plan prepared by Cinti Land Planning (August 1, 2004)

<sup>22</sup> Percentage irrigated is based on WRMP

provide the storage and supply for the 944 Zone distribution system. Recycled water pressure range between 135 psi to 165 psi for the FC-2 Project and is sufficient to provide fire protection. The 944 Zone's recycled water supply will be ultimately augmented by the South Bay Water Reclamation Plant, which will supply the 680 Zone and then pumped to the 944 Zone. There are currently no 944 Zone pipelines in place to supply recycled water to the FC-2 Project. Facilities within both of these zones are planned within Olympic Parkway along the northern boundary of the project.

#### **IV.7.8 Proposed Facilities**

The proposed FC-2 project shall be responsible for constructing all potable and recycled water improvements necessary to serve the project, which includes but are not limited to the proposed 12" water line in Town Center Drive and associated connections and upgrades (see Exhibit 12 and 13). Further, the proposed project shall adequately provide potable and recycled water service without relying on any proposed water construction phasing by other developments.

#### **IV.7.9 Financing Water Facilities**

The financing and construction of potable water facilities is provided by two methods:

##### ***Capacity Fees:***

Otay Water District's Capital Improvement Program (CIP) wherein the District facilitates design and construction of facilities and collects an appropriate share of the cost from developers through collection of capacity fees from water meter purchases. Capital Improvement Projects typically include supply sources, pumping facilities, operational storage, terminal storage, and transmission mains.

The Otay Water District may use bond debt financing from Improvement Districts 22 and 27 to assist in the financing of the District's CIP program. CIP projects are paid for by capacity fees collected on the sale of water meters after building permit issuance.

##### ***Exaction:***

The developer is required to finance, construct, dedicate water and recycled water facilities that serve only his/her development to the Otay Water District.

##### **Potable Water Improvement Costs**

The total capital cost for potable water facilities will be determined at the time the system is designed and approved by OWD. In accordance with District Policy No. 26, the District may provide reimbursement for construction and design costs associated with development of these improvements.

##### **Recycled Water Improvement Costs**

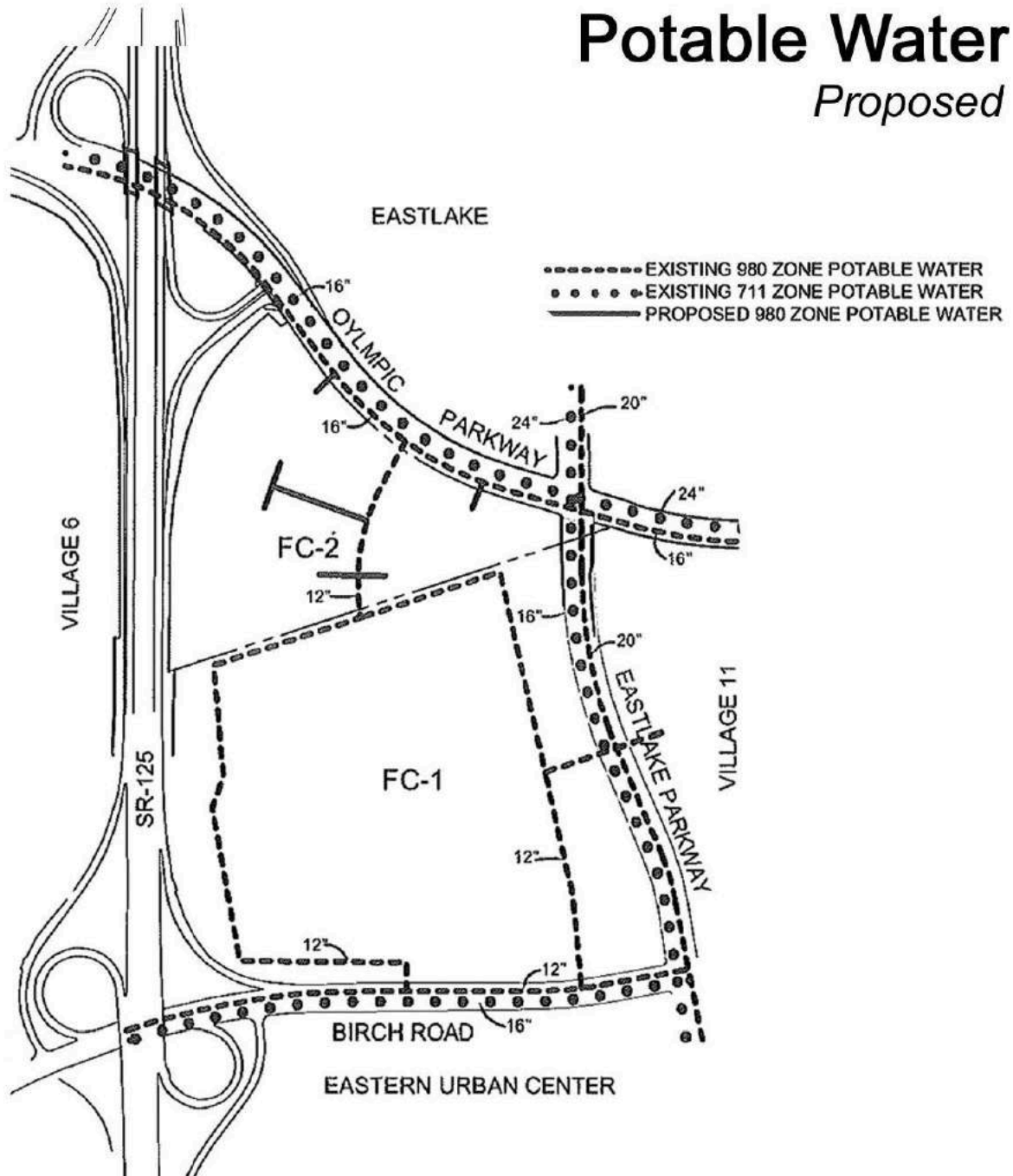
The total capital cost for recycled water facilities will be determined at the time the system is designed and approved by OWD. The District may provide reimbursement for construction and design costs associated with development of these improvements.

#### **IV.7.10 Threshold Compliance**

- A.** The approved “SAMP Freeway Commercial” dated January 2018, by Dexter Wilson identify water facilities to be constructed to provide the appropriate level of water service to meet the criteria established within the plans. The potable and recycled water systems have been designed and the costs identified by phase of development. The Developer shall be responsible for constructing all potable and recycled water improvements necessary to adequately serve the FC-2 SPA Amendment Project.
- B.** The developer shall request and deliver to the City a service availability letter from the OWD prior to a final map being approved for the FC-2 parcel of the Freeway Commercial Project.
- C.** The developer shall provide the OWD the projected increased water demand for the FC-2 SPA Amendment project.

# Potable Water

## Proposed



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

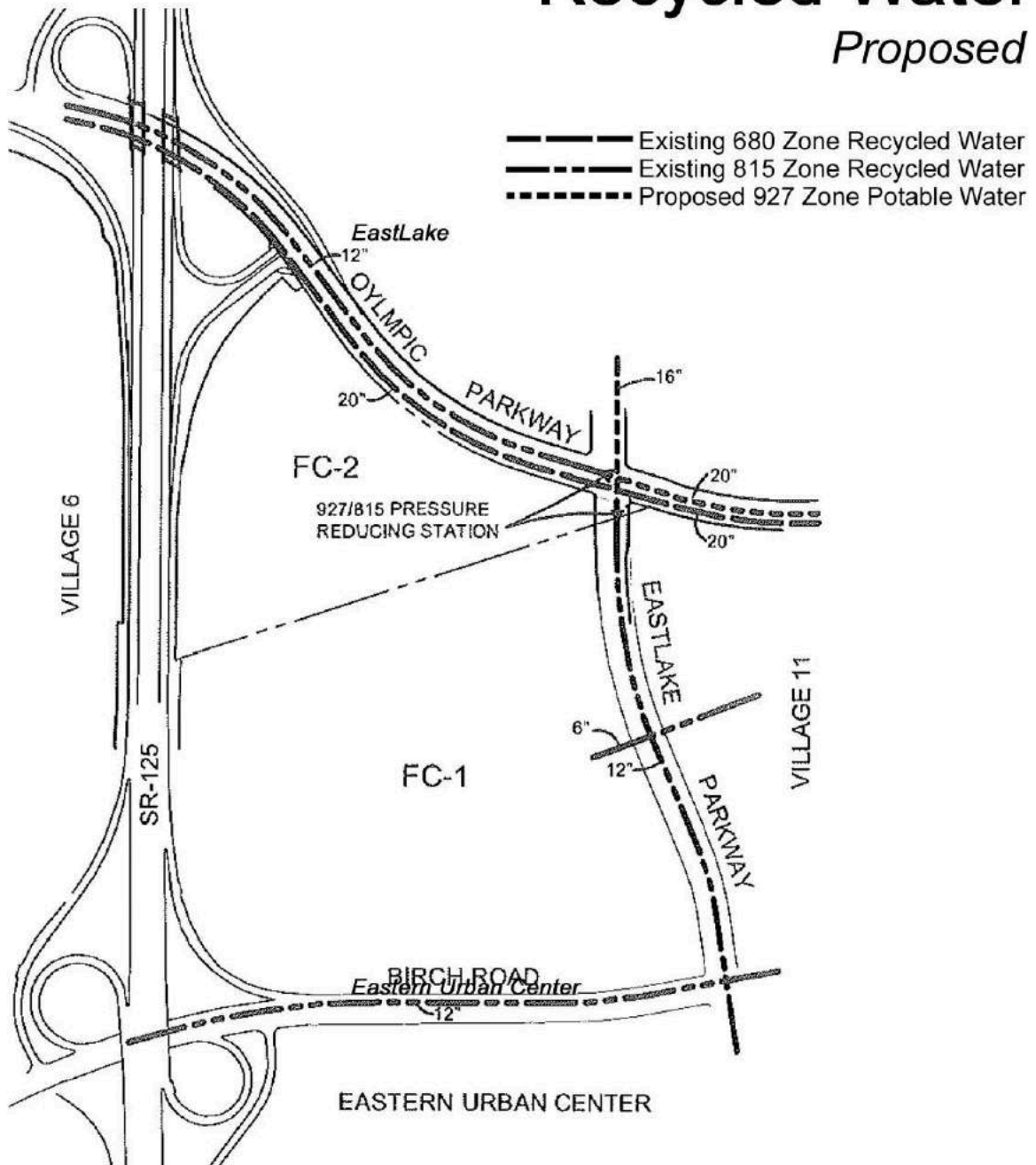
Sources: Powell/PBSJ  
and P&D

 Cinti Land Planning  
San Diego, CA (619) 223-7493  
0 200 400 600 8/5/15

**Exhibit 12**

# Recycled Water

## Proposed



Sources: Powell/PBSJ and P&D




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

**Exhibit 13**

## **IV.8 SEWER**

### **IV.8.1 Threshold Standard**

- A. Existing and projected facility sewage flows and volumes shall not exceed City engineering standards for the current system and for budgeted improvements, as set forth in the Subdivision Manual.
- B. The City shall annually ensure adequate contracted capacity in the San Diego Metropolitan Sewer Authority or other means sufficient to meet the projected needs of development.

### **IV.8.2 Service Analysis**

The City of San Diego Metropolitan District provides sewer treatment services for the City of Chula Vista and 14 other participating agencies in accordance with the terms of a multi-agency agreement (Metro Agreement). The Metro system currently has adequate sewage treatment capacity to serve the region until approximately 2025. The Developer shall pay capacity fees prior to building permit issuance. Development shall not occur without adequate sewer capacity as determined by the City Engineer. Building permits will not be issued if the City Engineer has determined that adequate sewer capacity does not exist.

Sewer service to the project site is provided by the City of Chula Vista. Future development of the FC-2 site will require a connection to the Poggi Canyon Interceptor located in Olympic Parkway. The capacity of the off-site sewer facilities to serve the FC-2 SPA Amendment project has been analyzed by the “Otay Ranch Planning Area 12 Freeway Commercial SPA Amendment Sewer System Evaluation” dated September 25, 2017, by Dexter Wilson Engineering, Inc. This study is referred to as the Dexter Wilson Sewer Study throughout this PFFP. The study includes an analysis of a connection to the Poggi Creek Interceptor Sewer located in the adjacent Olympic Parkway.

The base source of information regarding the existing and recommended sewer facilities is from the “Freeway Commercial Conceptual Sewer Study” dated July 2002 by PBS&J and City engineering. This study is referred to as the PBS&J Sewer Study throughout this PFFP. An update letter dated March 3, 2004, was provided by PBS&J, indicating the original 2002 report is still valid for the reconfigured FC-1 SPA project.

### **IV.8.3 Project Processing Requirements**

The SPA Plan and the PFFP are required by the Growth Management ordinance to address the following issues for Sewer Services:

1. Identify phased demands for all sewer trunk lines in conformance with the street improvements and in coordination with the construction of water facilities.
2. Identify location of facilities for onsite and offsite improvements, including reclaimed water facilities, in conformance with the Dexter Wilson Sewer Study.
3. Provide cost estimates for all facilities and proposed financing responsibilities.
4. Identify financing methods.

### **IV.8.4 Existing Conditions**



The Project area is within the City of Chula Vista’s Poggi Canyon Sewer Basin. Sewage generated within the Project will ultimately flow to the Poggi Canyon Interceptor in Olympic Parkway. The proposed on-site collection system serving the FC-2 parcel will drain northward to a connection to the Interceptor just west of Eastlake Parkway.

The existing Poggi Canyon Interceptor currently flows west along Olympic Parkway to Brandywine eventually connecting to the Salt Creek Interceptor, which ultimately connects to the Metro system facilities just west of Interstate 5. As a part of other Projects, the 18-inch Poggi Canyon Interceptor in Olympic Parkway was extended to the Project entrance at the FC-2 Entry Street.

**IV.8.5 Proposed Land Use Change**

Table J.1 summarizes the previously approved development in the FC-2 SPA Amendment area along with the new development currently being proposed.

<b>Table J.1 FC-2 SPA Amendment</b>		
<b>Land Use</b>	<b>Approved<sup>23</sup></b>	<b>Proposed</b>
MF Residential Units	600 units	900 units
Hotels	300 units	300 units
Park	2.0 acres	2.0 acres
Commercial	1.4 acres*	1.4 acres*

*\*Assumes retail floor space to site area ratio of 0.25 for 15,000 sq. ft., or 0.34 acres.*

*Dexter Wilson Engineering, Inc.*

An evaluation of the proposed land use change impact will have on the sewer collection system has been prepared by Dexter Wilson Engineering. This evaluation includes an estimate of the projected sewage flows. The August 2004 approved SPA plan provided the projected sewer flows when the project was initially approved. Table J.2 provides a comparison between projected sewer flows from the approved sewer study and the current land use plan proposal, per the proposed FC-2 Amendment. The result of the evaluation is that there is a total increase of approximately 237 EDUs over and above the 2004 SPA Plan as a result of the additional 300 multifamily units. Compared to Currently Approved Project, the proposed addition of 300 multi-family units results in an increase of 237 EDU’s.

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<sup>23</sup> Based on the 2016 SPA Plan Amendment, approved by Resolutions No. 2016-187, 2016-188, Ordinance No. 2016-3376.

<b>Table J.2 FC-2 SPA Amendment Sewer Flow Summary</b>				
<b>Land Use</b>	<b>Acres</b>	<b>Building Units</b>	<b>Generation Factor</b>	<b>Average Flow (gpd)</b>
<b>FC-2 Originally Approved Sewer Flow (2004)</b>				
Commercial	34.5	---	2,500 gpd/ac	86,250
<b>FC-2 Currently Approved Sewer Flow</b>				
MF Residential Units	---	600	182 gpd/unit	109,200
Hotels	---	300	76 gpd/unit <sup>1</sup>	22,800
Park	2.0	---	410 gpd/ac	820
Commercial	1.4	---	1,401 gpd/ac	1,960
<b>Subtotal</b>				<b>134,780</b>
<b>FC-2 Proposed Sewer Flow</b>				
MF Residential Units	---	900	182 gpd/unit	163,800
Hotels	---	300	76 gpd/unit <sup>1</sup>	22,800
Park	2.0	---	410 gpd/ac	820
Commercial	1.4 <sup>3</sup>	---	1,401 gpd/ac	1,960
<b>Subtotal</b>				<b>189,380</b>
<b>Increased Sewer Flow</b>				<b>54,600</b>
<b>Increased Sewer EDUs <sup>2</sup> from current approval</b>				<b>237</b>

<sup>1</sup> Based on 0.33 EDU/Rm.

*Dexter Wilson Engineering, Inc.*

<sup>2</sup> Based on 230 GPD/EDU.

<sup>3</sup> Assumes retail floor space to site area ratio of 0.25 for 15,000 sq. ft., or 0.34 acres.

#### **IV.8.6 Adequacy Analysis**

The wastewater master plan evaluates sewer facilities from two aspects, the current and future adequacy of trunk sewers and the future wastewater treatment facilities.

##### **A. Wastewater Treatment:**

According to the GMOC 2017 Annual Report, the City's sewer facilities are in compliance with the Threshold Standard and it is projected to remain in compliance for the next five years (See Table J.3). However, additional treatment capacity will be required as the City begins to approach build-out projections

<b>Million Gallons per Day (mgd)</b>	<b>Fiscal Year 2015</b>	<b>Fiscal Year 2016</b>	<b>Fiscal Year 2017</b>	<b>Projection for next 18 months</b>	<b>Projection for next 5 years</b>	<b>Projection for “Build- out”*</b>
Average Flow	15.499	15.385	15.426	15.986	17.235	20.760
Capacity	20.864	20.864	20.864	20.864	20.864	20.864
* Buildout Projection based on Chula Vista Wastewater Master Plan (2005).						

*Source: GIOC 2017 Annual Report*

**B. Poggi Canyon Basin:**

Wastewater generated within the Poggi Canyon Sewer Basin is conveyed to the City of San Diego Metropolitan Wastewater Department (Metro) sewerage system via the Poggi Canyon Interceptor, which generally follows from Olympic Parkway to Brandywine Avenue and then extends southerly to the Salt Creek Interceptor near the intersection of Palm Avenue and Main Street.

In accordance with the City of Chula Vista Subdivision Manual, Dexter Wilson used the City’s sewage generation rates for commercial, residential and hotel land use to estimate the total annual average wastewater flows produced from the FC-2 SPA Amendment project (see Table J.2). On-site and off-site collection, trunk, and interceptor facilities were evaluated by Dexter Wilson Engineering based on this sewage flow. In addition, the design criteria are used for analysis of the existing sewer system as well as for design and sizing of proposed improvements and expansions to the system to accommodate the flows anticipated to be generated by the project.

Dexter Wilson Engineering’s evaluation of the Poggi Canyon Interceptor is based on the April 2009 Poggi Canyon Basin Gravity Sewer Development Impact Fee Update (DIF Report). A comparison of the current FC-2 plan and the proposed FC-2 SPA amendment versus the assumptions in the DIF Report was prepared. Table J.4 provides the sewer flow projections for the current land use plan for the proposed amendment compared to the 2009 DIF Report. As shown, the Poggi Basin projections in the 2009 DIF Report would be increased by approximately 403 EDUs based on the current plan for the proposed FC-2 SPA Amendment.

<b>Table J.4 FC-2 SPA Amendment Poggi Basin EDU Summary</b>				
<b>Description</b>	<b>Quantity</b>	<b>Unit Flow Factor</b>	<b>Average Flow, gpd</b>	<b>EDUs</b>
<b>2009 DIF Study</b>				
C-1	30.4 ac.	2,500 gpd/ac.	76,000	330.4
C-2	8.2 ac.	2,500 gpd/ ac.	20,500	89.1
<b>Subtotal 2009 DIF Study</b>				<b>420</b>
<b>Current Plan with Amendment</b>				
Res. Apartments	900 units	182 gpd/unit	163,800	712.2 <sup>1</sup>
Hotels	300 units	76 gpd/unit	22,800	99.1 <sup>2</sup>
Park	2.0 ac.	410 gpd/ac.	820	3.6
Commercial	1.4 ac. <sup>3</sup>	1,401 gpd/ac.	1,960	8.5
<b>Subtotal Current Plan with Amendment</b>				<b>823</b>
<b>Increase</b>				<b>403</b>

<sup>1</sup> Based on 230 GPD/EDU.

<sup>2</sup> Based on 0.33 EDU/Rm.

<sup>3</sup> Assumes retail floor space to site area ratio of 0.25 for 15,000 sq. ft., or 0.34 acres.

*Dexter Wilson Engineering, Inc.*

### C. Poggi Canyon Trunk Sewer:

The Poggi Canyon Interceptor available capacity was evaluated by the Dexter Wilson Sewer Study considering the proposed land use changes. Data on the Poggi Canyon Interceptor was obtained from the April 2009 Poggi Canyon Basin Gravity Sewer Development Impact Fee Update prepared by PMC. Data from this report includes existing permitted EDUs in the basin as well as committed EDUs based on previous project approvals.

Since the preparation of the 2009 PMC Study, a few proposed projects have the potential of increasing the number of units that will flow into the Poggi Interceptor. A brief description of these projects from the Dexter Wilson Sewer Study is provided below:

1. Village 2 Unit Transfer. As outlined in an August 4, 2011 memorandum, Baldwin and Sons processed a unit transfer that did not change the total unit count in Village 2 but transferred units between neighborhoods. The net effect of these transfers was a shift of 84 EDUs from the Wolf Canyon Basin to the Poggi Basin. These EDUs were considered in the Dexter Wilson Sewer Study.
2. JPB Village 2 SPA Amendment. The JPB Village 2 SPA Amendment increased the unit count in Village 2 by 197 units. Per the November 21, 2011 Sewer System Evaluation that was done for this project, the net effect of this land use change was the addition of 160 EDUs to the Poggi Basin. These additional EDUs were considered in the Dexter Wilson Sewer Study.
3. Village 2 Comprehensive SPA Amendment. Baldwin and Sons processed a comprehensive SPA Amendment that increased the number of units in Village 2 by approximately 1,500 units. The impact of this was an increase of 1,098 EDUs

in the Poggi Basin. These numbers include the unit transfer and JPB Amendment discussed above.

4. Eastern Urban Center (EUC). The EUC was approved in September 2009, shortly after the 2009 PMC Study was prepared. The PMC Study did, however, anticipate the EUC project and included 429 EDUs from the EUC in the calculation of the Poggi Interceptor Fee. These units include 189 EDUs within the Poggi Basin and 240 EDUs that are proposed to be permanently diverted from the Salt Creek Basin to the Poggi Basin. The current estimate for the EUC is 457 EDUs and so an additional 28 EDUs from the EUC have been considered in Dexter Wilson sewer system evaluation.

Table J.5 provides a reach by reach summary of permitted and committed EDUs and provides the impact that the FC-2 SPA Amendment would have on remaining capacity. Exhibit 14 identifies the reach locations and indicates where the FC-2 SPA Amendment EDUs will connect to the Poggi Interceptor. As shown in Table J.7, only the two reaches already identified for future replacement are shown as being over capacity. The proposed amendment does not require additional reaches of the Poggi Canyon Interceptor to be upgraded in the future. Upon approval of the proposed FC-2 SPA Amendment, the Poggi Basin Gravity Sewer Development Impact Fee should be updated to reflect the additional units.

TABLE J.5 POGGI CANYON INTERCEPTOR SUMMARY FC-2 SPA Amendment									
Reach	Capacity at <sup>1</sup> d/D=0.85 EDUs		Permitted EDUs		Committed EDUs <sup>3</sup>		Freeway Commercial Amendment		
	Current <sup>2</sup>	Remaining Capacity	Current <sup>2</sup>	Remaining Capacity	Current <sup>2</sup>	Remaining Capacity	Additional EDUs <sup>4</sup>	Net EDUs Permitted Remaining	Net Committed Remaining EDUs
P102 to P140	11,602	9,560	16,204	4,958	16,204	4,958	1,529	8,031	3,429
P140 to P175R	11,602	13,967	16,204	9,365	16,204	9,365	1,529	12,438	7,836
P175R to P195	11,602	29,759	16,204	25,157	16,204	25,157	1,529	28,430	23,628
P195 to P230	10,726	10,436	15,328	5,834	15,328	5,834	1,529	8,907	4,305
P230 to P240	10,053	8,874	14,655	4,262	14,655	4,262	1,529	7,335	2,733
P240 to P253R	10,053	8,874	14,655	4,262	14,655	4,262	1,529	7,335	2,733
R253R to P270	9,763	4,265	14,365	(337)	14,365	(337)	1,529	2,736	(1,866)
P270 to P305	8,587	5,441	13,125	903	13,125	903	1,529	3,912	(626)
P305 to P310	8,587	35,775	12,609	31,753	12,609	31,753	1,529	34,246	30,224
P310 to P345	8,447	11,194	12,469	7,172	12,469	7,172	1,529	9,665	5,643
P345 to P365	8,289	7,080	12,312	3,057	12,312	3,057	1,529	5,551	1,538
P365 to P405	8,289	11,649	11,590	8,348	11,590	8,348	1,529	10,120	6,819
P405 to P410	7,770	7,599	11,070	4,299	11,070	4,299	1,529	6,070	2,770
w/s P410 to SR125	6,605	8,764	9,906	5,463	9,906	5,463	1,529	7,235	3,934

<sup>1</sup> Revised based on current factor of 230 gpd/EDU

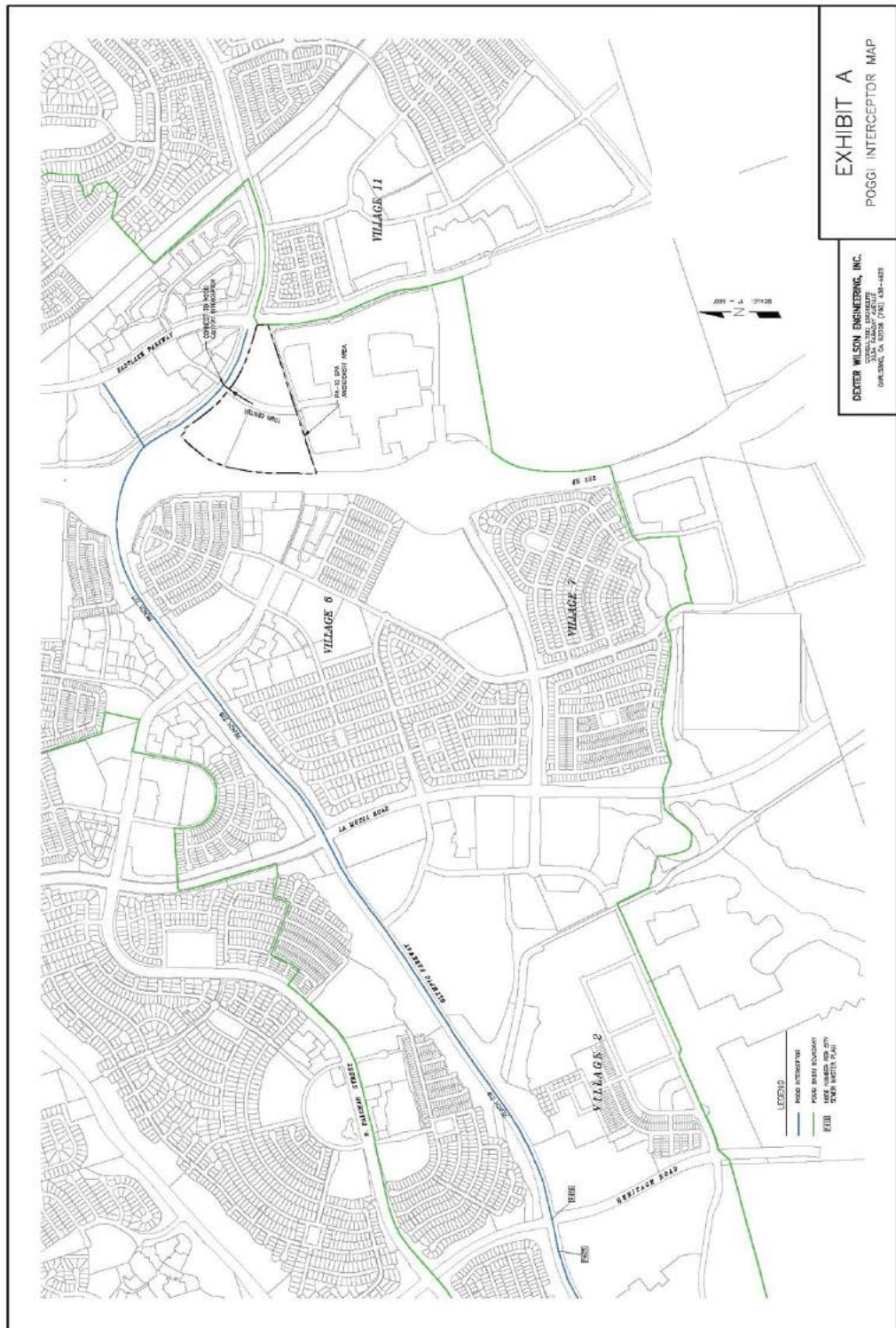
<sup>2</sup> These numbers have not been updated based on the current sewer generation factors.

<sup>3</sup> Committed EDUs do not include interim 464 EDUs from Village 7, 281 EDUs from EUC.

<sup>4</sup> Includes 1,098 EDUs from Village 2, 28 EDUs from the EUC, and 403 EDUs from PA-12.

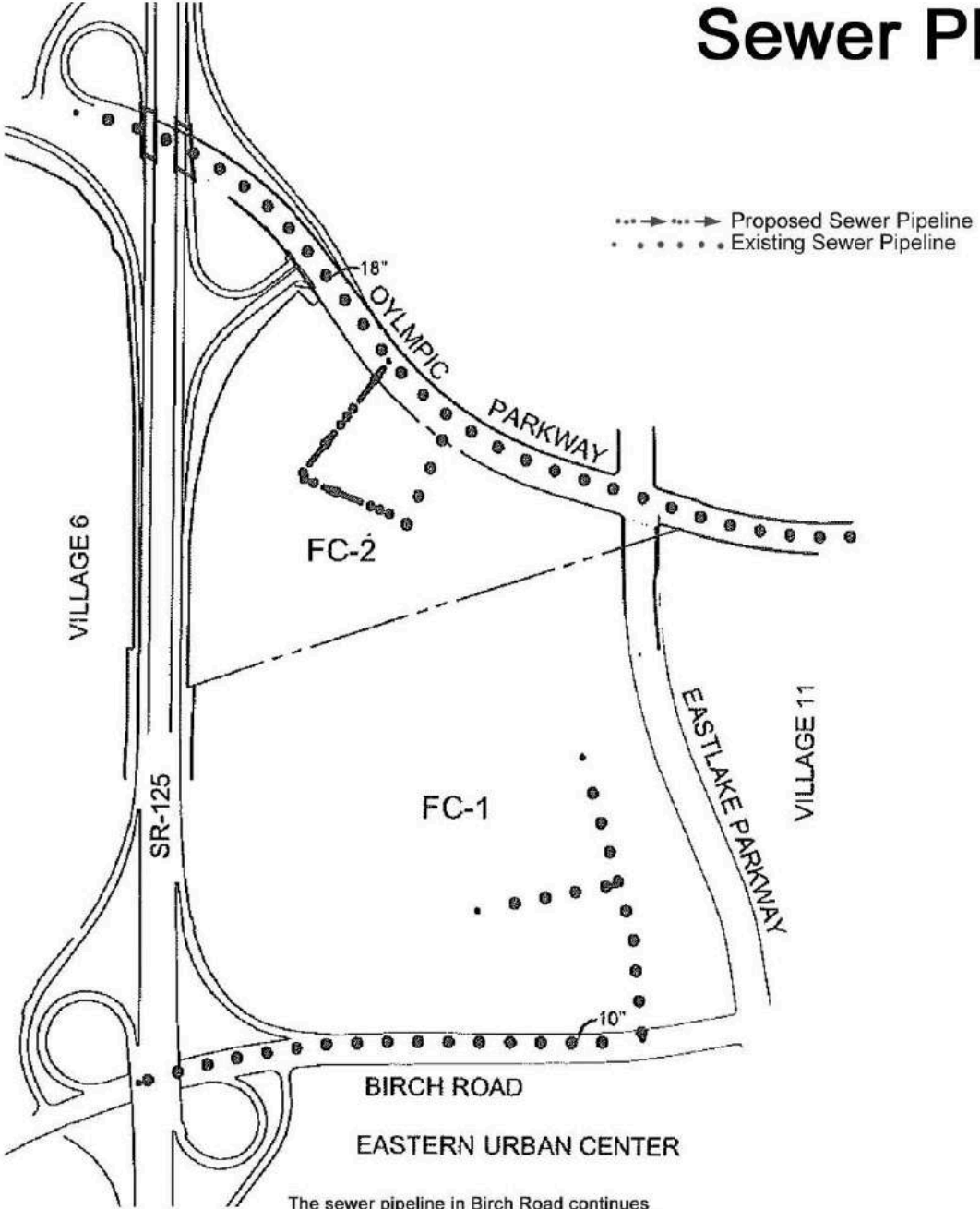
Source: Dexter Wilson Engineering, Inc.

# Poggi Interceptor Map



**Exhibit 14**

# 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



**Freeway Commercial**  
OTAY RANCH

Cinti Land Planning  
San Diego, CA (619) 233-7408



8/5/15

## Exhibit 15



**IV.8.7 Recommended Sewerage Facilities**

The recommended onsite sewer system for the FC-2 SPA Amendment area consists of gravity sewer lines that will convey flow to the Poggi Canyon Interceptor in Olympic Parkway. Based on the average flow presented in Table J.2 and a peak factor of 2.22 from the City Subdivision Manual, the projected peak flow for the project is 0.42 mgd. An 8-inch gravity sewer line with a minimum slope of 1.0% is adequate to convey this total project flow.

**IV.8.8 Freeway Commercial North Improvements**

The proposed FC-2 SPA Amendment will exceed the units foreseen in the 2009 Poggi DIF update, however, the limits of the required DIF improvements remain the same. The cost related to the DIF improvements has been identified in the Poggi DIF program and the FC-2 SPA Amendment project will be required to update the Poggi DIF study as a condition of approval for the project. The developer proposes an onsite sewer system consisting of 8-inch sewer lines with a single point of connection to the Poggi Canyon Interceptor at Town Center Drive.

**IV.8.9 Financing Sewerage Facilities**

The Poggi Basin Plan established a fee for funding capital improvements. City of Chula Vista Ordinance Number 2716 established the fee to be paid by future development within the Poggi Canyon Basin. Table J.6 summarizes the Poggi Canyon Basin Impact Fees to be paid for the proposed project. There is a \$45 sewer administration fee is assessed per proposed connection. Table J.7 summarizes the Sewerage Capacity Fees to be paid for the proposed project. Fees are calculated using City factors.

<b>Table J.6 Estimated Poggi Canyon Basin Impact Fees</b>			
<b>Land Use</b>	<b>Quantity</b>	<b>EDUs</b>	<b>Impact Fee @ \$265/EDU</b>
MF Residential	900 units	675	\$178,875
Hotels	300 units	122.44	\$32,446
Commercial	.34 acres	3.2	\$848
<b>Total</b>		<b>800.64</b>	<b>\$212,169</b>

<b>Table J.7 Estimated Sewerage Capacity Fees</b>			
<b>Land Use</b>	<b>Quantity</b>	<b>EDUs</b>	<b>Fee @ \$3,851/EDU</b>
MF Residential	900 units	711	\$2,738,061
Hotels	300 units	122.44	\$471,516
Commercial	.34 acres	10.7	\$41,206
<b>Total</b>		<b>844.14</b>	<b>\$3,250,783</b>

## **II.8.10 Threshold Compliance**

- A. All gravity sewers will be designed to convey peak wet weather flow. For pipes with diameter of 12 inches and smaller, the sewers will be designed to convey this flow when flowing half full. All new sewers will be designed to maintain a minimum velocity of two feet per second (fps) at design capacity to prevent the deposition of solids.
- B. The applicant for the FC-2 SPA Amendment project shall:
  - 1. Pay all current sewer fees required by the City of Chula Vista.
  - 2. Comply with Section 3-303 of the City of Chula Vista Subdivision Manual.
  - 3. Construct all on and off-site sewer lines and connections as required by the City Engineer to serve the project.
- C. Prior to each final map the developer shall either demonstrate that Poggi Sewer has adequate capacity or upsize the inadequate segment, all to the satisfaction of the Director of Development Services and the City Engineer.
- D. Prior to the first final map, Developer shall fund the updates of the Poggi Canyon Sewer DIF to include the projects proposed additional units. Further, prior to the first final map developer shall agree not to protest the update of the Poggi Canyon Sewer DIF.

## **IV.9 Drainage**

### **IV.9.1 Threshold Standard**

- A. Storm water flows and volumes shall not exceed City engineering standards and shall comply with current local, state and federal regulations, as may be amended from time to time.
- B. The GMOC shall annually review the performance of the City's storm drain system, with respect to the impacts of new development, to determine its ability to meet the goal and objective for drainage.

### **IV.9.2 Service Analysis**

The City of Chula Vista Public Works Department is responsible for ensuring that safe and efficient storm water drainage systems are provided concurrent with development in order to protect the residents and property within the City. City staff is required to review individual projects to ensure that improvements are provided which are consistent with the drainage master plan(s) and that the project complies with all City engineering drainage standards.

“The City of Chula Vista Public Facilities Plan Flood Control Summary Report” dated March 1989 (Phase II) provides details for the city planned drainage facilities.

Otay Ranch FC-2 project existing conditions and proposed drainage improvements are identified in the “Otay Ranch Planning Area 12, Drainage Study” October 7, 2014, by Hunsaker & Associates, which is referred as the Hunsaker Drainage Study throughout this PFFP. The Hunsaker Drainage Study identifies the Pre-Development and Post-Development Conditions flow rates for 50-year and 100-year storm events; the required size of the proposed storm drain facilities needed to route the expected runoff through the developed site; and a capacity analysis and recommendation for the existing storm drain capacity once the site is developed. A Drainage Report and a Storm Water Quality Management Plan (SWQMP) were prepared by SB&O Inc. on August 8, 2018 for the east portion of FC-2.

The existing project storm water quality conditions and proposed water quality improvements are identified in three reports. Each report focuses on a specific area within FC-2 and are referred collectively as the Hunsaker WQTR throughout this PFFP. The reports include the following:

- The Hotel Site: “Water Quality Technical Report (Major WQTR) for Otay Ranch Village 12, PA-12 West Residential”, October 20, 2014 by Hunsaker & Associates.
- The Eastern Residential area: “A Drainage Report and a SWQMP”, August 8, 2018 by SB&O Inc.
- The Western Residential area: “Water Quality Technical Report (Major WQTR) for Otay Ranch Village 12, PA-12 West Residential”, December 31, 2015 by Hunsaker & Associates.

The Hunsaker and SB&O WQTRs have been prepared to implement the methods and procedures as described in the City of Chula Vista Storm Water Manual and Standard Urban Stormwater Mitigation Plan (SUSMP) for BMP design. The treatment of the runoff from the project is addressed in the WQTR. The proposed design will utilize on-site Low Impact Development (LID), Best Management Practices (BMPs) and Bioretention Integrated Management Practices (IMP's) Treatment Controls to treat the 85<sup>th</sup> percentile flow from the development.

The FC-2 project is under the jurisdiction of the San Diego Regional Water Quality Control Board (SDRWQCB). The FC-2 project is subject to the National Pollutant Discharge Elimination System (NPDES) requirements both during and after construction. NPDES requirements stem from the Federal Clean Water Act and are enforced either by the State Water Resources Control Board (SWRCB) or the Regional Water Quality Control Board (RWQCB) for the region in which the project is located.

The “City of Chula Vista BMP Design Manual”, December 2015, addresses the onsite post-construction storm water requirements for Standard Projects and Priority Development Projects (PDPs) and provides procedures for planning, preliminary design, selection, and design of permanent storm water BMPs based on the performance standards as required by the Municipal Storm Water Permit for the San Diego Region [Order No. R9-2013-0001 as amended by R9-2015-0001 and R9-2015-0100].

The requirements in the Chula Vista BMP Design Manual were effective February 16, 2016 and replaced the City of Chula Vista Storm Water Manual (January 2011). All development projects must comply with the requirements.

#### **IV.9.3 Project Processing Requirements**

The SPA Plan and the PFFP are required to address the following issues for drainage issues:

- A. Identify phased demands.
- B. Identify locations of facilities for onsite and offsite improvements.
- C. Provide cost estimates.
- D. Identify financing methods.

#### **IV.9.4 Existing Conditions**

The FC-2 site is located within the northwest portion of the overall Otay Ranch Planning Area 12 or Freeway Commercial North site, which is bisected by Town Center Drive. The FC-2 site has been mass graded with an average slope of 1.1%. Sediment basins are located at the southwest and southeast corner of the Olympic Parkway-Town Center Drive intersection to desilt runoff from the site. Runoff from these basins is conveyed towards the existing storm drain along Town Center Drive. This storm drain ties into the existing Olympic Parkway storm drain system and Poggi Canyon Creek downstream. The existing storm drain was designed as part of the Improvement Plans for Olympic Parkway (from SR-125 to the SDG&E Easement). The flowrates for the existing storm drain were based on ultimate buildout of Otay Ranch Planning Area 12 using runoff coefficients consistent with a commercial development. Therefore, problems with capacity of the downstream storm drain system are not anticipated by the Hunsaker Drainage Study.

The “City of Chula Vista Public Facilities Plan, Flood Control Summary Report”, March 1989, by the City of Chula Vista, shows fifteen major drainage basins in Chula Vista. These drainage basin boundaries were determined by existing topography, drainage conditions and land uses. Four of these are essentially developed and not expected to have significant changes in runoff. Eleven drainage basins are east of I-805 with one of the basins, Long Canyon, is mostly developed to the predicted densities in Scenario 4 of the general plan. Only the remaining ten basins will experience major development and the subsequent changes in drainage conditions.

The City’s Drainage Master Plan analyzed current and future requirements for drainage facilities. The report details three alternative solutions for drainage in each basin. Because drainage facilities are directly related to the type and location of future development, it is not possible to determine which specific improvements will be required until the development project is presented and reviewed by staff at which time specific requirements will be determined and applied to the project.

The hydrologic calculations were performed by Hunsaker for various areas within Planning Area 12 west of Town Center Drive. Runoff values obtained were based on the interim and ultimate buildout of the areas west of Town Center Drive in order to verify that the existing downstream storm drain had sufficient capacity. The values in Table K.1 below are the cumulative flows from the area west of Town Center Drive for the Interim Conditions.

<b>Table K.1</b>			
<b>Site Runoff Flows - Interim Condition*</b>			
Project Subarea	Area (acres)	Q50 (cfs)	Q100 (cfs)
PA 12 West, north portion	5.77	16.68	18.81
PA 12 West, south portion	17.45	15.58	17.84
PA 12 West (cumulative)	23.22	32.26	36.65

*Source: Hunsaker & Associates*

\* PA 12 East is undeveloped in the interim condition

#### IV.9.5 Proposed Facilities

##### A. Storm Drainage

The values in Table K.2 below are the cumulative flows from the area west of Town Center Drive for the Ultimate Conditions.

<b>Table K.2</b>			
<b>Site Runoff Flows - Ultimate Condition</b>			
Project Subarea	Area (acres)	Q50 (cfs)	Q100 (cfs)
PA 12 West, north portion	22.59	59.70	68.05
PA 12 West, south portion	0.63	2.56	2.91
PA 12 West (cumulative)	23.22	62.26	70.96
PA 12 East (cumulative)	10.41	40.5	46.02

*Source: Hunsaker & Associates*

The existing storm drain along Town Center Drive, which connects to the Olympic Parkway storm drain system was sized per the “Grading Plans for Olympic Parkway (from SR125 to the SDG&E Easement)”. The storm drain was sized based on the assumption that PA12 would be developed as a commercial development with a runoff coefficient of 0.85. Those calculations determined a runoff of 78.3 cfs from the PA 12 site based on hydrologic methodology being used in 2002. Subsequent changes to the hydrologic methodology dictated by the City of Chula Vista and the County of San Diego in 2003 have typically

shown significant flow increases relative to values obtained in 2002 or earlier. Thus, the discrepancy in flows generated by PA 12 are expected although the land use and area have not changed. A preliminary hydraulic analysis by Hunsaker was performed on the existing storm drain along Town Center Drive using the calculated flows from the PA 12 site (west of Town Center Drive) to verify that it was not compromised. The Hunsaker Drainage Study includes this analysis, as well as the reference 'As- Built' drawings for the existing storm drain along Town Center Drive.

According to the Hunsaker Drainage Study the northeast and southern portion of the PA-12 site will remain undeveloped in an interim condition. A new sediment basin within the southern portion will be constructed until this portion is developed. The new basin was sized per the City of Chula Vista Subdivision Manual (Section 3-204.4). The basin size required to desilt the southern portion of the site was determined to be 89' wide by 179' long and 6.5' deep. The basin will require a 48" perforated pipe extending to a height of 3.5' from the base of the basin. This riser will produce a head of 0.54 feet based on a Q100 flowrate. Please reference the Hunsaker Drainage Study for sediment basin calculations. Hunsaker concludes that the proposed site layout of FC-2 site as presented in the current grading plans will not present any unanticipated hydrologic concerns on the existing downstream storm drain infrastructure (see Exhibit 16 Drainage Plan).

## **B. Storm Water Quality**

Urban runoff discharged from municipal storm water conveyance systems has been identified by local, regional, and national research programs as one of the principal causes of water quality problems in most urban areas. The Municipal Storm Water Pollutant Discharge Elimination System (NPDES) Permit (Municipal Permit), issued on February 21, 2001 to the City of Chula Vista, the County of San Diego, the Port of San Diego, and 17 other cities in the region by the San Diego Regional Water Quality Control Board (SDRWQCB), requires the development and implementation of storm water regulations addressing storm water pollution issues in development planning and construction associated with private and public development projects.

The City requires that sufficient information and analysis on how the project will meet the water quality requirements shall be provided as part of the Tentative Map and/or Site Plan review process. In this manner, the type, location, cost, and maintenance characteristics of the selected BMPs will be given consideration during the project planning and design. Therefore, the City requires that prior to approval of any Tentative Map and/or Site Plan for the project, whichever occurs first, the applicant shall obtain the approval of the City Engineer of a Water Quality Technical Report containing specific information and analysis on how the project will meet the requirements of the City of Chula Vista Storm Water and Discharge Control Ordinance and the NPDES Municipal Permit (including the Final Model SUSMP for the San Diego Region).

The overall FC-2 development site is currently graded and slopes towards the existing sediment basins. Town Center Drive divides PA 12 into two parcels. A sediment basin is located at the southeast corner of the Olympic Parkway- Town Center Drive intersection to address runoff from the area east of Town Center Drive. Runoff from this basin is conveyed towards the existing storm drain along Town Center Drive. This storm drain ties into the existing Olympic Parkway storm drain system and Poggi Canyon Creek downstream.

The Hunsaker WQTR indicates that due to the FC-1 onsite type “D” soils that infiltration is not recommended. Therefore, infiltration BMP’s or LID features are not proposed. Hunsaker designed the storm drain system and layout to address peak flows as well as to integrate water quality features needed to comply with the City of Chula Vista Standard Urban Stormwater Mitigation Plan (SUSMP) requirements for water quality.

### **1. FC-2 Hotel Site:**

The Hotel Site is located within the northwest portion of the Planning Area 12 or FC-2 site. It is South of Olympic Parkway, west of Town Center Drive, east of SR-125, and north of Birch Road. Two hotels are proposed west of Town Center Drive. The westernmost hotel has been completed in opened in October 2017. The site will eventually consist of two hotel buildings, parking spaces, and storm drain and water quality facilities to collect and treat all runoff from the site. On an interim basis, the existing sediment basin located at the future location of the second hotel site will be converted into a hydromod basin to address hydromodification of the westernmost hotel site.

The aforementioned existing sediment basin immediately west of Town Center Drive currently collects all onsite runoff (from areas west of Town Center Drive). An existing riser and storm drain connect to the existing storm drain on Town Center Drive, which connects to the Olympic Parkway storm drain system. Runoff from the first hotel site will be collected by inlets and piped towards the existing sediment basin and existing storm drain within Town Center Drive. The developed site will contain drainage facilities such as inlets, storm drain, and street gutters to direct flow to the existing storm drain at Olympic Parkway.

The hotel site will include a few open landscaped areas that are planned to be used as water quality facilities. In addition, some of these areas will serve as collection points for peak flow runoff. Permeable pavement areas within the hotel parking areas will serve for LID treatment for those respective areas. Peak flows for those areas will be directed towards downstream storm drain inlets.

Biofiltration units (Bio-Clean Modular Wetland Units or approved equal) will be specified at the two inlets along the entry road to the site. These units will be flow-based and will treat the Q85th flow being delivered towards each unit from the respective street.

### **2. FC-2 West Residential Site:**

The West Residential Site is located within the southern portion of the overall Planning Area 12 or FC-2 west site. It is South of Olympic Parkway, west of Town Center Drive, east of SR125. The site will consist of multifamily dwelling units, a park, a biofiltration basin, and associated improvements typical of multi-family sites. Utilities such as sewer, water, and storm drain will connect to existing facilities adjacent to the site. Water quality and hydromodification facilities will also be constructed onsite for mitigation of site runoff. The site will be accessed by two entry roads from Town Center Drive.

Drainage facilities will be built as part of the FC-2 West Residential development and will include storm drain, inlets, headwalls, cleanouts and rip rap outlet dissipation devices. The storm drain from the site will connect downstream to the storm drain which will be constructed as part of the Hotel site improvements. The proposed flows from the residential areas have been considered in the design of the hotel site storm drain design.

Similar to the other areas within the FC-2 site, infiltration is not recommended for this site because of the type “D” soils. Therefore, infiltration BMPs or LID features are not proposed. Storm drain from this residential area and park site will connect to the storm drain which will be built as part of the Hotel improvement plans. Therefore, storm drain inverts will be constrained to those set per the Hotel plans. The western boundary of the site includes open space which can be utilized as a location for a water quality/HMP facility.

The park area will be considered self-treating since it will consist of pervious areas. The residential areas propose to use a biofiltration facility as treatment control BMPs. The biofiltration basins were sized to treat the design capture volume (DCV) from the area, which is tributary to it. The BMP surface area, which is the bottom area of the bioretention area, was sized to ensure that the entire water quality runoff would filter through the amended soil layer. The total DCV will be accounted for within the engineered fill and gravel layers as well as the ponded volume above the basin bottom.

### 3. FC-2 East Residential Site:

The FC-2 East Residential or Planning Area 12 East site is located within the Eastern portion of the FC-2. It is South of Olympic Parkway, east of Town Center Drive, west of Eastlake Parkway, and north of Birch Road. The western boundary is the existing Town Center Drive that connects to Olympic Parkway at its northern end. The site will consist of residential units as well as retail shops, a swimming pool, parking lots, and open spaces. Utilities such as sewer, water, and storm drain will connect to existing facilities adjacent to the site. Water quality and hydromodification facilities will also be constructed onsite for mitigation of site runoff. In addition, the proposed residential project will include a few open landscaped areas that will be used to construct water quality facilities.

The overall FC-2 is currently graded. Town Center Drive divides it into two parcels. A sediment basin is located at the southeast corner of the Olympic Parkway- Town Center Drive intersection to desilt runoff from the area east of Town Center Drive. Runoff from this basin is conveyed towards the existing storm drain along Town Center Drive. This storm drain ties into the existing Olympic Parkway storm drain system and Poggi Canyon Creek downstream.

In accordance with the SWQMP (prepared by SB&O), the PA 12 East Residential project proposes a combination of biofiltration basins and proprietary structures to provide treatment, along with an underground storage and control facility to provide HMP compliance.

After review and analysis of various treatment options, SB&O selected the Design BMPs that were deemed to be effective and feasible for the project. The following summarizes the City of Chula Vista’s standard water quality mitigation measures to be implemented for this project.

- **Storm Water Pollution Prevention Plan:** Prior to issuance of each grading permit for Otay Ranch FC-2 project or any land development permit, including clearing and grading, the project applicant shall submit a notice of intent and obtain coverage under the NPDES permit for construction activity from the SWRCB.



- **Post-Construction/Permanent BMPs:** Prior to issuance of each grading permit, the City Engineer shall verify that parcel owners have incorporated and will implement post-construction BMPs in accordance with current regulations.
- **Limitation of Grading:** The project applicant shall comply with the Chula Vista Development Storm Water Manual limitation of grading requirements.
- **Hydromodification Criteria:** The project applicant shall comply, to the satisfaction of the City Engineer, with city Hydromodification Criteria or the hydrograph modification management plan, as applicable.

The combination of proposed construction and permanent BMP's will reduce, to the maximum extent practicable, the expected project pollutants and will not adversely impact the beneficial uses of the receiving waters.

#### **IV.9.6 Financing Drainage Facilities**

##### **A. Onsite Facilities**

City policy requires that all master planned developments provide for the conveyance of storm waters throughout the project to City engineering standards. The Freeway Commercial North project will be required to construct all onsite facilities needed for the project.

In the newly developing areas east of I-805, it is the City's policy that development projects assume the burden of funding all maintenance activities associated with drainage facilities. As such, the City will enter into an agreement with the project applicant whereby maintenance of drainage facilities will be assured by one of the following funding methods:

1. A property owner's association that would raise funds through fees paid by each property owner; or
2. A Community Facilities District (CFD) established over the entire project to raise funds through the creation of a special tax for drainage maintenance purposes.

##### **B. Offsite Facilities**

Off-site drainage facilities that are necessary to support the proposed project are either constructed or are in the process of being designed and processed with the City of Chula Vista by other projects. There are no off-site drainage facilities required of the project. However, if other projects do not complete an off-site drainage facility that is necessary for this project the applicant may be required to complete the facility.

The proposed project modifications shall comply with all applicable Federal, State and local rules and regulations including compliance with NPDES permit requirements for urban runoff and storm water discharge. Best Management Practices (BMPs) for design, treatment and monitoring for storm water quality will be implemented as delineated in the approved WQTR with respect to municipal and construction permits. Compliance with all applicable rules and regulations governing water quality as well as implementation of all mitigation measures outlined in the FEIR would ensure no additional impacts to water quality beyond those previously analyzed would occur as a result of the proposed modifications.

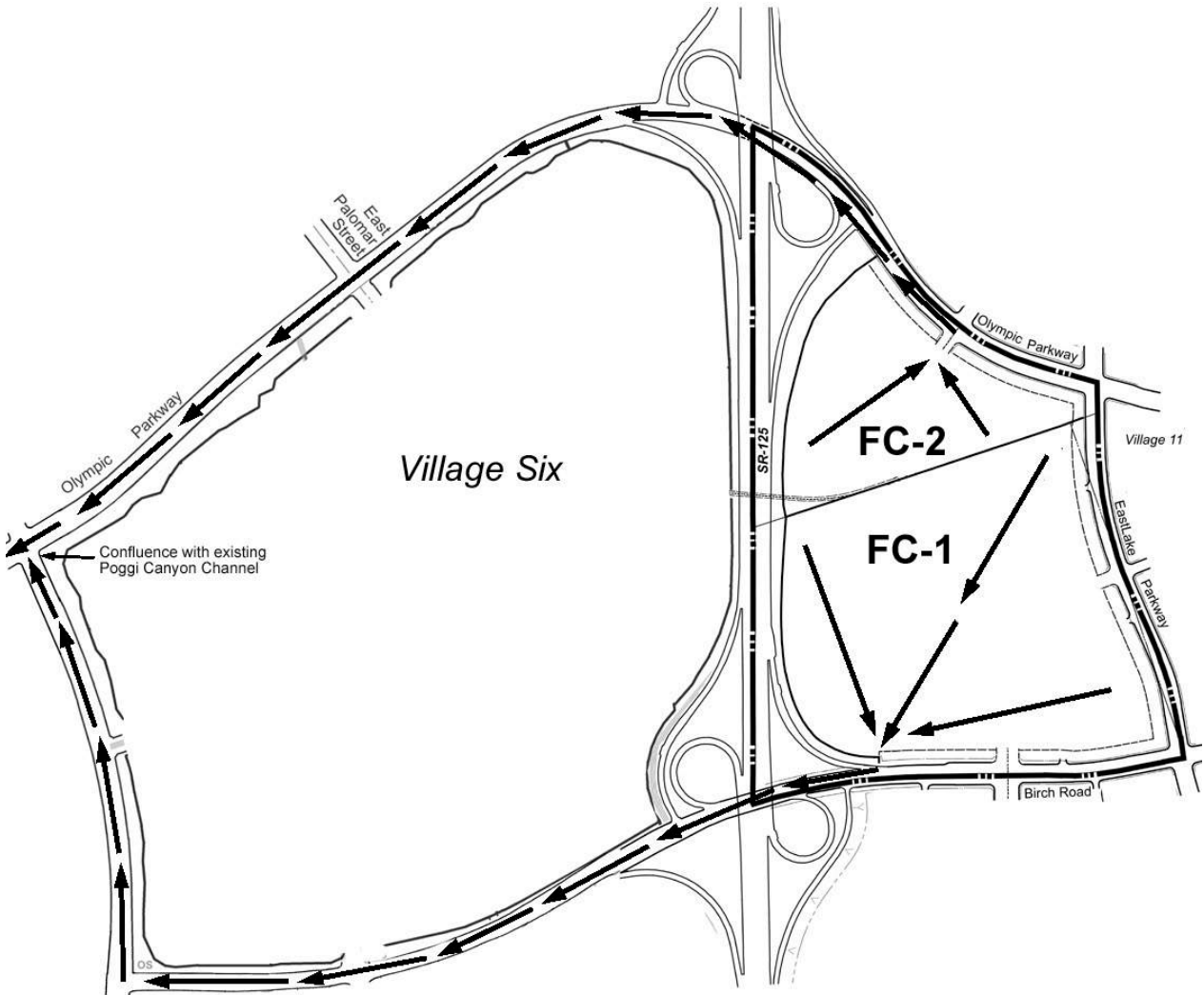
#### **IV.9.7 Threshold Compliance**

- A. Prior to approval of the Tentative Map and/or Site Plan by the Design Review Committee, whichever occurs first, applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the 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 WQTR.

- B. The project shall comply with the recommended mitigation measures provided in the Hunsaker Drainage Study and the Hunsaker WQTR and SB&O Drainage Study and SWQMP and the Environmental Impact Report for the Otay Ranch University Villages Project.
- C. The project shall be responsible for the conveyance of storm water flows in accordance with City Engineering Standards. The City Engineering Division will review all plans to ensure compliance with such standards.
- D. The project shall incorporate urban runoff planning in the Tentative Map and/or Site Plan.
- E. The project shall be required to comply with all current regulations related to water quality for the construction and post construction phases of the project. Both the future land development construction drawings and associated reports shall be required to include details, notes and discussions relative to the required or recommended BMPs.
- F. The project applicant will assure the maintenance of drainage facilities by a property owner's association that would raise funds through fees paid by each property owner and/or participation in a CFD established over the entire project to raise funds through the creation of a special tax for drainage maintenance purposes.
- G. Additional drainage analysis may be required at the tentative map phase of the project to demonstrate the adequacy of the proposed on-site storm drain system(s) and the existing storm drain connections.
- H. Future drainage reports shall be prepared by the Applicant, as required by the City of Chula Vista, for the final engineering phase(s) of the project.
- I. The project applicant shall comply with the Project FEIR Water Quality & Hydrology mitigation measures. A full discussion of these mitigation measures can be found in the Project FEIR.

# Drainage Plan



→ Drainage Flow Direction

## **IV.10 AIR QUALITY AND CLIMATE PROTECTION**

### **IV.10.1 Threshold Standard**

The City shall pursue a greenhouse gas emissions reduction target consistent with appropriate city climate change and energy efficiency regulations in effect at the time of project application for SPA plans or for the following, subject to the discretion of the Development Services Director:

- A. Residential projects of 50 or more residential dwelling units;
- B. Commercial projects of 12 or more acres (or equivalent square footage);
- C. Industrial projects of 24 or more acres (or equivalent square footage); or
- D. Mixed use projects of 50 equivalent dwelling units or greater.

### **IV.10.2 Service Analysis**

The City of Chula Vista has a Growth Management Element (GME) in its General Plan. One of the stated objectives of the GME is to be proactive in its planning to meet federal and state air quality standards. This objective is incorporated into the GME's action program.

To implement the GME, the City Council has adopted the Growth Management ordinance that requires Air Quality Improvement Plans (AQIP) for major development projects (50 residential units or commercial/industrial projects with equivalent air quality impacts). Title 19 (Sec. 19.09.050 A.3) of the Chula Vista Municipal Code requires that a SPA submittal contain an AQIP. The AQIP shall include an assessment of how the project has been designed to reduce emissions as well as identify mitigation measures in accordance with the adopted AQIP Guidelines.

The Chula Vista City Council adopted the 2008 state Energy Code (Title 24) with an amendment requiring an increased energy efficiency standard. This amendment went into effect on February 26, 2010, as Section 15.26.030 of the Municipal Code. As required by this amendment, all building permits applied for and submitted on or after this date are subject to these increased energy efficiency standards. The increase in energy efficiency is a percentage above the new 2008 Energy Code and is dependent on climate zone and type of development proposed.

- New residential and nonresidential projects that fall within climate zone 7 must be at least 15% more energy efficient than the 2008 Energy Code.
- New low-rise residential projects (three-stories or less) that fall within climate zone 10 must be at least 20% more energy efficient than the 2008 Energy Code.

In Addition, per Section 15.12 of the City's Municipal Code, all new residential construction, remodels, additions, and alterations must provide a schedule of plumbing fixture fittings that will reduce the overall use of potable water by 20%.

The City of Chula Vista has developed a number of strategies and plans aimed at improving air quality. The City is a part of the Cities for Climate Protection Program, which is headed by the International Council of Local Environmental Initiatives (ICLEI). In November 2002, Chula Vista adopted the CO<sub>2</sub> Reduction Plan to lower the community's major greenhouse gas emissions, strengthen the local economy, and improve the global environment. The CO<sub>2</sub>

Reduction Plan focuses on reducing fossil fuel consumption and decreasing reliance on power generated by fossil fuels, which would have a corollary effect in the reduction of air pollutant emissions into the atmosphere.

#### **IV.10.3 Adequacy Analysis**

In 1983, the California Legislature enacted a program to identify the health effects of Toxic Air Contaminants (TACs) and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” The California Health and Safety Code defines a TAC as an air pollutant that may cause or contribute to an increase in mortality or in serious illness or that may pose a present or potential hazard to human health.

Impacts to air quality are addressed in “Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area 12 (FEIR)”, 2003, City of Chula Vista. The proposed modifications addressed in this Addendum would not result in an increase in overall land use intensity or substantially change traffic distribution patterns and would result in a decrease in traffic generation.

In May 2015, the City approved the General Plan and Otay Ranch GDP Amendments, as well as entitlements, for the proposed modifications through approval of the First Addendum to the FEIR. First and Second Addenda to the FEIR modified the project to allow for the construction of 600 multifamily residential units, 15,000 square-feet of commercial space in a mixed-use format, and 2.0 acres of public parkland. The FEIR and the First Addendum are collectively referred to as the "FEIR."

“A Third Addendum to the EIR Otay Ranch Freeway Commercial Sectional Planning Area (SPA) Plan Planning Area 12”, August 28, 2018, City of Chula Vista provides more specific detail regarding the proposed modifications for the approval of the SPA Plan Amendment, and Freeway Commercial North Master Precise Plan Amendment to add 300 Multi-family uses to the previously approved project.

The “Air Toxics Health Risk Assessment for the Otay Ranch Planning Area 12 Project” dated March 24, 2016, by SRA (SRA Report), was the basis of the Second Addendum. SRA prepared a technical memorandum evaluating the impacts associated with the proposed density increase amendment. The SRA Report and memorandum evaluated the potential for adverse impacts to the ambient air quality due to construction and operational emissions resulting from the Project. The report indicates that construction would result in a temporary addition of pollutants to the local air shed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials.

Construction emissions as estimated in the SRA Report would be below all significance thresholds for criteria air pollutants and would not exceed those levels identified in the FEIR. The site would be watered at least three times daily to control fugitive dust emissions, and vehicle speeds would not exceed 15 miles per hour, per FEIR mitigation measure 5.4-2. In addition, low-VOC paints would be utilized during architectural coatings. With incorporation of these design features, construction emissions were estimated to be below construction emissions estimated in the FEIR. The FEIR also identified mitigation measures 5.4-1 and 5.4-2, which reflect dust control measures and measures to reduce VOC and NO emissions.

With the proposed increase of residential density, operational emissions would be well below the levels identified in the FEIR. As discussed, the proposed modifications would result in fewer trips than the approved project; therefore, mobile emissions resulting from the proposed modifications would be lower than that previously analyzed in the FOR. Additionally, mitigation measures 5.4-3 and 5.4-4 are identified in the FEIR, which would further reduce operational emissions.

The SRA Report determined that there are no new significant sources of construction or operational air emissions or health risk impacts beyond those identified in the FEIR that would occur with implementation of the proposed modifications to the approved project.

#### **IV.10.4 Threshold Compliance**

The project applicant shall comply with the FEIR and SRA Report Air Quality mitigation measures. A full discussion of these mitigation measures can be found in the aforementioned documents.

**IV.11. CIVIC CENTER, CORPORATION YARD AND ADMINISTRATION FEES**

There are no adopted threshold standards for such Public Facilities as the Civic Center Expansion, Corporation Yard Relocation and Administration. Funds for the most recent renovation of the Civic Center are tied to the collection of the PFDIF fees in effect at the time of payment and prior to certificate of occupancy issuance. The information regarding the Corporate Yard and other Public Facilities is being provided in this section of the PFFP to aid in calculating the required PFDIF.

The PFDIF was updated by the Chula Vista City Council on November 7, 2006 by adoption of Ordinance 3050. Current applicable fees for Civic Center multi-family residential is \$2,968/unit and general commercial (including office) development is \$9,997/acre. Current applicable fees for Corp Yard multi-family residential is \$403/unit and general commercial (including office) development is \$8,552/acre. The PFDIF amount is subject to change as it is amended from time to time. Both residential and non-residential development impact fees apply to the project. The calculations of the PFDIF due for each facility are addressed in the following tables of this report.

At the current fee rate, the FC-2 SPA Amendment Civic Center Expansion Fee obligation at build-out is approximately \$2,735,824 (see Table L.1).

<b>Table L.1 Civic Center Expansion Fees</b>					
<b>Development</b>	<b>DU's</b>	<b>MF PFDIF/DU</b>	<b>Acres</b>	<b>Com'l PFDIF/AC.</b>	<b>Estimated Civic Center Fee</b>
Multi-Family Residential	900	\$2,968			\$2,671,200
Commercial (Residence Inn)			3.31	\$9,997	\$33,090
Commercial (Courtyard)			2.81	\$9,997	\$28,092
Commercial Mixed Use			0.34	\$9,997	\$3,442
<b>Totals</b>	<b>900</b>				<b>\$2,735,824</b>

At the current fee rate, the FC-2 SPA Amendment Corporate Yard Fee obligation at build-out is approximately \$417,983 (see Table L.2).

<b>Table L.2 Corporate Yard Relocation Fees</b>					
<b>Development</b>	<b>DU's</b>	<b>MF PFDIF/DU</b>	<b>Acres</b>	<b>Com'l PFDIF/AC.</b>	<b>Estimated Fee Corporate Yard</b>
Multi-Family Residential	900	\$403			\$362,700
Commercial (Residence Inn)			3.31	\$8,552	\$28,307
Commercial (Courtyard)			2.81	\$8,552	\$24,031
Commercial Mixed Use			0.34	\$8,552	\$2,945
<b>Totals</b>	<b>900</b>				<b>\$417,983</b>

At the current fee rate, the FC-2 SPA Amendment Administration Public Facilities Fee obligation at build-out is approximately \$587,186 (see Table L.3).

<b>Table L.3</b>					
<b>Public Facilities Fees For Program Administration Facilities</b>					
<b>Development</b>	<b>DU's</b>	<b>MF PFDIF/DU</b>	<b>Acres</b>	<b>Com'l PFDIF/AC.</b>	<b>Estimated Admin. Fee</b>
Multi-Family Residential	900	\$637			\$573,300
Commercial (Residence Inn)			3.31	\$2,148	\$7,110
Commercial (Courtyard)			2.81	\$2,148	\$6,036
Commercial Mixed Use			0.34	\$2,148	\$740
<b>Totals</b>	<b>900</b>				<b>\$587,186</b>
*Includes 0.34 acres of commercial mixed use					

The projected fees, illustrated in Tables L.1, M.2 and M.3, are estimates only. Actual fees may be different. PFDIF Fees are subject to change depending upon City Council actions and or Developer actions that change residential densities, industrial acreage or commercial acreages.

Civic Center, Corporation Yard and Administration Facilities fees shall be paid prior to final inspections, at the rate in effect at the time payment is made.



## **IV.12. FISCAL ANALYSIS**

### **IV.12.1 Threshold Standard**

- A. Fiscal Impact Analyses and Public Facilities Financing Plans, at the time they are adopted, shall ensure that new development generates sufficient revenue to offset the cost of providing municipal services and facilities to that development.
- B. The City shall establish and maintain, at sufficient levels to ensure the timely delivery of infrastructure and services needed to support growth, consistent with the threshold standards, a Development Impact Fee, capital improvement funding, and other necessary funding programs or mechanisms.

### **IV.12.2 Facility Master Plan**

There is no existing Master Plan for fiscal issues. However, an economic base study and a long-range fiscal impact study was included as part of the Chula Vista General Plan.

### **IV.12.3 Project Processing Requirements**

The SPA Plan and the PFFP are required by the Growth Management ordinance to prepare a phased fiscal/economic report dealing with revenue vs. expenditures including maintenance and operations.

### **IV.12.4 Fiscal Analysis of Project**

#### **IV.12.4.1 Introduction**

For the proposed Amendment which adds 300 DUs to the previously approved mixed-use project, Spicer Consulting Group (SCG) prepared a “Fiscal Impact Analysis of Otay Ranch Freeway Commercial North” dated January 30, 2018. This report is referred to as the SCG FIA throughout this Supplemental PFFP and this section of the PFFP is based upon the SCG FIA.

#### **IV.12.4.2 Fiscal Impact Methodology**

The FC-2 Amendment fiscal impact analysis was prepared in accordance with the City’s newly developed SPA Fiscal Impact Analysis (FIA) Framework. As prescribed in the SPA Fiscal Impact Framework, SCG used revenue and expenditure factors from the SPA Fiscal Impact Framework to estimate fiscal revenues and expenditures expected to grow proportionally with new development. Special analysis models were used to estimate revenues, such as property tax revenues, transient occupancy tax, vehicle license fee (VLF) revenues, and sales taxes that may not grow proportionately with new development.

#### **IV.12.4.3 Fiscal Impact Analysis Results**

The annual net fiscal impact associated with the Project over the ten-year period is summarized in Table M.1, below. Table M.2 represents the comparison of the net revenues between the currently approved Project and the proposed amendment Project. As with the currently approved Project, the amended Project is projected to generate a positive net fiscal impact to the City’s General Fund. While the public safety cost is increasing with the additional 300 multi-family units, the Project is still expected to generate a positive annual net fiscal revenue to the City of

Chula in Year 10 of approximately \$1.4 million.

Project expenditures over the 10-year period are illustrated in the Appendix. SCG projected annual expenditures associated with the Project to increase each year. There is a significant increase in expenditures between Years 1 and 5, primarily attributed to Police and Fire expenditures as all the new residential units are absorbed. Thereafter, projected expenditures remain relatively constant at low \$800,000 (814,004 - \$837,226) because the Project is expected to be built out as of Year 5.

Project revenues over the 10-year period are detailed in the Appendix. SCG projected annual revenues associated with the Project to increase each year over the 10-year period; the largest increase occurs between Years 2 - 4 (\$658,148 to \$1,320,195), attributed to the addition of TOT tax from the construction of the second hotel and sales tax from the 15,000 sq. ft. of commercial in mixed-use format.

Proposed FC2	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	10 Year Analysis	
							Cumulative	Average
Revenues	\$653,432	\$785,376	\$1,368,936	\$2,041,727	\$2,278,011	\$2,439,411	\$ 8,997,264	\$1,899,726
Expenditures	\$8,298	\$127,229	\$363,486	\$721,532	\$966,365	\$1,006,993	\$ 7,151,311	\$ 715,131
Net (projected)	\$645,133	\$658,148	\$1,005,450	\$1,320,195	\$1,311,647	\$1,432,418	\$ 1,845,954	\$1,184,595

*Source: SCG*

Net Revenues	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	10 Year Analysis	
							Cumulative	Average
Approved FC2	\$645,133	\$629,387	\$981,061	\$1,411,651	\$1,435,353	\$1,615,559	\$ 2,805,261	\$1,280,526
Proposed FC2	\$645,133	\$658,148	\$1,005,450	\$1,320,195	\$1,311,647	\$1,432,418	\$ 1,845,954	\$1,184,595
Net Change	\$-	\$28,761	\$24,390	\$(91,456)	\$(123,706)	\$(183,140)	\$ (959,308)	\$ (95,931)

*Source: SCG*

#### IV.12.4.4. Net Fiscal Impact Conclusions

According to SCG, both the FC-2 Amendment and Approved FC SPA Plan are projected to generate a positive net fiscal revenue to the City of Chula Vista in Year 10. The FC-2 Amendment is expected to generate \$802,187 more than the Approved FC SPA in Year 10. Table M.4 presents the annual opportunity (cost)/benefit between the FC-2 Amendment and the Approved FC SPA Plan.

## **V.1 PUBLIC FACILITY FINANCE**

### **V.1.1 Overview**

The City will ensure the appropriate public facilities financing mechanisms are utilized to fund the acquisition, construction and maintenance of public facilities required to support the planned development of the Freeway Commercial North project in compliance with the City's Growth Management Program.

Public facilities are generally provided or financed in one of the following three ways:

1. Subdivision Exaction: Developer constructed and financed as a condition of project approval.
2. Development Impact Fee: Funded through the collection of an impact fee. Constructed by the public agency or developer constructed with a reimbursement or credit against specific fees.
3. Debt Financing: Funded using one of several debt finance mechanisms. Constructed by the public agency or developer.

It is anticipated that all three methods will be utilized for the Freeway Commercial North project to construct and finance public facilities.

### **V.1.2 Subdivision Exactions**

Neighborhood level public improvements will be developed simultaneously with related residential and non-residential subdivisions. Through the Subdivision Map Act, it is the responsibility of the developer to provide for all local street, utility and recreation improvements. The use of subdivision conditions and exactions, where appropriate, will insure that the construction of neighborhood facilities is timed with actual development.

The imposition of subdivision conditions and exactions does not preclude the use of other public facilities financing mechanisms to finance the public improvement, when appropriate.

### **V.1.3 Development Impact Fee Programs**

Development Impact Fees are imposed by various governmental agencies, consist with State law, to contribute to the financing of capital facilities improvements within the City of Chula Vista. The distinguishing factor between a fee and a subdivision exaction is that exactions are requested of a specific developer for a specific project whereas fees are levied on all development projects throughout the City or benefit area pursuant to an established formula and in compliance with State law.

Freeway Commercial North, through policy decisions of the City of Chula Vista and other governing agencies, is subject to fees established to help defray the cost of facilities that benefit Freeway Commercial North and areas beyond this specific project. These fees may include but not be limited to:

1. Eastern Chula Vista ETDIF — established to provide financing for circulation element road projects of regional significance in the area east of I-805.
2. Traffic Signal Fee — to pay for traffic signals associated with circulation element streets.
3. Public Facilities Development Impact Fee — Public Facilities DIF established to collect funds for Civic Center Facilities, Police Facilities, Corporation Yard Relocation, Libraries, Fire Suppression System, Geographical Information System (GIS), Mainframe Computer, Telephone System Upgrade and a Records Management System.
4. Park Acquisition and Development Fee — PAD Fee established to pay for the acquisition and development of park facilities.
5. Poggi Canyon Sewer Basin Development Impact Fee — to pay for constructing sewer improvements within the Poggi Canyon basin.
6. Sewerage Participation Fee — established fee to aid in the cost of processing sewerage generated in the city.
7. Otay Water District Fees — It should be noted that the Water District may require the formation of or annexation to an existing improvement district or creation of some other finance mechanism which may result in specific fees being waived.

#### **V.1.4 Debt Finance Programs**

The City of Chula Vista has used assessment districts to finance a number of street improvements, as well as sewer and drainage facilities. Both school districts have implemented Mello-Roos Community Facilities Districts to finance school facilities.

##### **Assessment Districts**

Special assessment districts may be proposed for the purpose of acquiring, constructing, maintaining certain public improvements under the Municipal Improvement Act of 1913, the Improvement Bond Act of 1915, the Benefit Assessment Act of 1982, and the Lighting and Landscape Act of 1972. The general administration of the special assessment district is the responsibility of the public agency.

Special assessment financing may be appropriate when the value or benefit of the public facility can be assigned to a specific property. Assessments are levied in specific amounts against each individual property on the basis of relative benefit. Special assessments may be used for both publicly dedicated on-site and off-site improvements and maintenance.

As a matter of policy, the City limits the type of improvements, which can be financed by assessment district bonding in residential projects. Such improvements are generally limited to collector streets and larger serving entire neighborhood areas or larger. This policy applies to backbone infrastructure including streets, water, sewer, storm drain, and dry utility systems.

### **Mello-Roos Community Facilities Act of 1982**

The Mello-Roos Community Facilities Act of 1982 authorizes formation of community facilities districts, which impose special taxes to provide the financing of certain public facilities or services. Facilities that can be provided under the Mello-Roos Act include the purchase, construction, expansion, or rehabilitation of the following:

1. Local park, recreation, or parkway facilities;
2. Elementary and secondary school sites and structures;
3. Libraries;
4. Any other governmental facilities that legislative bodies are authorized to construct, own or operate including certain improvements to private property.

## **V.1.5 Other Methods Used to Finance Facilities**

### **General Fund**

The City of Chula Vista's general fund serves to pay for many public services throughout the City. Those facilities and services identified as being funded by general fund sources represent those that will benefit not only the residents of the proposed project, but also Chula Vista residents throughout the City. In most cases, other financing mechanisms are available to initially construct or provide the facility or service, then general fund monies would only be expected to fund the maintenance costs once the facility is accepted by the City.

### **State and Federal Funding**

Although rarely available to fund an entire project. Federal and State financial and technical assistance programs have been available to public agencies, in particular the public school districts.

### **Dedications**

Dedication of sites by developers for public capital facilities is a common financing tool used by many cities. In the case of Freeway Commercial North, the following public sites are proposed to be dedicated:

1. Roads (if public)
2. Open space and public trail systems

### **Homeowners Associations**

One or more Community Homeowner Associations may be established by the developer to manage, operate and maintain private facilities and common areas within FC-2.

### **Developer Reimbursement Agreements**

Certain facilities that are off-site and/or provide regional benefits may be constructed in conjunction with the development of FC-2 SPA Amendment. In such instances, developer reimbursement agreements will be executed to provide for a future payback to the developer for the additional cost of these facilities. Future developments are required to pay back their fair share of the costs for the shared facility when development occurs.

### **Special Agreements/Development Agreement**

An approved development agreement exists between the City of Chula Vista and the Developer of FC-2. This development agreement will play an essential role in the implementation of the Public Facilities Financing Plan. The Public Facilities Financing Plan clearly details all public facility responsibilities and assures that the construction of all necessary public improvements will be appropriately phased with actual development, while the development agreement identifies the obligations and requirements of both parties.

#### **V.1.6 Public Facility Finance Policies**

The following finance policies were included and approved with the Growth Management Program to maintain a financial management system that will be implemented consistently when considering future development applications. These policies will enable the City to effectively manage its fiscal resources in response to the demands placed on the City by future growth.

1. Prior to receiving final approval, developers shall demonstrate and guarantee that compliance is maintained with the City's adopted threshold standards.
2. The Capital Improvement Program Budget will be consistent with the goals and objectives of the Growth Management Program. The Capital Improvement Program Budget establishes the timing for funding of all fee related public improvements.
3. The priority and timing of public facility improvements identified in the various City fee programs shall be made at the sole discretion of the City Council.
4. Priority for funding from the City's various fee programs shall be given to those projects which facilitate the logical extension or provision of public facilities as defined in the Growth Management Program.
5. Fee credits, reimbursement agreements, developer agreements or public financing mechanisms shall be considered only when it is in the public interest to use them or these financing methods are needed to rectify an existing facility threshold deficiency. Such action shall not induce growth by prematurely extending or upgrading public facilities.
6. All fee credit arrangements or reimbursement agreements will be made based upon the City's plans for the timing and funding of public facilities contained in the Capital Improvement Program Budget.
7. Public facility improvements made ahead of the City's plans to construct the facilities will result in the need for additional operating and maintenance funds. Therefore all such costs associated with the facility construction shall become the responsibility of the developer until such time as the City had previously planned the facility improvement to be made.

## V.1.7 Lifecycle Cost

Section 19.09.060 Analysis subsection F(2) of the Growth Management Ordinance requires the following:

"...The inventory shall include Life Cycle Cost ("LCC") projections for each element in 19.09.060(E)...as they pertain to City fiscal responsibility. The LCC projections shall be for estimated life cycle for each element analyzed. The model used shall be able to identify and estimate initial and recurring life cycle costs for the elements..."

### **Background**

The following material presents information on the general aspects of life cycle cost analysis as well as its specific application to the City of Chula Vista operations. The discussion regarding the general benefits and process of LCC is meant to provide a common base of understanding upon which further analysis can take place.

Life cycle costing (LCC) is a method of calculating the total cost of asset ownership over the life span of the asset. Initial costs and all subsequent expected costs of significance are included in the life cycle cost analysis as well as disposal value and any other quantifiable benefits to be derived as a result of owning the asset. Operating and maintenance costs over the life of an asset often times far exceed initial costs and must be factored into the (decision) process.

Life cycle cost analysis should not be used in each and every purchase of an asset. The process itself carries a cost and therefore can add to the cost of the asset. Life Cycle Cost analysis can be justified only in those cases in which the cost of the analysis can be more than offset by the savings derived through the purchase of the asset.

Four major factors, which may influence the economic feasibility of applying LCC analysis, are:

1. Energy Intensiveness — LCC should be considered when the anticipated energy costs of the purchase are expected to be large throughout its life.
2. Life Expectancy — For assets with long lives (i.e., greater than five years), costs other than purchase price take on added importance. For assets with short lives, the initial costs become a more important factor.
3. Efficiency — The efficiency of operation and maintenance can have significant impact on overall costs. LCC is beneficial when savings can be achieved through reduction of maintenance costs.
4. Investment Cost — As a general rule, the larger the investment the more important LCC analysis becomes.

The four major factors listed above are not, however, necessary ingredients for life cycle cost analysis. A quick test to determine whether life cycle costing would apply to a purchase is to ask whether there are any post-purchase costs associated with it. Life cycle costs are a combination of initial and post-purchase costs.

### **Applications for LCC Analysis**

The City of Chula Vista utilizes the concepts of life cycle cost analysis in determining the most cost-effective purchase of capital equipment as well as in the determination of replacement costs for a variety of rolling stock. City staff uses LCC techniques in the preparation of the City's Five-Year Capital Improvement Budget (CIP) as well as in the Capital Outlay sections of the annual Operating Budget.

City Codes and Regulations provide the standards and design specifications that are required for infrastructure. Developers and contractors are required to meet city standards and design regulations. These standards and specifications have been developed over time to achieve the maximum life cycle of infrastructure that will be owned and maintained by the City. Prior to approval of new infrastructure, City Staff thoroughly reviews all plans and specifications to insure the maximum life cycle.

The initial construction of roads, traffic signals, sewers, drainage, lighting, etc., usually accounts for the bulk of the costs associated with a project. The initial construction activities consist of preliminary engineering, construction engineering, traffic control, etc. Subsequent to initial construction, the City of Chula Vista is responsible for maintenance, rehabilitation and eventual reconstruction/replacement over a projected 50-year life expectancy.

All project public facilities for the Otay Ranch Freeway Commercial North SPA Plan are subject to the City's life cycle cost analysis before construction. The City uses LCC analysis prior to or concurrent with the design of public facilities required by new development. Such requirement assists in the determination of the most cost-effective selection of public facilities.



**APPENDIX**

**Spicer Consulting Group Fiscal Impact Analysis**

# CITY OF CHULA VISTA

## Fiscal Impact Analysis Report



OTAY RANCH FREEWAY  
PREPARED FOR BALDWIN & SONS  
SEPTEMBER 12, 2018 (ORIGINAL)

REVISED REPORT DATED  
FEBRUARY 27, 2019



SPICER CONSULTING  
GROUP

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## Executive Summary

The Freeway Commercial Sectional Planning Area (SPA) in Otay Ranch consists of approximately 124 acres within two distinct districts, southern and northern. The southern, approximately 86-acre district is the FC-1 site operating as the Otay Ranch Town Center Shopping Center. The northern, approximately 38-acre district is the FC-2 site (the "Project") that is the subject of this Fiscal Impact Analysis (FIA). The developer has proposed a SPA Plan Amendment to add three hundred multifamily residential units to the Project within the approximately 10.4 acre portion east of Town Center Drive (the "Proposed Amended Plan"). This FIA Report provides information related to the Proposed Amended Plan and anticipated fiscal impacts to the City's General Fund, as compared to the currently approved development plan (the "Approved Plan"). The developer's existing entitlements for FC-2 are a mix of development as follows:

- ◆ 290 Multi-Family Attached units – For Sale Townhomes
- ◆ 310 Multi-Family Attached units – Rental Apartments
- ◆ 2 Hotels – totaling 300 rooms (148 and 152)
- ◆ 15,000 SF ground floor commercial in Mixed Use format
- ◆ Two (2) acre park

The scope of this review was analyzing the fiscal impacts projected to result from changing the development plan for FC-2 from the Approved Plan to the Proposed Amended Plan, which includes the addition of 300 multifamily attached (for rent) apartment units.

As with the Approved Plan, the Proposed Amended Plan is projected to generate a positive net fiscal impact to the City's General Fund. In Year 10 the project is expected to generate a net positive impact of \$1,432,418. While the overall Project revenues are increasing, expenditures are increasing more. As a result, the analysis indicates a decrease in net positive fiscal impacts of approximately \$95,931 annually over 10 years for the Proposed Amended Plan. Please note, the original model used as the basis of the previously approved FIA by HR&A Advisors dated March 2015 did not reflect all public safety and City overhead costs reflected in the current model. A comparison of the Approved Plan and the Proposed Amended Plan using the new City model more accurately reflects the fiscal impact of the additional 300 dwelling units.

**The net impact of the proposed amended plan for the Freeway FC-2 development is positive, the following cautions are provided from the new model:**

- ◆ Parcel 1 (FC-1) Otay Ranch Town Center ("Center") – Since its opening in 2006, several retail stores at the Center have closed, including Aeropostale, American Eagle Outfitters, Anthropologie, Coach, Guess, Kay Jewelers, REI, and Zales (not intended to be an all-inclusive list). The shift of FC-2's entitlements to additional residential units, hotels, and reductions in retail plans appears to support a positive transition for the not only FC-2 site but also should provide foot traffic and support to the Center in FC-1.
- ◆ Overall, the Proposed Amended Plan is anticipated to result in a net positive fiscal impact of **\$11,845,954** over the next 10 years. The cumulative positive net fiscal impact reflects a reduction of \$959,308 from the Approved Plan over 10 years due to the increased service demand from the new residential units.

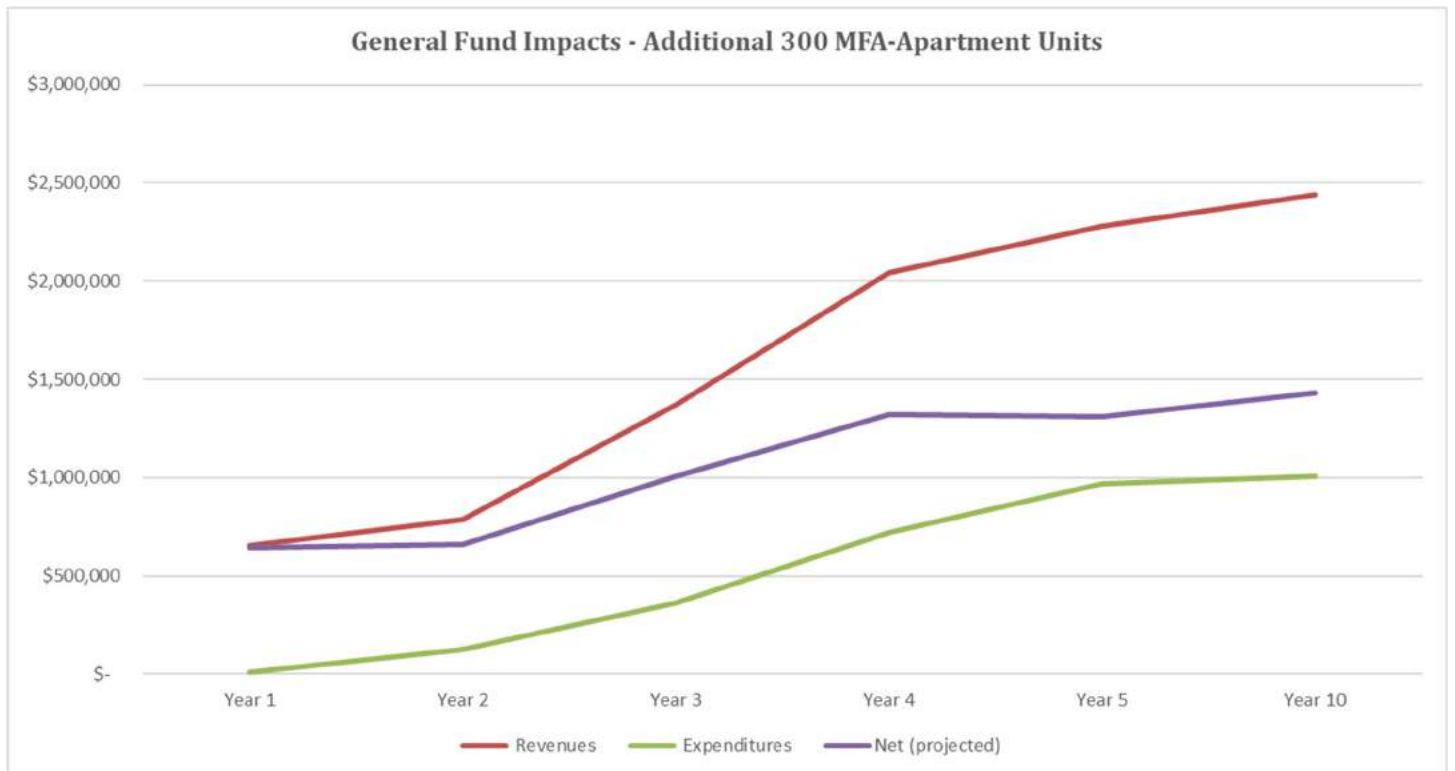
## Recommendation

The Proposed Amended Plan increasing the authorized residential land uses from 600 to 900 multifamily units has a net positive projected impact to the City's General Fund and should also help increase foot traffic at the adjacent Otay Ranch Town Center.

### Fiscal Impact Analysis FC-2

Below is a summary of the Net Revenues determined using the new fiscal impact model and a comparison to the approved project with the original 600 multi-family residential units, 300 room hotels, and 15,000 square feet of commercial and the proposed changes to FC-2. The net effect is an average decrease in general fund revenues of approximately \$95,931 per year over 10 years.

Approved FC2	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	10 Year Analysis	
							Cumulative	Average
Revenues	\$ 653,432	\$ 756,616	\$ 1,143,972	\$ 1,829,669	\$ 2,094,614	\$ 2,304,022	\$ 17,571,885	\$ 1,757,188
Expenditures	\$ 8,298	\$ 127,229	\$ 162,911	\$ 418,018	\$ 659,261	\$ 688,463	\$ 4,766,623	\$ 476,662
Projected Net	\$ 645,133	\$ 629,387	\$ 981,061	\$ 1,411,651	\$ 1,435,353	\$ 1,615,559	\$ 12,805,261	\$ 1,280,526



Net Revenues	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	10 Year Analysis	
							Cumulative	Average
Approved FC2	\$ 645,133	\$ 629,387	\$ 981,061	\$ 1,411,651	\$ 1,435,353	\$ 1,615,559	\$ 12,805,261	\$ 1,280,526
Proposed FC2	\$ 645,133	\$ 658,148	\$ 1,005,450	\$ 1,320,195	\$ 1,311,647	\$ 1,432,418	\$ 11,845,954	\$ 1,184,595
Net Change	\$ -	\$ 28,761	\$ 24,390	\$ (91,456)	\$ (123,706)	\$ (183,140)	\$ (959,308)	\$ (95,931)

### Currently Approved FC-2 Assumptions

The current developer/owner of the FC-2 site has a transit supportive mixed-use project that adds up to 600 multifamily residential units, a minimum of 15,000 square feet of commercial retail in mixed-use format, a new 2-acre urban park and two hotels with a combined minimum of 300 rooms.

- ◆ SCG verified assessed values by land use type for all development, including the residential component, was in line with the market. The assessed value per unit as supplied by the developer and used for this study is \$325,000 and \$246,050 per unit for townhomes and apartments, respectively. The assessed value for the hotels utilized was \$146,067 per door.
- ◆ 300 hotel rooms – New transient occupancy tax revenues are projected to grow to \$1.4 million annually, which is critical in replacing sales tax dollars lost due to the commercial retail square footage reductions previously approved for FC-2. The first hotel opened in October 2017 and the second is set to open late 2020.
- ◆ 600 multifamily attached units (for sale and rental apartments) - envisioned to include high density residential units in the mixed-use land use category with a density range of 28 to 45 units per acre.
- ◆ Assumed \$270 per square foot for on-site retail sales, as provided by developer.
- ◆ Included Vehicle License Fee (VLF) revenues as Property Tax In-Lieu of VLF (per capita basis).
- ◆ Multifamily persons per dwelling unit factor is 2.6.

**Proposed FC-2 Amended Plan Assumptions**

The developer has approached the City requesting entitlement for an additional 300 multifamily residential units, bringing the total approved residential units for the Project to 900. The proposed changes, if approved, are anticipated to generate sufficient revenue to offset the cost of providing municipal services to the FC-2 site.

- ◆ SCG verified assessed values by land use type for all development, including the residential component, was in line with the market. The assessed value per unit as supplied by the developer and used for this study is \$246,050 per unit for apartments.
- ◆ 900 multifamily attached units (for sale and rental apartments) - envisioned to include high density residential units in the mixed-use land use category with a density range of 28 to 45 units per acre.
- ◆ Included VLF revenues as Property Tax In-Lieu of VLF (per capita basis).
- ◆ Multifamily persons per dwelling unit factor is 2.6.

Proposed FC2	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	10 Year Analysis	
							Cumulative	Average
Revenues	\$ 653,432	\$ 785,376	\$ 1,368,936	\$ 2,041,727	\$ 2,278,011	\$ 2,439,411	\$ 18,997,264	\$ 1,899,726
Expenditures	\$ 8,298	\$ 127,229	\$ 363,486	\$ 721,532	\$ 966,365	\$ 1,006,993	\$ 7,151,311	\$ 715,131
Net (projected)	\$ 645,133	\$ 658,148	\$ 1,005,450	\$ 1,320,195	\$ 1,311,647	\$ 1,432,418	\$ 11,845,954	\$ 1,184,595



## Findings

The projected net fiscal impact of the Project to the City's General Fund under both the Approved Plan and the Proposed Amended Plan is positive; however, the Proposed Amended Plan generates reduced positive fiscal impacts. The following cautions are provided from the new model:

- ◆ The Parcel 1 (FC-1) Otay Ranch Town Center ("Center") – Since its opening in 2006, several retail stores have closed, including, Aeropostale, American Eagle Outfitters, Anthropologie, Coach, Guess, Kay Jewelers, REI, and Zales (not intended to be an all-inclusive list). The shift of FC-2's entitlements to additional residential units (including the additional 300 apartment units in this analysis), hotels, and reductions in retail plans appear to support a positive transition for the not only FC-2 area but also should provide foot traffic and support to the Center in FC-1.
- ◆ The proposed project will be building additional high-density residential units that should provide affordable housing opportunities.
- ◆ This report is based upon future plans that have not yet been constructed, as such, the projections are estimates only and subject to market and development risk. However, given that Transient Occupancy Taxes are key fiscal revenues, the timing and number of hotel rooms that are successful developed will impact the City net fiscal impacts.
- ◆ The Proposed Amended Plan is projected to generate increased revenues as compared with the Approved Plan; however, expenditures are projected to increase more than revenues due to the service demands from the increased residential units. In Year 10, the Project is expected to generate \$1,432,418 in net positive fiscal impacts to the City's General Fund. The net projected General Fund fiscal impact projected to result from the proposed amendment represents an average annual decrease of approximately \$95,931 in net positive fiscal impacts over 10 years.

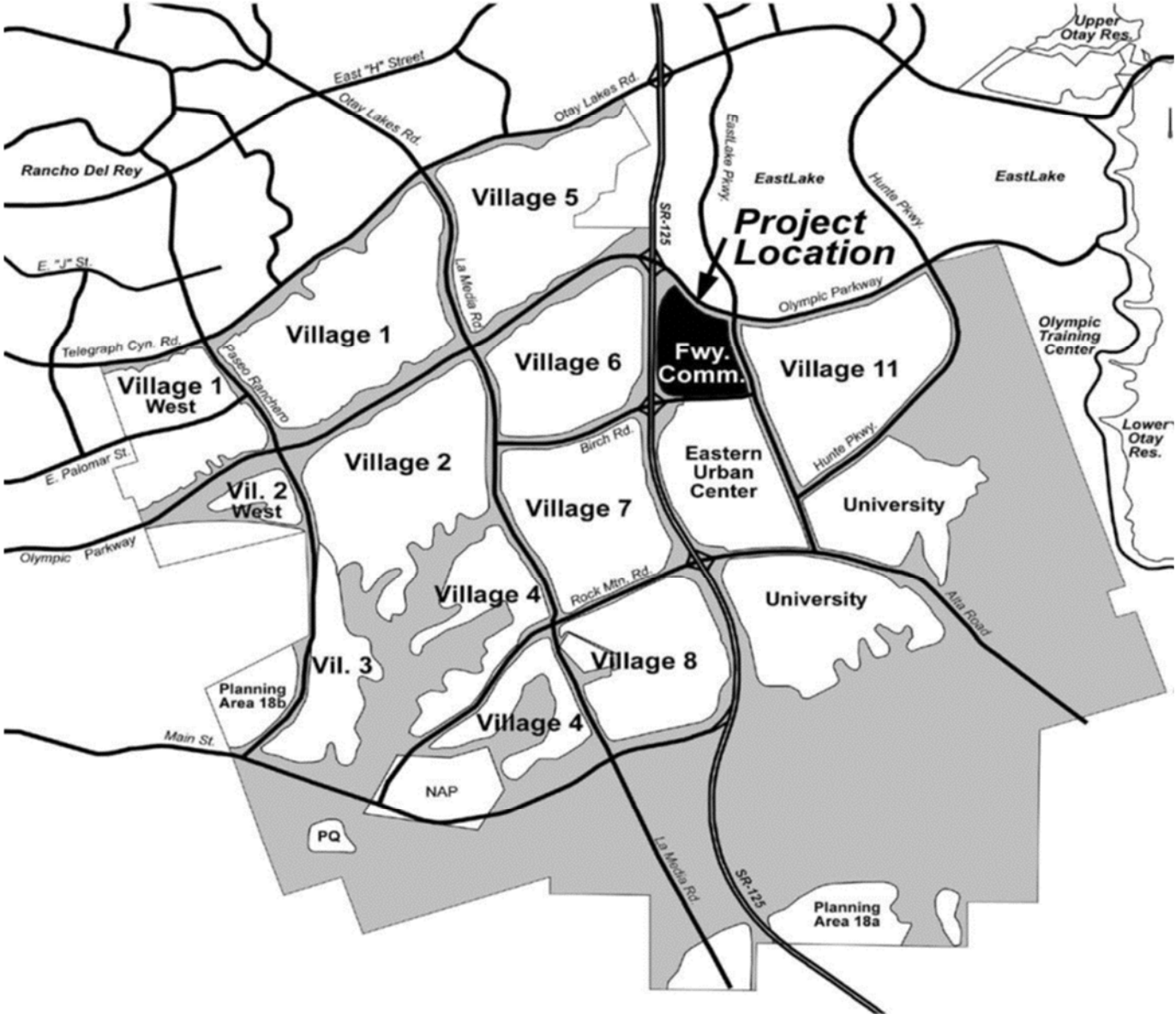
The following attachments include the conceptual site plan, location of the SPA boundary, and the fiscal impact analysis, including the original, amended revenues, and expenditures.

# APPENDICES



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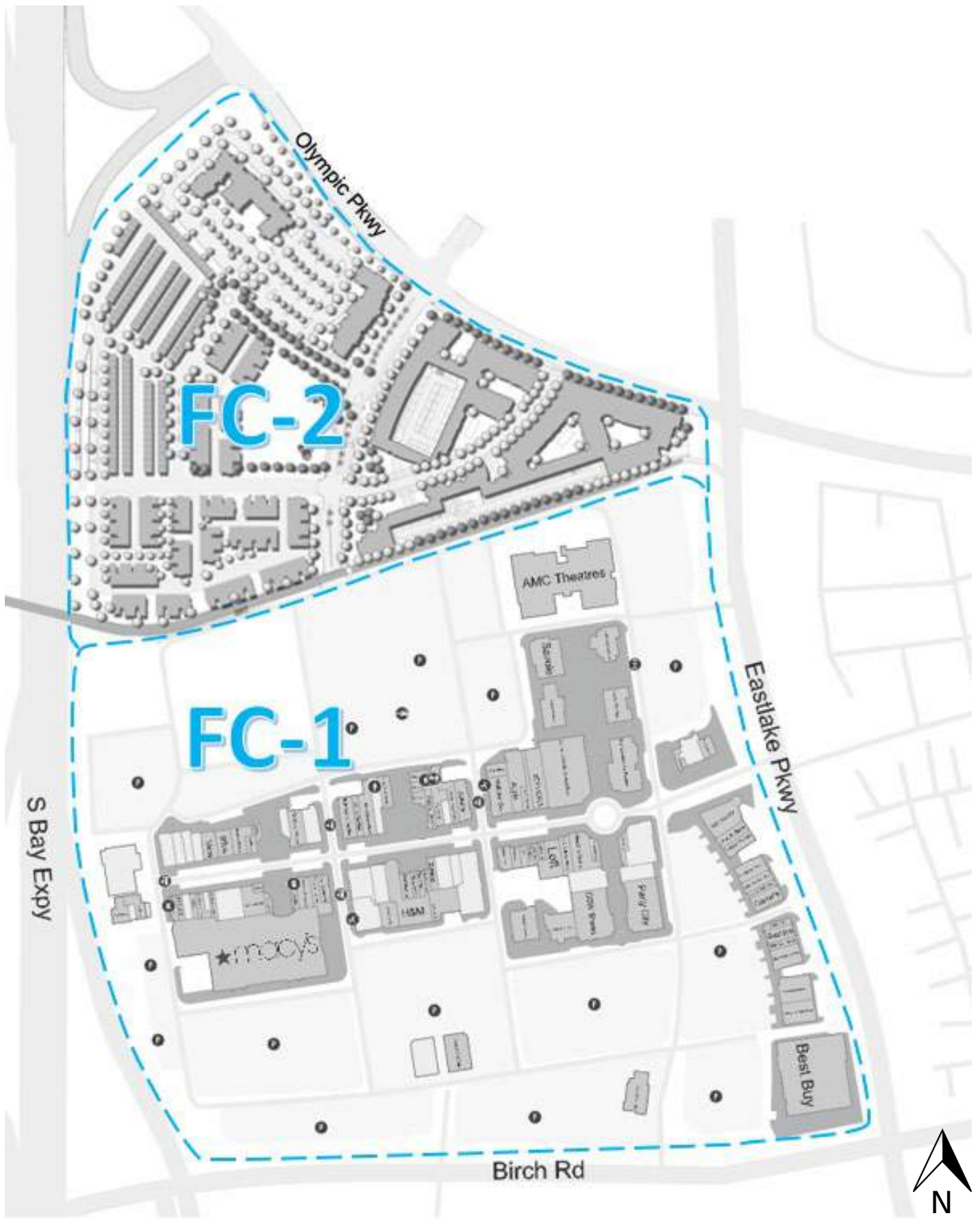
# Location/SPA Boundaries



Otay Valley Parcels  
**OTAY RANCH**

Source: Adopted Otay Ranch GDP

Cinti Land Planning  
 San Diego, CA (619) 223-7408  
  
 9/30/02!



## Freeway Commercial Sectional Planning Area, Otay Ranch

# Conceptual Site Plan FC-2



**Note:** The site plan is an artist's conception of the overall development of FC-2. Other alternatives are permitted. The final site plan will be as shown on the approved Design Review documents.

# REVISED - CONCEPTUAL SITE PLAN -FC2

## OTAY RANCH PLANNING AREA 12 "FREEWAY COMMERCIAL NORTH" OR "FC-2" CONCEPTUAL DEVELOPMENT PLAN



# ORIGINAL FIA

HR&A Model



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# PROPOSED FC-2

New City Model



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**Population**

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Residential - Townhomes	-	-	234	494	754	754	754	754	754	754
Residential - Apartments	-	260	598	1,248	1,586	1,586	1,586	1,586	1,586	1,586
Subtotal (Per Capita)	-	260	832	1,742	2,340	2,340	2,340	2,340	2,340	2,340
Employment Population	10	13	42	87	117	117	117	117	117	117
<b>Totals</b>	<b>10</b>	<b>273</b>	<b>874</b>	<b>1,829</b>	<b>2,457</b>	<b>2,457</b>	<b>2,457</b>	<b>2,457</b>	<b>2,457</b>	<b>2,457</b>

**Number of Homes**

Residential - Townhomes	-	-	90	190	290	290	290	290	290	290
Residential - Apartments	-	100	230	480	610	610	610	610	610	610
<b>Totals</b>	<b>-</b>	<b>100</b>	<b>320</b>	<b>670</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>

**Transient Occupancy Tax (Project Specific)**

Hotel 1 - # rooms	148	148	148	148	148	148	148	148	148	148
Hotel 2 - # rooms	-	-	152	152	152	152	152	152	152	152
<b>Totals</b>	<b>148</b>	<b>148</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>

Average Hotel Daily Rate - San Diego County Average*	\$ 150.26	\$ 152.55	\$ 154.87	\$ 157.19	\$ 159.55	\$ 161.94	\$ 164.37	\$ 166.84	\$ 169.34	\$ 171.88
Average Hotel Daily Rate - Developer Assigned*	\$ 150.26	\$ 152.55	\$ 154.87	\$ 157.19	\$ 159.55	\$ 161.94	\$ 164.37	\$ 166.84	\$ 169.34	\$ 171.88
Average Hotel Occupancy*	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%
Developer Provided Hotel Occupancy*	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%
Transient Occupancy Tax Rate (per room night)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Absorption Rate	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
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**General Fund Revenues**

Tax Revenues		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Property Tax	AV	\$27,455	\$72,440	\$99,440	\$142,200	\$166,669	\$170,003	\$173,403	\$176,871	\$180,408	\$184,016
Sales and Use Tax	Per Capita	\$0	\$33,373	\$108,591	\$231,253	\$315,776	\$321,077	\$326,454	\$331,902	\$337,419	\$342,242
<i>Sales and Use Tax - Project Specific Separate Analysis</i>		\$0	\$0	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628
Transient Occupancy Tax	Per Capita	\$158	\$4,288	\$17,356	\$36,493	\$49,137	\$49,522	\$49,522	\$49,705	\$49,883	\$50,133
Transient Occupancy Tax - Project	On-Site	\$625,819	\$635,349	\$980,612	\$1,327,094	\$1,347,001	\$1,367,206	\$1,387,714	\$1,408,530	\$1,429,658	\$1,451,103
Motor Vehicle In-Lieu of VLF	Per Capita	\$0	\$20,813	\$67,413	\$142,917	\$194,446	\$197,000	\$199,636	\$202,428	\$205,214	\$208,147
Franchise Fees	Per Capita	\$0	\$11,380	\$36,383	\$76,171	\$102,314	\$102,308	\$102,302	\$102,377	\$102,449	\$102,597
Other Taxes	Per Capita	\$0	\$1,185	\$3,654	\$7,481	\$9,784	\$9,618	\$9,453	\$9,289	\$9,045	\$8,881
<b>Subtotal Tax Revenues</b>		<b>\$653,432</b>	<b>\$778,828</b>	<b>\$1,348,075</b>	<b>\$1,998,237</b>	<b>\$2,219,754</b>	<b>\$2,251,173</b>	<b>\$2,283,112</b>	<b>\$2,315,729</b>	<b>\$2,348,702</b>	<b>\$2,381,746</b>
Other Revenues	Per Capita	\$0	\$1,564	\$5,009	\$10,190	\$13,623	\$13,323	\$13,265	\$12,980	\$13,004	\$12,732
Licenses and Permits	Per Capita	\$0	\$1,302	\$4,184	\$8,795	\$11,860	\$11,904	\$11,946	\$11,987	\$12,027	\$12,066
Fines, forfeitures, penalties	Per Capita	\$0	\$1,030	\$3,300	\$6,915	\$9,295	\$9,381	\$9,386	\$9,468	\$9,471	\$9,549
Use of Money & Property	Per Capita	\$0	\$2,295	\$7,278	\$15,103	\$20,193	\$20,102	\$19,936	\$19,852	\$19,695	\$19,616
Charges for Services	No Forecast	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intergovernmental	Per Capita	\$0	\$1,920	\$6,099	\$12,677	\$16,908	\$16,791	\$16,678	\$16,568	\$16,462	\$16,433
<b>Subtotal Other Revenues</b>		<b>\$0</b>	<b>\$6,548</b>	<b>\$20,861</b>	<b>\$43,490</b>	<b>\$58,257</b>	<b>\$58,178</b>	<b>\$57,946</b>	<b>\$57,875</b>	<b>\$57,655</b>	<b>\$57,664</b>
<b>Total General Fund Revenues</b>		<b>\$653,432</b>	<b>\$785,376</b>	<b>\$1,368,936</b>	<b>\$2,041,727</b>	<b>\$2,278,011</b>	<b>\$2,309,351</b>	<b>\$2,341,058</b>	<b>\$2,373,604</b>	<b>\$2,406,358</b>	<b>\$2,439,411</b>

**General Fund Expenditures**

General Government	Per Capita	\$108	\$3,651	\$12,218	\$26,453	\$37,642	\$39,160	\$40,480	\$41,987	\$42,992	\$42,774
Community Development (20%)	Per Capita	\$22	\$572	\$1,898	\$4,107	\$5,805	\$6,011	\$6,149	\$6,303	\$6,421	\$6,420
Public Works/Engineering	Per Capita	\$199	\$2,073	\$8,366	\$18,101	\$25,506	\$27,230	\$27,857	\$28,551	\$29,087	\$29,083
<b>PC/EMP Base</b>		<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Drainage Management System	26.50	\$358	\$7,355	\$7,502	\$7,652	\$7,805	\$7,962	\$8,121	\$8,283	\$8,449	\$8,618
Building Management System	4.10	\$55	\$1,137	\$1,159	\$1,183	\$1,206	\$1,230	\$1,255	\$1,280	\$1,306	\$1,332
Parks Management System	15.68	\$212	\$4,351	\$4,438	\$4,527	\$4,617	\$4,710	\$4,804	\$4,900	\$4,998	\$5,098
Open Space Management System	6.72	\$91	\$1,865	\$1,902	\$1,940	\$1,979	\$2,018	\$2,059	\$2,100	\$2,142	\$2,185
Fleet Management System	3.73	\$50	\$1,036	\$1,057	\$1,078	\$1,099	\$1,121	\$1,144	\$1,167	\$1,190	\$1,214
Pavement Annual (PMP)	14.18	\$191	\$3,937	\$4,015	\$4,096	\$4,178	\$4,261	\$4,346	\$4,433	\$4,522	\$4,612
General Govt Management System	0.65	\$9	\$181	\$185	\$189	\$192	\$196	\$200	\$204	\$208	\$212
Urban Forestry Management System	6.72	\$91	\$1,865	\$1,902	\$1,940	\$1,979	\$2,018	\$2,059	\$2,100	\$2,142	\$2,185
<b>\$</b>		<b>\$1,057</b>	<b>\$21,726</b>	<b>\$22,161</b>	<b>\$22,604</b>	<b>\$23,056</b>	<b>\$23,517</b>	<b>\$23,988</b>	<b>\$24,467</b>	<b>\$24,957</b>	<b>\$25,456</b>
Community Services	Per Capita	\$231	\$6,051	\$19,885	\$43,013	\$60,351	\$61,827	\$63,249	\$64,825	\$66,044	\$66,033
Public Safety:											
Police Services	Per Capita	\$2,073	\$58,521	\$179,087	\$376,749	\$508,678	\$510,760	\$512,989	\$515,379	\$517,895	\$520,193
Police Services	Separate Analysis	\$2,681	\$2,857	\$15,298	\$15,864	\$16,464	\$17,071	\$17,706	\$18,375	\$19,070	\$19,790
Fire Services	Per Capita	\$1,003	\$27,986	\$89,779	\$188,477	\$253,933	\$254,785	\$255,707	\$256,706	\$257,765	\$258,908
Fire Services	Separate Analysis	\$812	\$844	\$5,108	\$5,215	\$5,534	\$5,654	\$5,777	\$5,902	\$6,029	\$6,159
Animal Control Services	Per Capita	\$112	\$2,947	\$9,685	\$20,950	\$29,395	\$30,143	\$30,829	\$31,588	\$32,177	\$32,176
<b>Total Public Safety</b>		<b>\$6,682</b>	<b>\$93,155</b>	<b>\$298,957</b>	<b>\$607,255</b>	<b>\$814,004</b>	<b>\$818,413</b>	<b>\$823,007</b>	<b>\$827,950</b>	<b>\$832,935</b>	<b>\$837,226</b>
<b>Total General Fund Expenditures</b>		<b>\$8,298</b>	<b>\$127,229</b>	<b>\$363,486</b>	<b>\$721,532</b>	<b>\$966,365</b>	<b>\$976,160</b>	<b>\$984,730</b>	<b>\$994,083</b>	<b>\$1,002,436</b>	<b>\$1,006,993</b>
<b>Projected Net Revenues/(Shortfall)</b>		<b>\$645,133</b>	<b>\$658,148</b>	<b>\$1,005,450</b>	<b>\$1,320,195</b>	<b>\$1,311,647</b>	<b>\$1,333,191</b>	<b>\$1,356,328</b>	<b>\$1,379,521</b>	<b>\$1,403,922</b>	<b>\$1,432,418</b>



Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Property Tax Analysis</b>										
<b>Residential Units</b>										
<b>Multi-Family Residential - Attached Townhomes</b>										
Total Cumulative MFR Units	290	-	90	190	290	290	290	290	290	290
Total Cumulative Residents	2.60	-	234	494	754	754	754	754	754	754
Percentage Complete	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Constructed Assessed Values	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Multi-Family Attached Apartments</b>										
Total Cumulative MFR Units	610	-	100	230	480	610	610	610	610	610
Total Cumulative Residents	2.60	-	260	598	1,248	1,586	1,586	1,586	1,586	1,586
Percentage Complete	0%	16%	38%	79%	100%	100%	100%	100%	100%	100%
Constructed Assessed Values	\$73,815,000	\$12,100,820	\$27,831,885	\$58,083,934	\$73,815,000	\$73,815,000	\$73,815,000	\$73,815,000	\$73,815,000	\$73,815,000
<b>Total Cumulative Residents</b>	-	260	832	1,742	2,340	2,340	2,340	2,340	2,340	2,340
<b>FC 2 Parcel - Mixed Use Commercial</b>										
Percentage Complete	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%
Constructed Assessed Values	\$ 3,606,450	\$ -	\$ 3,606,450	\$ 3,606,450	\$ 3,606,450	\$ 3,606,450	\$ 3,606,450	\$ 3,606,450	\$ 3,606,450	\$ 3,606,450
<b>Hotel</b>										
Percentage Complete	49%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Constructed Assessed Values	\$ 43,820,100	\$ 21,617,916	\$ 43,820,100	\$ 43,820,100	\$ 43,820,100	\$ 43,820,100	\$ 43,820,100	\$ 43,820,100	\$ 43,820,100	\$ 43,820,100
<b>Constructed Assessed Values</b>										
Total Current Period Assessed Value Additions	\$ 21,617,916	\$ 55,920,920	\$ 75,258,435	\$ 105,510,484	\$ 121,241,550	\$ 121,241,550	\$ 121,241,550	\$ 121,241,550	\$ 121,241,550	\$ 121,241,550
Inflation Factor	2.00%	100.00%	102.00%	104.04%	106.12%	108.24%	110.41%	112.62%	114.87%	117.17%
Total AV - Inflated	\$21,617,916	\$57,039,338	\$78,298,876	\$111,968,570	\$131,235,753	\$133,860,468	\$136,537,677	\$139,268,431	\$142,053,799	\$144,894,875
Cumulative AV (w/o Prior Years Inflation)	\$21,617,916	\$57,039,338	\$78,298,876	\$111,968,570	\$131,235,753	\$133,860,468	\$136,537,677	\$139,268,431	\$142,053,799	\$144,894,875
Prior Years AV Inflation Factor	2.00%	0.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Prior Years AV Inflation Amount	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Cumulative Residential AV - Inflated</b>	<b>\$21,617,916</b>	<b>\$57,039,338</b>	<b>\$78,298,876</b>	<b>\$111,968,570</b>	<b>\$131,235,753</b>	<b>\$133,860,468</b>	<b>\$136,537,677</b>	<b>\$139,268,431</b>	<b>\$142,053,799</b>	<b>\$144,894,875</b>
<b>Property Tax Revenue Estimate</b>										
Ad-Valorem	1.00%	\$ 216,179	\$ 570,393	\$ 782,989	\$ 1,119,686	\$ 1,312,358	\$ 1,338,605	\$ 1,365,377	\$ 1,392,684	\$ 1,420,538
<b>Total AV Tax Due to City</b>	<b>12.70%</b>	<b>\$27,455</b>	<b>\$72,440</b>	<b>\$99,440</b>	<b>\$142,200</b>	<b>\$166,669</b>	<b>\$170,003</b>	<b>\$173,403</b>	<b>\$176,871</b>	<b>\$180,408</b>





	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
POPULATION	272,736	277,555	282,375	287,195	292,015	296,835	301,655	306,475	311,295	316,115
CHANGE IN POPULATION		4,819	4,820	4,820	4,820	4,820	4,820	4,820	4,820	4,820
# of DU		1,721	1,721	1,721	1,721	1,721	1,721	1,721	1,721	1,721
SFR		306	306	306	306	306	306	306	306	306
MFR		1,415	1,415	1,415	1,415	1,415	1,415	1,415	1,415	1,415

-	COMMERCIAL (ACRES) - FC2	-	-	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
-	HOTEL (Industrial) (ACRES)	3.30	3.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30

**EXISTING ACRES**

POLICE Commercial Acres	936	PER ACRE	\$	3,768.38	\$	3,768.38	\$	4,016.02	\$	3,964.93	\$	4,111.71	\$	4,267.17	\$	4,424.58	\$	4,589.04	\$	4,762.56	\$	4,942.53	\$	5,129.23
POLICE Industrial Acres	834	PER ACRE	\$	812.45	\$	812.45	\$	865.84	\$	854.83	\$	886.47	\$	919.99	\$	953.93	\$	989.38	\$	1,026.79	\$	1,065.59	\$	1,105.85
POLICE COSTS - PROJECT SPECIFIC				\$	2,681	\$	2,857	\$	15,298	\$	15,864	\$	16,464	\$	17,071	\$	17,706	\$	18,375	\$	19,070	\$	19,790	

**EXISTING ACRES**

FIRE Commercial Acres	936	PER ACRE	\$	1,234.54	\$	1,234.54	\$	1,283.28	\$	1,360.11	\$	1,388.48	\$	1,473.53	\$	1,505.58	\$	1,538.17	\$	1,571.53	\$	1,605.23	\$	1,640.06
FIRE Industrial Acres	834	PER ACRE	\$	246.05	\$	246.05	\$	255.76	\$	271.08	\$	276.73	\$	293.68	\$	300.07	\$	306.57	\$	313.21	\$	319.93	\$	326.87
FIRE COSTS - PROJECT SPECIFIC				\$	812	\$	844	\$	5,108	\$	5,215	\$	5,534	\$	5,654	\$	5,777	\$	5,902	\$	6,029	\$	6,159	

Description		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>POLICE COSTS - BASE MODEL</b>		56,965,945	59,949,430	58,327,199	59,606,056	60,916,106	62,175,703	63,461,731	64,774,754	66,115,351	67,437,658
<i>Police Officer Funding (5/yr)</i>		-	760,000	1,610,000	2,550,000	3,590,000	4,710,000	5,910,000	7,220,000	8,600,000	10,100,000
Updated POLICE COSTS		56,965,945	60,709,430	59,937,199	62,156,056	64,506,106	66,885,703	69,371,731	71,994,754	74,715,351	77,537,658
<b>COMMERCIAL</b>											
% OF CALL VOLUME	6.19%	3,527,202	3,758,991	3,711,176	3,848,562	3,994,072	4,141,411	4,295,341	4,457,752	4,626,206	4,800,956
ACRES	936										
RATE PER ACRE		3,768.38	4,016.02	3,964.93	4,111.71	4,267.17	4,424.58	4,589.04	4,762.56	4,942.53	5,129.23
<b>INDUSTRIAL</b>											
% OF CALL VOLUME	1.19%	677,583.83	722,110.87	712,925.54	739,317.83	767,270.60	795,574.82	825,144.97	856,344.63	888,704.90	922,274.95
ACRES	834										
RATE PER ACRE		812.45	865.84	854.83	886.47	919.99	953.93	989.38	1,026.79	1,065.59	1,105.85
<b>FIRE COSTS - BASE MODEL</b>		27,580,234	28,669,066	29,240,512	29,819,340	30,409,445	31,015,435	31,633,479	32,263,817	32,906,691	33,564,824
<i>4.0 Truck Staffing for Millenia</i>		-	-	985,000	1,040,000	2,190,000	2,300,000	2,410,000	2,525,000	2,635,000	2,755,000
<i>Fire Station Supplies and Services</i>		-	-	160,000	160,000	320,000	320,000	320,000	320,000	320,000	320,000
Updated Fire Costs		27,580,234	28,669,066	30,385,512	31,019,340	32,919,445	33,635,435	34,363,479	35,108,817	35,861,691	36,639,824
<b>COMMERCIAL</b>											
% OF CALL VOLUME	4.19%	1,155,529	1,201,147	1,273,061	1,299,617	1,379,225	1,409,223	1,439,726	1,470,954	1,502,497	1,535,098
ACRES	936										
COMMERCIAL RATE PER ACRE	0.744%	1,234.54	1,283.28	1,360.11	1,388.48	1,473.53	1,505.58	1,538.17	1,571.53	1,605.23	1,640.06
<b>INDUSTRIAL</b>											
% OF CALL VOLUME	0.74%	205,205.95	213,307.22	226,078.13	230,794.02	244,931.42	250,258.62	255,675.51	261,221.06	266,822.69	272,612.26
ACRES	834										
RATE PER ACRE		246.05	255.76	271.08	276.73	293.68	300.07	306.57	313.21	319.93	326.87

**Table - Public Safety Costs by Land Use**

<b>Police Calls for Service by Land Use</b>									
Dwelling Type	Call Volume (CV) (1)	Existing EDUs (2)	Existing CV / DU	Future EDUs (3)	Projected Future CV	Future SDF (4)	% OF CV	COSTS	COST PER EDU
Single Family Units	123,906,773	36,084	3,434	4,854	16,667,871	14.957%	\$ 56,965,945	\$ 798	
Multi-Family Units	103,105,371	27,814	3,707	22,467	83,283,023	74.735%	\$ 28,797,864	\$ 862	
							\$ 23,963,294		
Land Use	Call Volume (CV) (1)	Existing Acres (2)	Existing CV / Acre	Future Acres (3)	Projected Future CV	Future SDF (4)	% OF CV	COSTS	COST PER ACRE
Commercial Acres	15,176,274	936	16,214	518	8,405,596	7.543%	\$ 3,527,202	\$ 3,768	
Industrial Acres	2,915,398	834	3,496	882	3,081,488	2.765%	\$ 677,584	\$ 812	
Citywide Total	<u>245,103,815</u>								
<b>Fire Calls for Service by Land Use</b>									
Dwelling Type	Calls for Service (CFS) (1)	Existing EDUs (2)	Existing CFS / DU	Future EDUs (3)	Projected Future CFS	Future SDF (4)	% OF CV	COSTS	COST PER EDU
Single Family Units	3,893	36,084	0.10789218	4,854	523,708,639	21.230%	\$ 27,580,234	\$ 467.29	
Multi-Family Units	2,161	27,814	0.07768169	22,466.6667	1745,248,693	70.749%	\$ 16,861,629	\$ 336.44	
	<u>6,054</u>						\$ 9,357,870		
Land Use	Call Volume (CV) (1)	Existing Acres (2)	Existing CV / Acre	Future Acres (3)	Projected Future CV	Future SDF (4)	% OF CV	COSTS	COST PER ACRE
Commercial Acres	267	936	0.28504274	518.417	147,770,9996	5.990%	\$ 1,155,529	\$ 1,234.54	
Industrial Acres	47	834	0.05681055	881.513	50,079,23974	2.030%	\$ 205,206	\$ 246.05	
	<u>314</u>								
	<u>6,368</u>								

**CITY OF CHULA VISTA, CALIFORNIA  
 SELECTED ANALYSIS OF REVENUES  
 PER CAPITA ASSUMPTIONS TABLE**

	<b>HOUSEHOLD POPULATION</b>	<b>EMPLOYEES</b>	<b>EMPLOYMENT RESIDENT EQUIVALENT (.05)</b>	<b>TOTAL POPULATION BASE</b>
2012	244,408	37,218	1,860	246,268
2013	249,110	37,934	1,900	251,010
2014	253,812	38,650	1,930	255,742
2015	258,514	39,366	1,970	260,484
2016	263,216	40,082	2,000	265,216
2017*	267,917	40,798	2,040	269,957
2018	272,736	41,532	2,080	274,816
2019	277,555	42,266	2,110	279,665
2020	282,375	43,000	2,150	284,525
2021	287,195	43,734	2,190	289,385
2022	292,015	44,468	2,220	294,235
2023	296,835	45,201	2,260	299,095
2024	301,655	45,935	2,300	303,955
2025	306,475	46,669	2,330	308,805
2026	311,295	47,403	2,370	313,665
2027	316,115	48,137	2,410	318,525

\* As of 01/01/2017 Per State of California Department of Finance, Chula Vista Population is 267,917.



# ORIGINAL FC-2

New City Model



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**Population**

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Residential - Townhomes	-	-	234	494	754	754	754	754	754	754
Residential - Apartments	-	260	78	468	806	806	806	806	806	806
Subtotal (Per Capita)	-	260	312	962	1,560	1,560	1,560	1,560	1,560	1,560
Employment Population	10	13	16	48	78	78	78	78	78	78
<b>Totals</b>	<b>10</b>	<b>273</b>	<b>328</b>	<b>1,010</b>	<b>1,638</b>	<b>1,638</b>	<b>1,638</b>	<b>1,638</b>	<b>1,638</b>	<b>1,638</b>

**Number of Homes**

Residential - Townhomes	-	-	90	190	290	290	290	290	290	290
Residential - Apartments	-	100	30	180	310	310	310	310	310	310
<b>Totals</b>	<b>-</b>	<b>100</b>	<b>120</b>	<b>370</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>

**Transient Occupancy Tax (Project Specific)**

Hotel 1 - # rooms	148	148	148	148	148	148	148	148	148	148
Hotel 2 - # rooms	-	-	152	152	152	152	152	152	152	152
<b>Totals</b>	<b>148</b>	<b>148</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>

Average Hotel Daily Rate - San Diego County Average*	\$ 150.26	\$ 152.55	\$ 154.87	\$ 157.19	\$ 159.55	\$ 161.94	\$ 164.37	\$ 166.84	\$ 169.34	\$ 171.88
Average Hotel Daily Rate - Developer Assigned*	\$ 150.26	\$ 152.55	\$ 154.87	\$ 157.19	\$ 159.55	\$ 161.94	\$ 164.37	\$ 166.84	\$ 169.34	\$ 171.88
Average Hotel Occupancy*	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%
Developer Provided Hotel Occupancy*	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%	77.1%
Transient Occupancy Tax Rate (per room night)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Absorption Rate	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
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**General Fund Revenues**

Tax Revenues		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Property Tax	AV	\$27,455	\$43,679	\$33,361	\$170,931	\$226,496	\$231,026	\$235,647	\$293,319	\$299,185	\$305,169
Sales and Use Tax	Per Capita	\$0	\$33,373	\$40,722	\$127,707	\$210,517	\$214,052	\$217,636	\$221,268	\$224,946	\$228,161
<i>Sales and Use Tax - Project Specific Separate Analysis</i>		\$0	\$0	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628	\$34,628
Transient Occupancy Tax	Per Capita	\$158	\$4,288	\$6,508	\$20,153	\$32,758	\$33,015	\$33,137	\$33,255	\$33,422	\$33,422
Transient Occupancy Tax - Project	On-Site	\$625,819	\$635,349	\$980,612	\$1,327,094	\$1,347,001	\$1,367,206	\$1,387,714	\$1,408,530	\$1,429,658	\$1,451,103
Motor Vehicle In-Lieu of VLF	Per Capita	\$0	\$20,813	\$25,280	\$78,924	\$129,631	\$131,334	\$133,090	\$134,952	\$136,809	\$138,765
Franchise Fees	Per Capita	\$0	\$11,380	\$13,643	\$42,065	\$68,209	\$68,201	\$68,201	\$68,299	\$68,299	\$68,398
Other Taxes	Per Capita	\$0	\$1,185	\$1,396	\$4,150	\$6,536	\$6,426	\$6,316	\$6,206	\$6,043	\$5,934
<b>Subtotal Tax Revenues</b>		<b>\$653,432</b>	<b>\$750,068</b>	<b>\$1,136,149</b>	<b>\$1,805,652</b>	<b>\$2,055,776</b>	<b>\$2,085,764</b>	<b>\$2,116,247</b>	<b>\$2,200,290</b>	<b>\$2,232,823</b>	<b>\$2,265,579</b>
Other Revenues	Per Capita	\$0	\$1,564	\$1,878	\$5,627	\$9,082	\$8,882	\$8,843	\$8,653	\$8,670	\$8,488
Licenses and Permits	Per Capita	\$0	\$1,302	\$1,569	\$4,857	\$7,906	\$7,936	\$7,964	\$7,992	\$8,018	\$8,044
Fines, forfeitures, penalties	Per Capita	\$0	\$1,030	\$1,238	\$3,819	\$6,197	\$6,254	\$6,257	\$6,312	\$6,314	\$6,366
Use of Money & Property	Per Capita	\$0	\$2,295	\$2,729	\$8,341	\$13,462	\$13,401	\$13,291	\$13,234	\$13,130	\$13,078
Charges for Services	No Forecast	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intergovernmental	Per Capita	\$0	\$1,920	\$2,287	\$7,001	\$11,272	\$11,194	\$11,119	\$11,046	\$10,975	\$10,956
<b>Subtotal Other Revenues</b>		<b>\$0</b>	<b>\$6,548</b>	<b>\$7,823</b>	<b>\$24,017</b>	<b>\$38,838</b>	<b>\$38,785</b>	<b>\$38,631</b>	<b>\$38,583</b>	<b>\$38,437</b>	<b>\$38,443</b>
<b>Total General Fund Revenues</b>		<b>\$653,432</b>	<b>\$756,616</b>	<b>\$1,143,972</b>	<b>\$1,829,669</b>	<b>\$2,094,614</b>	<b>\$2,124,550</b>	<b>\$2,154,878</b>	<b>\$2,238,874</b>	<b>\$2,271,260</b>	<b>\$2,304,022</b>

**General Fund Expenditures**

General Government	Per Capita	\$108	\$3,651	\$4,582	\$14,608	\$25,095	\$26,107	\$26,987	\$27,991	\$28,662	\$28,516
Community Development (20%)	Per Capita	\$22	\$572	\$712	\$2,268	\$3,870	\$4,007	\$4,100	\$4,202	\$4,281	\$4,280
Public Works/Engineering	Per Capita	\$199	\$2,073	\$3,137	\$9,996	\$17,004	\$18,154	\$18,571	\$19,034	\$19,392	\$19,389
<b>PC/EMP Base</b>											
Drainage Management System	\$ 26.50	\$358	\$7,355	\$7,502	\$7,652	\$7,805	\$7,962	\$8,121	\$8,283	\$8,449	\$8,618
Building Management System	4.10	\$55	\$1,137	\$1,159	\$1,183	\$1,206	\$1,230	\$1,255	\$1,280	\$1,306	\$1,332
Parks Management System	15.68	\$212	\$4,351	\$4,438	\$4,527	\$4,617	\$4,710	\$4,804	\$4,900	\$4,998	\$5,098
Open Space Management System	6.72	\$91	\$1,865	\$1,902	\$1,940	\$1,979	\$2,018	\$2,059	\$2,100	\$2,142	\$2,185
Fleet Management System	3.73	\$50	\$1,036	\$1,057	\$1,078	\$1,099	\$1,121	\$1,144	\$1,167	\$1,190	\$1,214
Pavement Annual (PMP)	14.18	\$191	\$3,937	\$4,015	\$4,096	\$4,178	\$4,261	\$4,346	\$4,433	\$4,522	\$4,612
General Govt Management System	0.65	\$9	\$181	\$185	\$189	\$192	\$196	\$200	\$204	\$208	\$212
Urban Forestry Management System	6.72	\$91	\$1,865	\$1,902	\$1,940	\$1,979	\$2,018	\$2,059	\$2,100	\$2,142	\$2,185
	\$ 78.28	\$1,057	\$21,726	\$22,161	\$22,604	\$23,056	\$23,517	\$23,988	\$24,467	\$24,957	\$25,456
Community Services	Per Capita	\$231	\$6,051	\$7,457	\$23,753	\$40,234	\$41,218	\$42,166	\$43,217	\$44,029	\$44,022
Public Safety:											
Police Services	Per Capita	\$2,073	\$58,521	\$67,158	\$208,055	\$339,119	\$340,507	\$341,992	\$343,586	\$345,263	\$346,795
Police Services	Separate Analysis	\$2,681	\$2,857	\$15,298	\$15,864	\$16,464	\$17,071	\$17,706	\$18,375	\$19,070	\$19,790
Fire Services	Per Capita	\$1,003	\$27,986	\$33,667	\$104,085	\$169,289	\$170,471	\$171,838	\$171,843	\$172,606	\$172,606
Fire Services	Separate Analysis	\$812	\$844	\$5,108	\$5,215	\$5,534	\$5,654	\$5,777	\$5,902	\$6,029	\$6,159
Animal Control Services	Per Capita	\$112	\$2,947	\$3,632	\$11,569	\$19,597	\$20,095	\$20,552	\$21,058	\$21,452	\$21,451
<b>Total Public Safety</b>		<b>\$6,682</b>	<b>\$93,155</b>	<b>\$124,863</b>	<b>\$344,788</b>	<b>\$550,002</b>	<b>\$553,184</b>	<b>\$556,499</b>	<b>\$560,059</b>	<b>\$563,656</b>	<b>\$566,801</b>
<b>Total General Fund Expenditures</b>		<b>\$8,298</b>	<b>\$127,229</b>	<b>\$162,911</b>	<b>\$418,018</b>	<b>\$659,261</b>	<b>\$666,187</b>	<b>\$672,310</b>	<b>\$678,970</b>	<b>\$684,975</b>	<b>\$688,463</b>
<b>Projected Net Revenues/(Shortfall)</b>		<b>\$645,133</b>	<b>\$629,387</b>	<b>\$981,061</b>	<b>\$1,411,651</b>	<b>\$1,435,353</b>	<b>\$1,458,362</b>	<b>\$1,482,568</b>	<b>\$1,559,904</b>	<b>\$1,586,285</b>	<b>\$1,615,559</b>







	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
POPULATION	272,736	277,555	282,375	287,195	292,015	296,835	301,655	306,475	311,295	316,115
CHANGE IN POPULATION		4,819	4,820	4,820	4,820	4,820	4,820	4,820	4,820	4,820
# of DU		1,721	1,721	1,721	1,721	1,721	1,721	1,721	1,721	1,721
SFR		306	306	306	306	306	306	306	306	306
MFR		1,415	1,415	1,415	1,415	1,415	1,415	1,415	1,415	1,415

-	COMMERCIAL (ACRES) - FC2	-	-	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
-	COMMERCIAL (ACRES) - FC1	-	-	-	-	-	-	-	-	-	-
-	HOTEL (Industrial) (ACRES)	3.30	3.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30

**EXISTING ACRES**

POLICE Commercial Acres	936	PER ACRE	\$	3,768.38	\$	3,768.38	\$	4,016.02	\$	3,964.93	\$	4,111.71	\$	4,267.17	\$	4,424.58	\$	4,589.04	\$	4,762.56	\$	4,942.53	\$	5,129.23
POLICE Industrial Acres	834	PER ACRE	\$	812.45	\$	812.45	\$	865.84	\$	854.83	\$	886.47	\$	919.99	\$	953.93	\$	989.38	\$	1,026.79	\$	1,065.59	\$	1,105.85

POLICE COSTS - PROJECT SPECIFIC	\$	2,681	\$	2,857	\$	15,298	\$	15,864	\$	16,464	\$	17,071	\$	17,706	\$	18,375	\$	19,070	\$	19,790
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**EXISTING ACRES**

FIRE Commercial Acres	936	PER ACRE	\$	1,234.54	\$	1,234.54	\$	1,283.28	\$	1,360.11	\$	1,388.48	\$	1,473.53	\$	1,505.58	\$	1,538.17	\$	1,571.53	\$	1,605.23	\$	1,640.06
FIRE Industrial Acres	834	PER ACRE	\$	246.05	\$	246.05	\$	255.76	\$	271.08	\$	276.73	\$	293.68	\$	300.07	\$	306.57	\$	313.21	\$	319.93	\$	326.87

FIRE COSTS - PROJECT SPECIFIC	\$	812	\$	844	\$	5,108	\$	5,215	\$	5,534	\$	5,654	\$	5,777	\$	5,902	\$	6,029	\$	6,159
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