

**CITY OF CHULA VISTA  
AUTO PARK NORTH SPECIFIC PLAN  
(PCM-02-04)**

**Adopted by:**  
City of Chula Vista  
City Council and Redevelopment Agency  
Council Ordinance No. \_\_\_\_\_

**Adoption Date: June 2003**

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## **I. INTRODUCTION**

### **A. Purpose**

The Auto Park North Specific Plan, (“Project”), is a policy and regulatory tool that will guide the development of the Project site using a focused development scheme. It provides a bridge between the broad policies of the General Plan and the detailed development objectives for the site. This Specific Plan supercedes the applicable zoning provisions for the site by establishing land use and development regulations that are specifically adapted to the proposed development of the Project site. The provisions of this Specific Plan are intended to be responsive to constraints and opportunities on the site and the objectives of the Project while implementing adopted policy.

The Auto Park North Specific Plan has been prepared to plan and implement the northerly expansion of the Chula Vista Auto Park, (“Auto Park”), on Main Street in the City of Chula Vista. The guiding rationale behind this Specific Plan is to ensure the orderly and viable development of the Project site and the implementation of the policies of the General Plan and the Otay Valley Road Redevelopment Project Area. The comprehensive and coordinated development of the northerly expansion of the Auto Park will benefit the City and the Otay Valley Road Redevelopment Project Area by removing blight and facilitating new development that will expand commercial opportunities and the employment base.

### **B. Statutory Authority**

The Auto Park North Specific Plan is adopted by ordinance in accordance with Chapter 19.07, Specific Plans, of Title 19, Zoning, of the Chula Vista Municipal Code and Sections 65450-65457 of the California Government Code. Chapter 19.07 adopts and incorporates the Government Code Sections 65450-65457 by reference as though set forth in full.

### **C. Relationship to Other Plans and Policies**

The Auto Park North Specific Plan implements the broad policies of the General Plan and the Redevelopment Plan for the Otay Valley Road Redevelopment Project Area by establishing permitted land uses, development standards, design guidelines, and entitlement processes for the expansion of the Chula Vista Auto Park. This Specific Plan supersedes the zone regulations for the Project site. Where in conflict with the Zoning Ordinance, this Specific Plan shall apply; and where this Specific Plan does not address a topic, the Zoning Ordinance and other applicable policies and regulations shall apply.

### **D. Specific Plan Objectives**

The primary objectives of the Auto Park North Specific Plan are:

1. The expansion of the existing auto park to create a regional destination automobile sales and service park with supporting uses.
2. A distinct identity for the Auto Park and a thematic link to other attractions in the Otay Valley through the Main Street Streetscape Master Plan.
3. The comprehensive and coordinated development, operation, and maintenance of the Project site.

4. An improved image of the Main Street corridor and adjacent land uses.
5. The provision of all necessary infrastructure, services, and facilities at the time of need.

### **E. Site Location**

The Auto Park North Specific Plan site is located along Main Street within the City of Chula Vista, approximately one half mile east of Interstate 805. The Project site consists of approximately 38.81 acres on the north side of Main Street to the east of Brandywine Avenue and to the west of Maxwell Road.

### **F. Surrounding Uses**

Immediately adjacent land uses include single-family residences to the north, light industrial uses to the east and west (including the City's Public Works Center to the east), and the site for the proposed easterly expansion of the Auto Park on the south side of Main Street (Auto Park East Specific Plan).

The existing Auto Park is located to the southwest of the Project site along the south side of Main Street. The Otay Valley Regional Park is located to the south of the existing Auto Park and the proposed easterly expansion of the Auto Park. The Otay Landfill is located to the northeast of the Project site.

### **G. Site Characteristics**

The Project site includes approximately 38.81 acres on the north side of Main Street and is approximately 1,284 feet deep with 1,323 feet of frontage along Main Street. The site was previously subdivided into 18 lots and is primarily undeveloped with the exception of partial street improvements (Delniso Court and Roma Court) and other infrastructure. The site has been rough graded and terraced by a previous property owner. There is an elevation difference of over 100-feet between the frontage along Main Street and the northern boundary line.

### **H. Issues and Opportunities**

The depth of the site and the elevation differences on the site could contribute to visibility and accessibility issues for certain types of land uses on the rear portion of the site. In addition, the prime arterial designation for Main Street is a consideration for suitable types of land use for the site. However, these same attributes present opportunities for appropriate types of land uses such as the proposed Auto Park North expansion. The Specific Plan addresses these and other issues and opportunities through land use and development regulations.

#### **1. Issues**

- a. The depth of the site is a development consideration for land uses that require or desire visibility and/or frontage along the primary street serving the site.
- b. The elevation differences on the site and the terraced building pads could pose an accessibility and visibility challenge for certain types of land uses.
- c. The adjacent residential uses to the north require consideration and could limit the desirable

- types of non-residential uses of the site.
- d. The previous uses of the site and current environmental conditions could limit the types of uses and improvements that could be allowed on portions of the site.
  - e. Main Street is designed as a prime arterial intended to move large volumes of traffic at relatively high speeds with minimal access. Adequate access to the developed site would require signalized intersection(s) to allow safe access.
  - f. Key intersections and the Main Street corridor east of Interstate 805 lack identity and the existing streetscapes have no unifying theme.

## 2. Opportunities

- a. The planned development of the site will provide for an appropriate use of the under-utilized property and further the redevelopment objectives of the Otay Valley Road Redevelopment Project Area.
- b. Comprehensive planning and design will result in efficient circulation, safe access, and the effective use of infrastructure and other improvements.
- c. There are adequate public facilities and services that now exist or that can be easily provided to serve the site.
- d. The relative elevation difference between the site and the adjacent residential development to the north creates a natural and effective aesthetic, light, and noise buffer.
- e. Key intersections can be used to create urban focal points, and this segment of Main Street can be unified under one streetscape and landscape theme.
- f. Close proximity to Interstate 805, the water park, the amphitheater, the river valley, and other potential land use attractions in the Otay Valley create the opportunity to develop a coordinated theme and image for the Main Street corridor.

## I. Development Concept

The Chula Vista Auto Park is intended to be a regional automobile sales and service destination located within the Otay Valley Road Redevelopment Project Area. The existing 24-acre Auto Park was constructed in 1991-1995. The Auto Park North expansion will add approximately 39 acres, and the proposed Auto Park East expansion will add approximately 29 acres to the Auto Park for a total of approximately 92 acres.

There are two development concepts for the Auto Park North Specific Plan: Option 1 consists of eleven parcels (Appendix A); ~~Option 2 consists of seven parcels (Appendix B)~~. Both options propose lots with frontage on Main Street that would be developed with new car dealerships. Lots to the interior of the site would be developed with supporting uses such as automotive services and inventory parking lots. Each of the lots may be developed independently, in accordance with the Auto Park North Specific Plan.

This Specific Plan would allow the construction of up to 130,000 square feet of dealership buildings. The floor area for these buildings would vary depending on the development proposals submitted for individual dealerships. These buildings would typically include showrooms, offices, service stations, and parts departments. This Specific Plan would also allow up to 93,450 square feet of floor area for supporting automotive uses.

## II. LAND USE REGULATIONS

### A. Land Use Distribution

The Auto Park North Specific Plan allows the development of new automobile sales dealerships and supporting uses. The distribution of permitted uses shall be consistent with either Option 1 or Option 2 below.

**Option 1** → *adopted policy*

Parcel	Automobile Sales	Automobile Inventory Parking	Supporting Services
1	P		
2		P	
3			P
4			P
5			P
6			P
7			P
8		P	P
9		P	P
10	P		
11	P		

### Option 2

Parcel	Automobile Sales	Automobile Inventory Parking	Supporting Services
1	P		
2		P	
3			P
4		P	P
5		P	P
6	P		
7	P		

## **B. Permitted Uses**

The following are the uses permitted within the Auto Park North Specific Plan:

1. Automobile Sales. Automobile, as used in this Specific Plan, shall mean passenger cars, light trucks, and motorcycles.  
*↳ mean: pick up Trucks, SUV*
  - a. Retail sales, leasing, and display of new automobiles;
  - b. Fleet sales and wholesaling of new automobiles when incidental to on-site retail sales of new automobiles;
  - c. Retail sales, leasing, and display of used automobiles when incidental to on-site retail sales of new automobiles and not exceeding 50 percent of total inventory;
  - d. Automobile rentals when incidental to on-site retail sales of new automobiles;
  - e. Automobile inventory parking when incidental to on-site retail sales of new automobiles;
  - f. Automobile service, maintenance, and repair when incidental to on-site retail sales of new automobiles.
2. Automobile Inventory Parking
3. Supporting Services
  - a. After Market Automobile Accessories Sales, Installation, and Service
  - b. ATV Retail Sales and Service
  - c. Auto Glass Repair and Auto Glass Tinting
  - d. Auto Parts Sales
  - e. Auto Tuning
  - f. Auto Upholstery
  - g. Automobile Audio and Video Display Sales, Installation, and Service
  - h. Automobile Detailing
  - i. Automobile Finance and Leasing Office
  - j. Automobile Parts and Inventory Warehousing
  - k. Car Rental
  - l. Car Washing
  - m. Collision Repair
  - n. Custom Wheels / After Market Specialty Wheels
  - o. Lube Service
  - p. Motorcycle Retail Sales and Service
  - q. Muffler Repair
  - r. Office
  - s. Restaurant / Deli
  - t. RV Sales, Parts, and Service

- u. Tire Sales, Installation, and Service
- v. Transmission Repair
- w. Truck Rental and Trailer Rental
- x. Used Car Sales / Specialty Used Car Sales

4. Accessory Uses and Structures

Accessory uses and structures that are customarily appurtenant to the above permitted uses, provided that such uses and structures are screened from public view or incorporated into the architecture and design of this Specific Plan and subsequent development plans.

**C. Prohibited Uses**

Any use not expressly permitted by this Specific Plan is prohibited.

**D. Outdoor Uses Prohibited – Exceptions**

Outdoor uses and storage are prohibited, and all permitted uses shall be conducted within completely enclosed buildings, except for the following:

1. Automobile display.
2. Automobile inventory parking.
3. Parking and loading facilities.
4. Dining



### **III. DEVELOPMENT STANDARDS**

#### **A. Lot Configuration**

Lot configuration shall substantially conform to either Option 1 or Option 2.

#### **B. Lot Coverage/Floor Area**

The maximum lot coverage shall not exceed 50 percent. The total floor area for dealership buildings shall not exceed 130,000 square feet on the Project site. The total floor area for supporting use buildings shall not exceed 93,450 square feet on the Project site.

#### **C. Height**

The maximum height of buildings and other structures shall not exceed 45 feet, except as provided in the Zoning Ordinance for architectural features and other exceptions.

#### **D. Building Setbacks**

1. Main Street Setback: 40 feet.
2. Internal Street Setback: 25 feet.
3. Side and Rear Setbacks: 20 feet.

#### **E. Parking**

Off-street parking and loading shall be provided pursuant to the provisions of the Zoning Ordinance. On-street parking shall be allowed, except along Main Street.

#### **F. Landscaping**

A minimum of 20 percent of the Project site shall be landscaped. Lots shall be landscaped to a depth of at least 10 feet along property lines, except for approved driveways, parking areas, display areas, loading areas, and other approved facilities. Landscape plans shall be consistent with the Design Guidelines (Section IV) and shall be submitted with the required development plans to the Design Review Committee for design review (Section VII).

#### **G. Signs**

In addition to the following specific requirements, the Municipal Code provisions regulating signs shall apply to signs within the Auto Park North Specific Plan.

1. A planned sign program shall be prepared for each parcel and shall be submitted with the required development plans to the Design Review Committee for design review (Section VII). Planned sign programs shall be consistent with the Design Guidelines (Section IV).

2. Off-site signs shall only be permitted through an off-site sign program that has been approved by the Design Review Committee through design review (Section VII). Off-site sign programs shall be consistent with the Design Guidelines (Section IV).
3. The following signs are prohibited, except when approved as part of a promotional display or event (Section V.B.):
  - a. Pole signs.
  - b. Roof signs.
  - c. Painted signs.
  - d. Message boards.
  - e. Marquee signs.
  - f. Window signs.
  - g. Portable signs.
  - h. Flashing, animated, or moving signs or signs that simulate movement.
  - i. Banners.
  - j. Pennants.
  - k. Streamers.
  - l. Balloons.
  - m. Inflatables.

#### **IV. DESIGN GUIDELINES**

The City of Chula Vista Design Manual and Landscape Manual and the Main Street Streetscape Master Plan shall apply to the Auto Park, including individual parcels. The landscape design of individual parcels shall also be consistent with the approved landscape design of the existing Auto Park. Improvements and landscaping in the Main Street right-of-way and adjacent setbacks shall be consistent with the Main Street Streetscape Master Plan.

#### **V. PERFORMANCE STANDARDS AND CONDITIONS**

The performance standards of the Zoning Code shall apply to land uses in the Auto Park. In addition, the following standards and conditions of operation shall apply to land uses in the Auto Park.

##### **A. Hours of Operation**

The hours of operation/business hours shall be limited to 7:00 a.m. to 10:00 p.m. Monday through Friday and 8:00 a.m. to 10:00 p.m. Saturday, Sunday, and federal holidays. The hours of operation for collision repair facilities shall be limited to 7:30 a.m. to 6:00 p.m., Monday through Friday.

##### **B. Promotional Displays and Events**

Promotional displays and events (Including signs listed in Section III.G.3.) may be allowed for each dealership up to 60 days each calendar year subject to the review and approval of plans by the Zoning

Administrator.

### **C. Deliveries and Loading/Unloading**

Deliveries and loading and unloading shall be prohibited in the public right-of-way.

### **D. Outdoor Speakers and Pagers**

The use of outdoor speakers, intercoms, sound systems, and audible pagers shall be prohibited.

### **E. Test Driving**

Each dealership shall submit a map designating areas for test driving to the Zoning Administrator for review and approval prior to occupancy. Test driving in residential areas shall be prohibited.

### **F. Carwash Facilities**

Car washing within the Project area shall only be allowed at an approved carwash facility. Carwash facilities shall include water recycling, and runoff/pollution prevention features.

### **G. Facility Maintenance**

Facilities, grounds, and appurtenant off-site improvements, including buildings, structures, signs, landscaping, irrigation, parking lots, streets, medians, parkways, slopes, and drainage systems shall be maintained as provided in the covenants, conditions, and restrictions (Section X).

### **H. Rideshare Incentives**

Businesses shall provide employees with rideshare or alternative commuting incentives. Preferential parking shall be provided for carpools and vanpools.

### **I. Lighting**

Lighting plans shall be submitted as part of the Design Review process for the development of individual lots. The lighting plans shall be consistent with the plan prepared by Spaulding Lighting, dated December 14, 2002. Non-security lighting shall be turned off by 10:00 p.m.

## **VI. INFRASTRUCTURE AND SERVICES**

### **A. Water**

Development shall be consistent with the requirements of the Otay Water District and shall comply with the following water conservation measures: 1) facilities shall be fitted with low flow water fixtures, dual flush toilets, waterless urinals, high-efficiency dishwashers (in restaurants), air-cooled ice machines (in restaurants), conductivity meters (on cooling towers), and pre-rinse sprayers (in restaurants); 2) water efficient landscaping shall be used, including native vegetation and drought tolerant plant materials; 3) water efficient irrigation systems shall be used, including evapotranspiration (ET) controllers, rain sensors, soil moisture measuring devices, low flow emitters, and drip irrigation; 4) carwash facilities shall be equipped with water-recycling features; 5) landscape plans shall comply with the City Landscape Manual, including the preparation of a water management plan; 6) reclaimed water shall be used when feasible; 7) all hot water pipes shall be insulated; 8) pressure reducing valves shall be installed at all meters; and 9) all individual tenants shall be submetered. Other measures may be proposed pursuant to the City of Chula Vista Water Conservation Plan Guidelines.

### **B. Wastewater**

Sewer service to the Project site would be provided by the City, which operates and maintains its own wastewater collection system, which connects to the City of San Diego Metropolitan Sewer System. A sewer study/analysis shall be prepared for all development within the Project. Any necessary easements for the installation, operation, and maintenance of sewer facilities shall be provided. A sewage participation fee and other applicable sewer fees shall be paid at the time of connection to the public sewer.

### **C. Storm Water and Drainage**

All development shall comply with the City of Chula Vista Storm Water Management Standards Requirements Manual and shall employ Best Management Practices (BMPs) to prevent pollution of the storm water conveyance systems, both during and after construction. In addition, all development shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) Municipal Permit, including Standard Urban Storm Water Mitigation Plans (SUSMP) and Numeric Sizing Criteria. A Storm Water Pollution Prevention Program (SWPPP) shall be implemented concurrently with the commencement of any grading activities in the Project area.

### **D. Solid Waste and Recycling**

All development plans shall provide recycling and trash enclosures with sufficient capacity to provide for the separate collection of trash, mixed paper, rigid container, and yard waste generated by each business with not more than five weekly collection stops per material per week. Enclosures shall be sized pursuant to the Recycling and Solid Waste Plan Guide. A solid waste and recycling plan for each business shall be submitted to the Special Operations Manager for review and approval

prior to construction. Automotive businesses may take part in the City sponsored State Certified Used Oil and Filter Drop Off Program.

### **E. Energy**

Energy-efficient measures shall be incorporated into all development plans pursuant to established building efficiency programs or a custom program using construction methods that exceed California Title 24, Part 6, Energy Efficiency Standards by at least 10 percent.

### **F. Streets and Circulation**

Main Street is designated as a prime arterial. The development of the Project site and appurtenant off-site facilities shall be consistent with the standards and specifications for this roadway classification, unless otherwise modified by discretionary action.

Signalized intersections shall be provided at all Main Street intersections to allow for protected turning movements. Street alignments and intersections shall be considered and coordinated with the alignments and intersections of streets on the south side of Main Street.

Driveway access shall not be allowed along Main Street. The numbers and locations of driveway approaches shall be minimized. Parallel on-street parking shall be allowed within the Project boundaries.

Public transit improvements shall be integrated into the Project design as determined by the responsible transit agencies. These improvements may include, but are not limited to, bus turnouts, shelters, and benches. Pedestrian, bicycle, and other transportation modes shall be accommodated as appropriate or required within the public right-of-way and on individual lots. All improvements shall meet ADA requirements for parking and accessibility.

## **VII. IMPLEMENTATION**

A. The City's review of applications and plans shall be governed by the provisions of this Specific Plan, any existing or future agreements, the adopting ordinances and resolutions, and applicable federal, state, or local ordinances.

B. Modifications to provisions of this Specific Plan may be made by the Zoning Administrator upon findings of substantial conformance with this Specific Plan. If the Zoning Administrator is unable to make findings of substantial conformance, then an amendment of this Specific Plan may be proposed (Section IX).

C. Subsequent to the adoption of the Auto Park North Specific Plan and final map approvals, development plans for individual parcels shall be submitted to the Design Review Committee for review and approval pursuant to the design review process of the Zoning Ordinance and prior to the issuance of permits for the parcel.

D. All required off-site improvements, including, but not limited to landscaping, medians, parkways, streets, sidewalks, curbs and gutters, streetlights, traffic signals, signs, utilities, and other facilities, services, and infrastructure, shall be completed prior to issuance of final occupancy.

E. All land divisions and consolidations, improvement plans, grading plans, landscape plans, and building plans shall comply with local, state, and federal codes, regulations, standards, and guidelines; this Specific Plan; and any existing or future agreements.

## **VIII. Environmental Review**

A Mitigated Negative Declaration (MND) has been prepared for the Auto Park North Specific Plan, pursuant to the California Environmental Act (CEQA), finding that the Project with mitigation will not create significant environmental impacts. This environmental document shall be considered adequate and no other environmental review shall be required for subsequent development plans, provided the plans are in conformance with the Auto Park North Specific Plan. The project revisions and/or mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) shall be implemented by the Project and, where in conflict with the provisions of the Specific Plan or other applicable policies, the MMRP shall apply.

## **IX. Amendments to the Specific Plan**

The Auto Park North Specific Plan may be amended pursuant to applicable state and local laws, codes, and regulations.

## **X. Auto Dealer Association**

An auto dealer association shall be established and maintained for the duration of the Project. All auto dealerships and other business and property owners within the Auto Park North Specific Plan shall be required to maintain membership at all times with the association. Articles of incorporation, by-laws, and covenants, conditions, and restrictions (CC&R's) shall be prepared and submitted to the

Redevelopment Agency for review and approval and shall take effect prior to occupancy.

The CC&R's shall include provisions for the maintenance and operation of dealerships and all other land uses, including appurtenant rights-of-way and off-site facilities. These provisions shall include maintenance standards for buildings, structures, signs, landscaping, irrigation, parking lots, private streets, medians, parkways, slopes, drainage systems, and all other infrastructure.

#### **XI. Enforcement**

The provisions of the Auto Park North Specific Plan shall be enforced pursuant to the provisions for enforcement contained in the Chula Vista Municipal Code.

END OF SPECIFIC PLAN

NEXT PAGE IS ADDENDUM

## ADDENDUM 2

Subsequent to the Planning Commission hearing, the applicant requested a revision to the Land Use Distribution tables (Option 1 and Option 2). The request is to amend the tables to permit supporting services on Lots 8 and 9 in Option 1 and Lots 4 and 5 in Option 2. In both options, the lots in question are adjacent and to the north of the two auto dealership lots that are east of Delniso Court.

In the applicant's conceptual plan, these lots to the rear of the dealership lots serve as automobile inventory parking. However, the applicant would like the option to allow supporting services to be developed on these lots. Although the potential distribution of supporting uses could change under the proposed revision, the overall intensity of the Project development would not exceed the limits set by the standards and provisions of the Specific Plan.

Staff finds that the proposed revision to the Specific Plan document would not affect the purpose and objectives of the Specific Plan. Moreover, the revision would merely allow greater flexibility for future development in terms of the distribution of permitted uses on the Project site. All other applicable standards and provisions of the Specific Plan would apply, including those that regulate the ultimate intensity of the uses on site, such as lot coverage and floor area limits.