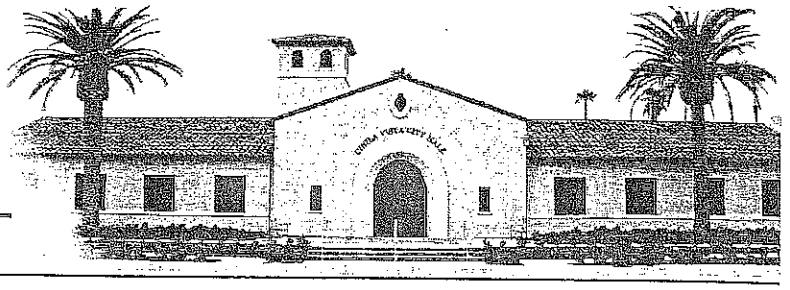
CHULA VISTA

PLANNING COMMISSION AGENDA STATEMENT



Item: 2
Meeting Date: 06-22-16

ITEM TITLE: PUBLIC HEARING: CONSIDERATION OF ADDENDUM TO THE URBAN CORE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM FEIR 06-01; DESIGN REVIEW PERMIT (URBAN CORE DEVELOPMENT PERMIT) DR15-0015 TO REDEVELOP THE SITE AT 795 THIRD AVENUE WITH 71 RESIDENTIAL CONDOMINIUM UNITS AND 616 SQUARE FEET OF COMMERCIAL SPACE; AND TENTATIVE MAP PCS15-0006 TO CONSOLIDATE TWO LEGAL LOTS INTO A RESIDENTIAL CONDOMINIUM LOT FOR INDIVIDUAL OWNERSHIP

A) RESOLUTION DR15-0015 OF THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA CONSIDERING AN ADDENDUM TO URBAN CORE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM FEIR 06-01 AND APPROVING A DESIGN REVIEW (URBAN CORE DEVELOPMENT) PERMIT DR15-0015 TO REDEVELOP THE SITE AT 795 THIRD AVENUE WITH 71 RESIDENTIAL CONDOMINIUM UNITS AND ASSOCIATED SITE IMPROVEMENTS, SUBJECT TO THE CONDITIONS CONTAINED HEREIN

B) RESOLUTION PCS15-0006 OF THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA CONSIDERING THE ADDENDUM TO URBAN CORE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM FEIR 06-01 AND APPROVING TENTATIVE MAP PCS15-006 TO CONSOLIDATE TWO PARCELS INTO ONE CONDOMINIUM LOT FOR 71 RESIDENTIAL UNITS AND ONE COMMERCIAL UNIT FOR INDIVIDUAL OWNERSHIP ON 795 THIRD AVENUE, SUBJECT TO THE CONDITIONS CONTAINED HEREIN

SUBMITTED BY: Miguel Z. Tapia, AICP, Senior Planner/Project Manager

REVIEWED BY: Kelly Broughton, Director of Development Services

INTRODUCTION

Niki Properties, LLC (Applicant) has submitted applications for a Design Review Permit and a Tentative Map for redevelopment of the 1.05-acre site located at the northeast corner of Third Avenue and K Street (Site) with a mixed use, multi-family residential/commercial project known as Vista del Mar (Project). The Project Site is located within the C1 Third Avenue South District of the Urban Core Specific Plan area (see Attachment 1, Locator Map). The proposed Tentative Map would consolidate the Site (currently composed of two legal lots per the 1911 Map) into one condominium lot, which would allow the units to be sold individually. The Project has been reviewed and evaluated by City staff and it is being presented to the Planning Commission for consideration and recommended for approval. The rest of this report describes the subject Site and Project, and provides an analysis of the Project's consistency with the General Plan and Urban Core Specific Plan.

BACKGROUND

The Chula Vista 2005 General Plan designated the City's northwest area as the Urban Core, which included the City's historic downtown and areas along H Street, Broadway and Third Avenue as "focused areas of change" where more intensive development, revitalization and/or redevelopment are proposed to occur. In order to effectively implement the vision and goals, the General Plan required the preparation of a specific plan for the Urban Core area.

The Urban Core Specific Plan (UCSP) was subsequently prepared and adopted for the area in 2007. The UCSP follows the direction and vision provided in the City's General Plan and establishes a more detailed vision, goals, objectives, policies, regulations and guidelines for future development in this area. The UCSP area encompasses approximately 1,700 acres of the traditional downtown area east of I-5, west of Del Mar Avenue, north of L Street, and south of C Street. The UCSP area is divided into three distinct districts, including the Village District, Urban Core District, and the Corridor District. Each of the sub-districts of the UCSP contains a set of land use provisions, development regulations, and design guidelines that are intended to encourage and facilitate infill/pedestrian scale development, mixed uses, urban amenities, transit use, creative design, and the general revitalization of the UCSP. The Site for the proposed Project is located within the C1 Sub-district known as the Third Avenue South District.

City staff has reviewed the Vista del Mar Project and associated conceptual design plans and the Tentative Map in the context of the 2005 General Plan goals and objectives (Attachment 2) and the UCSP development standards/regulations and design guidelines of the C1 Third Avenue South District (Attachment 3). The proposed Project complies with the development standards of the UCSP related to building height and setbacks, parking, landscaping, and open space. In some of these standards, such as parking, landscaping, and open space, the Project actually exceeds the UCSP requirements. The Project is also consistent with UCSP design guidelines related to site planning, building placement, orientation and architecture. In terms of the Project's Floor Area Ratio (FAR), the Project proposes three Urban Amenities and requests an Exception to the limits in FAR in order to increase the building FAR beyond the UCSP base FAR.

PUBLIC PARTICIPATION

In response to the required Notice of Application mailed out to property owners/residents when the Project application was received by City staff, several comments and questions from the public were submitted to the City. Given the interest and concerns expressed by the public, two neighborhood meetings were held by the Applicant and City staff on the proposed Project. The first meeting was held on October 15, 2015 at Chula Vista High School and approximately 50 people attended the meeting. Most of the attendees expressed concerns about the Project as indicated in the list of comments summarized and included below. Subsequent to the meeting and based on comments received from the attendees, the Applicant revised the Project to address questions, issues and concerns expressed. After the revised Project plans were submitted to the City, a second meeting was held on December 16, 2015 at Hilltop Drive Elementary School, so that the public could see and comment on the revisions made to the plans. Approximately 70 people attended this meeting. Even though the Project plans had been revised to address some of the issues previously expressed, some of the meeting attendees who were opposed to the Project again expressed concerns on some of the Project's elements, such as building height and balconies, and the issue of having a building like this next to single-family residences (see below for comments summarizing opposition to the Project). The attendees in support of the Project highlighted the community benefits that the Project could have at this location (see below for comments summarizing support of the Project).

Subsequent to the two meetings, City staff received a three-ring binder with approximately 100 letters from members of the public expressing their concerns on the Project. The issues and concerns expressed at the two Neighborhood meetings and in the letters delivered to the City are generally in regard to the subjects described below. City staff's response to these comments is included in Attachment 4 of this report.

Opposition Summary

- Project should comply with UCSP as recommended by the citizens.
- Project is requesting too many deviations from the UCSP.
- Project is too tall and bulky for the adjacent Single-Family Residential (SFR) neighborhood.
- Reduce building FAR.
- Residents will lose privacy as residents of the Project's upper floors will command a direct view into the SFR's backyards and homes.
- New residents will take over street parking.
- Traffic will increase and create problems at the intersection of Third and K and residential streets.
- Traffic exiting the parking structure will travel east on K Street through local streets to reach freeways.
- Project construction will create dust and noise.
- Building will block sunlight and view of sunsets.
- Parking garage will attract homeless.

The comments expressed in favor of the proposed Project include the following:

Support Summary

- New housing is needed in the western part of Chula Vista; existing housing is in terrible conditions and unsafe.
- Support project because western Chula Vista needs to change; currently difficult to find somewhere to live and everything is so old.
- There are many people who cannot afford to buy a house.
- Parking is difficult everywhere, not just around Third and K.
- Project would serve as an upgrade to the area.
- Project will improve the neighborhood and make it more modern.

As indicated above, subsequent to the second meeting and after review of the revised Project plans by City staff, the Applicant further revised the plans in an effort to comply with all the development regulations and standards and to address the neighbors' concerns. The revisions to the Project plans include the following:

- The building height and mass has been reduced by the removal of the fifth floor wing and the reduction of the third floor wing along the K Street frontage.
- The number of residential units has been reduced from 80 to 71.
- The building's Floor Area Ratio has been reduced from 2.3 to 2.0.
- All the required parking (residential and commercial) has been provided on-site and enclosed within the Project's garage. Fourteen additional parking spaces above the required parking were provided; seven parking spaces will be designated as guest parking.
- The balconies on the second and third floors closest to and facing the existing single family residences have been removed and the balconies facing Church Avenue have been recessed into the building wall.
- Landscaping along the property line and at the perimeter of the second floor terrace has been increased to provide effective screening.
- The latest version of the Project is consistent with all the development standards and regulations of the UCSP, except the FAR.
- The Project provides parking, usable open space and landscaping in excess of the UCSP requirements.
- The Project provides a variety of benefits, including payment of infrastructure and processing fees, and upgrades to public facilities (see Attachment 5).
- A traffic assessment and report were prepared that concluded that the Project will not have any negative traffic impacts at the intersections or streets in the vicinity of the Project. The intersections and streets will continue to operate at the same service levels as today (see Attachment 6).

On April 15, 2016, City staff received a letter from Ms. Evelyn Heidelberg, a San Diego land use attorney, on behalf of Mr. Earl Jentz, a Chula Vista property owner, (Authors) with a series of comments on the proposed Project. The letter contains a set of comments on various aspects of the Project, including the proposed building's FAR, compliance with development regulations,

consistency with design guidelines, and the applicability of CEQA provisions. City staff reviewed the letter and prepared a memorandum to the Planning Commission responding to the comments in the letter. The memorandum and the letter are included as Attachment 12 of this report. The memorandum and letter were forwarded to Ms. Heidelberg and Mr. Jentz at the same time as the report packet was sent out to the Planning Commission as part of the agenda process.

ENVIRONMENTAL REVIEW

The Development Services Director has reviewed the proposed Project for compliance with the California Environmental Quality Act (CEQA) and has determined that the proposed Project was adequately covered in the previously adopted Urban Core Specific Plan Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR 06-01, certified by the Chula Vista City Council in May 2007. The Development Services Director has further determined that only minor technical changes or additions to this document are necessary and that none of the conditions described in Section 15162 of the State CEQA Guidelines calling for the preparation of subsequent documents have occurred; therefore, the Development Services Director has prepared an Addendum to UCSP FEIR 06-01 (see Attachment 7).

RECOMMENDATION:

That the Planning Commission consider the Addendum to UCSP FEIR 06-01, grant the requested exception on FAR and approve the Design Review/Urban Core Development Permit Resolution and the Tentative Map Resolution to develop the subject Site with the proposed Project, subject to the conditions listed in the resolutions.

DISCUSSION:

Project Site Location and Characteristics:

The site for the proposed Project is located in the C1 Third Avenue South District of the UCSP. This District consists of several blocks of Third Avenue frontage that are located between I and L Streets (see Attachment 8). The District has an area of approximately 53 acres. It consists primarily of professional offices north of J Street, and a mix of retail and professional office uses south of J Street. Among these office and retail uses are six sites, that include, a residential development mixed with commercial fronting on Third Avenue including one single-family home, small and mid-size condominium complexes, and a senior housing complex that contains 75 residential units. Behind these frontage developments are single-family homes (east of Third Avenue along Church Avenue) and multi-family complexes (west of Third Avenue).

The Site for the proposed Project consists of two assessor's parcels (573-371-2300 and 573-371-1200) with a total area of 45,738 square-feet (1.05 acres). The Site is currently occupied by three buildings with a combined area of approximately 20,450 square-feet, which were built during the 1950's and 1960's, and are currently occupied by a martial arts gymnasium, an insurance office, a botanical sales store, and a chiropractor's office; one of the buildings is currently vacant. The existing structures would be demolished to allow construction of the proposed Project. The Site

is flat, has a rectangular/L-shape form, and fronts along Third Avenue, K Street and backs onto Church Avenue. The Site is located in the fully urbanized area of the City that is part of the Urban Core. The Site is surrounded by a variety of commercial retail, restaurant and office uses along Third Avenue; across K Street from the Site is a Bank; and to the north and east across Church Avenue are single-family homes (see table below with land use and zoning information for more details).

Project Description

The Project consists of the redevelopment of the 45,738 square-foot property with a mixed-use, 3 to 5-story (34 to 60 feet in height) structure, with 71 residential condominium units (1 and 2 bedrooms with an area between 736 sq. ft. and 1,200 sq. ft.), a 1,770-square-foot residential fitness center, 1,004-square-feet of lobby and elevator space, 2,572-square-feet of residential lounge space, and 616 square-feet of commercial space (see proposed Project plans in Attachment 9). The Project also includes the construction of 142 parking spaces (subterranean, street level and enclosed), 17,646 square-feet of common and private open space, and approximately 8,500 square-feet of landscaped space, as well as the associated access and circulation areas. The use distribution within the building structure is as follows:

- Underground floor – enclosed residential, commercial, and guest parking (74 spaces);
- First floor – enclosed residential parking (68 spaces), residential fitness center, lobby/elevators, residential lounge space, and commercial space which fronts on the 1,700 squared-foot public plaza at the Third and K corner; trash, recycling, and bulky items deposit;
- Second floor – 21 residential units and landscaped terrace;
- Third floor – 21 residential units;
- Fourth floor – 17 residential units; and
- Fifth floor – 12 residential units.

Part of the proposed open space is in the form of balconies in all units and a large terrace on the second floor of the building. The outside perimeter of the terrace contains planters with trees and shrubs to screen the views from the structure to the neighboring residences. A six-foot high concrete decorative wall will be constructed along the northern and eastern property edges of the residential properties adjacent to the Project Site. A 10 to13-foot buffer inside the property line will be landscaped with trees and shrubs. The Project will also include the excavation and export of 9,750 cubic yards of soil during the grading phase for the development of below-grade parking.

Project Architecture

The proposed Project architecture is contemporary and intends to provide a new urban face to development within the C1 Corridor area, while maintaining an architectural design consistency with the surrounding neighborhood styles. The main function of the Project at this important corner of the Third Avenue District is to create a people activated, urban corner that contributes to the City's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character. (A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability.

Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists. Complete streets promote healthy communities and reductions in traffic congestion by offering viable alternatives to driving.)

The clean, contemporary lines of the building are a deliberate design direction. The proposed materials have a finely grained texture. The sand finish plaster provides a predominately neutral texture and color and will be juxtaposed by the randomly seamed pre-finished metal panel cladding at the building corner element. The building mass is punctuated by recessed vertical elements such as the stair and elevator tower, which are highlighted in an accent color and which break up the roof line. Balconies are both recessed into and project out from the building wall providing shadow and articulation to the building façade. The north wall on the property line adjacent to the existing commercial building is a fire-rated wall on a zero lot line condition and as such does not have window openings. The wall will be provided with visual relief and texture by a recessed vertical slot with the plaster accent color, a proposed mural and reveal lines in the plaster.

The street level of the building includes full height storefront windows with clear, non-reflective glass. The base of the building is softened by raised planters. The planters and solid walls at street level will be concrete with a textured finish. Building entries along Third Avenue and at the corner plaza are marked by overhead marquees and signs. These, along with awnings over storefront windows reduce the scale of the building to human scale. The enclosed garage at street level is wrapped with resident amenity uses along Third Avenue to enliven the street elevation. On K Street the garage will have openings of a similar size and distribution as the windows above. These openings will be secured with a perforated metal screen.

Land Use and Zoning

The existing land uses and designations on and adjacent to the subject site are shown in the table below.

	General Plan Designation	Zoning Designation	Existing Uses
Site	Mixed Use Mid-Third Avenue District	C1 Corridor Residential/Commercial	Gymnasium/ office/retail/vacant
North	Mixed Use Mid-Third Avenue District	C1 Corridor Residential/Commercial	Office Building/Cocktail Lounge/Single-Family Homes
East	Residential Low-Medium	R1	Single-Family Homes
South	Mixed Use Mid-Third Avenue District	C1 Corridor Residential/Commercial	Bank/Offices
West	Mixed Use Mid-Third Avenue District	C1 Corridor Retail Commercial	Restaurant/Gas Station/Office

Consistency with Development Standards

As indicated previously, the site is located within the City's Urban Core Specific Plan C-1 Corridor, which allows the development of mixed use projects subject to compliance with specified development standards in the Specific Plan and listed in the table below. Since the Project site is adjacent to an R-1 (Single-Family) District, the Project must also comply with the development standards of the Neighborhood Transitioning Combining District (NTCD). These standards include setbacks from R1 properties, building step backs, landscape materials, lighting, screening, fencing, and building design. Following are the required development standards of the C1 District and the proposed Project's development standards:

Development Standard	C1 District	Project Proposal
Building Height	60 ft. Max.	34 - 60 feet
Building Setbacks: Front: North Side: South Side: Rear (East):	 10 feet 0 feet; 10 feet 10 Feet 10 Feet and 0 along street	 10 Feet 0 Feet; 13 feet 10 Feet 10 Feet and 5 along street
Building FAR:	Base: 1.0 (45,738 sq. ft.) Incentive bonus: 0.5 (22,869 sq. ft.) Dev. Exception: Allowed w/findings	Base: 1.0 Incentive bonus: 0.5 Dev. Exception: 0.5 (22,738 sq. ft.)
Parking Required:	128 spaces	142 spaces
Open Space Required	Not required by C1 District regulations.	17,646 sq. ft.
Landscaping	15% Min (Landscape manual)	19% (8,500 sq. ft.)

Incentives and Amenities Zoning

In addition to the established development standards and design guidelines, the UCSP provides other requirements and incentives to enhance the quality of life within the Urban Core by encouraging pedestrian friendly design, amenities, beautification, sufficient parking, mixed-uses, affordable housing, and access to public transit, parks, community facilities, and social services. The Urban Amenities Table (Attachment 3) presents a wide variety of urban amenities either required or desired in the Urban Core within the C1 District. The table describes whether these amenities are required by the USCP (or other regulations) or whether provision of these elements will be encouraged through incentives. One of the incentives provided in the UCSP is an increase in the building FAR, which is a zoning tool used to regulate building form and bulk. The FAR is obtained by dividing the total enclosed building area (with the exception of garages and parking structures and other elements) by the Site area. As indicated in the above table, the UCSP permits a base FAR of 1.0, which is equivalent to 45,738 square-feet of building area. By providing three qualifying amenities and applying the incentive provisions in Attachment 3, the proposed Project may increase the permitted FAR to 1.5 (68,607 sq. ft.). The amenities provided by the Project are:

All enclosed parking, plus more parking than required;
Public plaza with furniture and art; and

Project design and building features to achieve a LEED Gold certification.

Below are the specific numbers used to calculate the FAR and the corresponding areas that result from the provision of the amenities.

- Project site area: 45,738 sq. ft.
- Total proposed project building area: 91,345 sq. ft.

- Proposed amenities and corresponding percentage increase in FAR are as follows:
  - Enclosed parking – 10% (4,574 sq. ft.)
  - Public Plaza – 10% (4,574 sq. ft.)
  - LEED Gold Certification – 30% (13,721 sq. ft.)

  Total allowed additional building area from proposed amenities – 22,869 sq. ft.

Development Exceptions

Additionally, the UCSP provides for and authorizes the Planning Commission to grant exceptions to the land use and development regulations, in order to encourage and achieve innovative design. The Project is requesting one exception to the FAR limit in the amount of 0.5 or 22,738 square-feet. Exceptions may be granted by the Planning Commission in cases where all of the following findings are made:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*
2. *The proposed development will comply with all other regulations of the Specific Plan.*
3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in section F - Urban Amenities Requirements and Incentives, of this chapter.*
4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

Evidence to support these findings are addressed and substantiated in the Analysis Section below.

ANALYSIS:

As indicated previously in this report, the City Council adopted the UCSP to implement the General Plan's vision for the development of mixed-use (residential/commercial), higher density, pedestrian-oriented projects and a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, and are compatible with adjacent neighborhoods. The adopted UCSP contains more focused objectives and policies, as well as the required regulations and development standards to review and evaluate development projects for consistency with the General Plan's objectives and policies for the area. In addition, the UCSP provides incentives and exceptions for projects that represent the siting of a variety of land uses in an urban environment that is both pedestrian and environmentally sensitive, and provide a variety of amenities that will increase the quality of life of the neighborhood. The proposed Vista del Mar

Project was reviewed and evaluated based on the General Plan objectives and policies and the UCSP's regulations, development standards, and design guidelines contained in the C1 Third Avenue South District. Following is an analysis of the Project based on the applicable policies and standards of the UCSP.

Land Use

The proposed Project is consistent with the vision, objectives and policies of the General Plan and the regulations of the UCSP. The General Plan and the UCSP envision the C1 Third Avenue South District as an area with a balanced mix of commercial and residential uses that contribute to create a vibrant and attractive area. As stated in the UCSP,

> *"These regulations are intended to encourage and facilitate infill development, mixed uses, pedestrian scale, urban amenities, transit use, creative design, and the general revitalization of the Urban Core."*

The Project would redevelop the subject Site, which currently has buildings that were built in the 1950's and are in need of replacement, with a residential and commercial Project. The Project would provide multi-family housing in this area of Chula Vista and would bring families and social and economic activity to the area. Those families would take advantage of and support the commercial base along Third Avenue, which provides a variety of goods and services in close proximity. More residents would contribute to create an active and vibrant atmosphere along Third Avenue as envisioned by the General Plan and the UCSP. The proposed public plaza at the corner of Third Avenue and K Street with art and furniture will provide an amenity that will activate the street and create opportunities for civic engagement. The wider and furnished sidewalks along Third Avenue and K Street will contribute to activate the street and create a pedestrian-safe and friendly environment. The proposed Project is also consistent with the UCSP development regulations (see Table above) related to building height, building setbacks and step backs, parking, open space and landscaping. As shown in the table above, the Project meets all of the regulations of the specific plan and, in cases such as parking, usable open space and landscaping, the Project exceeds the minimum required standards.

Floor Area Ratio

The UCSP allows an FAR of 1.0 by right. In order to achieve a higher FAR utilizing the UCSP's incentives and exception to achieve innovative and creative design, the Project proposes three amenities and requests an exception from the minimum allowed FAR.

FAR from Three Amenities

As indicated previously, the three amenities provided by the Project are listed below. This is then followed by a brief description and analysis of each of the amenities.

- Parking – 10% (4,574 sq. ft.)
- Public Plaza – 10% (4,574 sq. ft.)
- LEED Gold Certification – 30% (13,721 sq. ft.)

- Parking – All the required parking is provided on-site and parking is enclosed within the structure – This allows a 10% increase in FAR.

The proposed Project provides a total of 142 parking spaces, which are located in the underground floor and the first floor of the parking garage. The UCSP requires a total of 127 parking spaces for the residential component and one parking space for the commercial component, which brings the number of required spaces to 128. Of the remaining 14 spaces 7 will be designated as guest parking and the other 7 will be designated for the building residents. The additional 14 spaces represent approximately 10% of the total spaces required by the UCSP. The parking amenity is seen as a positive addition to the Project because it benefits the Project and the surrounding neighborhood by providing all the parking on-site and enclosed, and by providing 14 spaces beyond those required by the UCSP. Providing all the required parking on-site plus 14 additional spaces for guests and residents contributes to minimize on-street parking demand.

- Outdoor Space – Plaza provided with art/furniture at corner of Third & K Street – This allows a 10% increase in FAR.

One of the important features of the Project is the public Plaza located at the corner of Third Avenue and K Street, next to the Project's commercial suite. The Plaza has an area of approximately 1,700 square-feet and will be furnished with tables, chairs, and landscape materials such as palm trees and shrubs. A central feature will be a water fountain or an artistic sculpture. The Plaza is located outside the building and adjacent to the corner and represents a valuable outdoor public space that is accessible to and can be used by the building residents, customers of the commercial suite or by the general public. This feature will offer a passive recreational space for people to congregate and interact, and create neighborhood activity. The Plaza represents a public benefit and a positive addition to the Project, which is considered an appropriate justification for the 10% increase in building FAR.

- LEED Gold Certification – Attachment 10 shows the proposed LEED Checklist – 30% FAR.

The Project has been designed to incorporate architectural and construction features that would qualify the Project to apply for and achieve Leadership in Energy and Environmental Design (LEED) Gold Certification. LEED is a building certification program associated with

the US Green Building Council and the LEED program provides a means of verifying that a building or a group of buildings were designed and built in a way that would improve energy savings, water efficiency, indoor environmental quality, and CO2 emissions reduction. LEED-certified buildings are resource efficient. They use less water and energy and reduce greenhouse gas emissions. Projects pursuing LEED certification earn points across several areas that address sustainability issues. Based on the number of points achieved, a project then receives one of four LEED rating levels: Certified, Silver, Gold and Platinum.

The Project has been designed to include the following list of features from the LEED Checklist (see Attachment 10) and seek Gold Certification from the US Green Building Council:

- Location and Transportation
- Sustainable Sites
- Water Efficiency
- Energy and Atmosphere
- Materials and Resources
- Indoor Environmental Quality
- Innovation
- Regional Priority

Based on the UCSP Urban Amenities Table, this Certification would grant the Project the incentive to increase the building FAR by 30%. Attachment 11 contains the list of proposed LEED items from the Applicant and a description of how the Project's features would meet each of those items. Granting the 30% increase in building FAR is justifiable because the certification will verify and insure that the Project has been designed and will be built in a way that would improve energy savings, water efficiency, indoor environmental quality, and CO2 emissions reduction. This will make the Project conform to the goals and objectives of the General Plan and UCSP by developing a mixed-use (residential/commercial) Project that is environmentally sensitive, saves resources, creates less waste and pollution, and contributes to a healthier environment and community.

FAR Exception

As indicated previously, the Project is requesting one exception to the FAR limit of 1.0 in the amount of 0.5 or 22,738 square-feet. The Development Exception section of the UCSP authorizes the Planning Commission to grant exceptions to the land use and development regulations (in this case FAR) if the required findings are made. Below are the required findings, each followed by substantiating information:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*

   The goals and objectives of the General Plan and Specific Plan are not adversely affected by the proposed 0.5 increase in FAR. On the contrary, the Project as proposed implements the General Plan and Specific Plan by providing a mixed use residential/commercial use at the

Corner of Third Avenue and K Street. The intent of the General and Specific Plans is to facilitate and encourage development and improvements that will help realize the community's vision for the Urban Core area. The Urban Core and the C1 District are envisioned to be vibrant, forward-thinking but respectful of its past and alive with thriving businesses, attractive housing and entertainment, cultural and recreational activities. The Urban Core Vision aims to create a uniquely identifiable Urban Core for Chula Vista that is an economically vibrant, pedestrian-oriented and multi-purpose destination. The proposed Project meets the goals and objectives because it brings improvements and community benefits to an area of Third Avenue that is currently under-performing and not living up to the stated vision of the Specific Plan. This project has the potential to spur additional development along the Third Avenue corridor with additional community and economic benefits. The proposed Project provides wide sidewalks and a public plaza that will create a pedestrian-friendly environment and foster civic engagement in a multi-purpose environment. The building mass and form allows the Project to have the number of residential units and the associated parking, landscaping, recreational spaces and other features that provide a multi-purpose environment and activities to meet the goals and objectives of the General and Specific Plans.

2. *The proposed development will comply with all other regulations of the Specific Plan.*

As indicated in the Development Standards table above, the Project complies with all other development standards and regulations of the Specific Plan. The building has a height that varies from 34 feet along K Street and a height of 57 feet along Third Avenue (the building parapets and elevator shaft achieve a height of 60 feet, which is the maximum permitted by the UCSP). The Project provides all the required parking on-site and enclosed within the building structures in the underground and first floor levels, and provides 14 additional parking spaces for guests of the residents. Open space and Landscaped areas are also provided in excess of the minimum required.

The building form respects the properties in the adjacent R-1 Zone to the north and east of the Site along Church Avenue by locating the second floor terrace and balconies as far away as possible from the property lines, and provides heavy screening by landscaping the perimeter of the structure. The 3 to 5-story building structure was designed to place most of the bulk and mass along Third Avenue and K Street, and as far as possible from the property lines of the single-family homes. As required in the NTCD regulations the building also steps back from the adjacent residential properties along Church Avenue, resulting in a reduced building mass and height near the residential properties, as well as, distancing the Project as much as possible from the residential properties.

The UCSP's Special Provisions for the NTCD indicate that "*Building design shall be cognizant of adjacent low density uses and avoid balconies overlooking rear yards.*" The intent of this provision is not to do away with balconies but rather to address their potential effects on privacy. The building design is cognizant of and sensitive to the adjacent residential uses by distancing the structures from the adjacent property lines by as much as 49 to 59 feet. Also, dense and tall landscape materials have been provided along the east and north perimeter to screen the homes from direct view of the balconies. While the NTCD

provisions indicate that balconies should be avoided, balconies are still an important design and functional elements of the UCSP and the Project. In fact, the UCSP provisions for multi-family projects encourage the use of balconies and other features to achieve quality building design. One of those provisions is the following: "*Three dimensional design features, such as balconies and bays should be incorporated into the building design.* Balconies serve to provide building facade articulation and interest, and they serve to provide usable open/recreational space. Building façade articulation and interest are important elements for a project such as this one, which is part of an urban setting where the building architecture intends to improve the face of Third Avenue and become a new architectural landmark. Balconies are also important as a source of recreational space in an urban setting because they provide recreational space on site. While balconies remain as part of the building elevations, the design issues (particularly privacy) associated with them have been avoided through the described Project features.

3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in Section F - Urban Amenities Requirements and Incentives, of this chapter.*

   The Project incorporates the three amenities listed above, which are: all required parking (on-site and enclosed); public outdoor space in the form of plaza with art feature and furniture; and LEED Gold Certification. Additionally, the Project includes other amenities and community benefits as follows:

   As indicated previously, the Project will provide fourteen parking spaces that exceed the parking regulations and provide guest parking spaces within the parking garage. The proposed Project will provide a community landmark at the Site in the form of a public art mural on the north facing wall of the building. The mural will not only serve as a piece of art that will complement the building's architecture, it will also serve as a landmark that may be used to identify this new building in this area of Third Avenue, since no other art pieces like this exist now. Per the community input received at the Second Neighborhood Meeting, the mural could reflect the history of Chula Vista or important historical events in the City's past and looking towards the future.

   The enhanced street improvements for the Project include a widened sidewalk along Third and K Street, new paving, street trees in grates, and street furniture such as benches, trash cans and planters. Additionally, this residential development will provide more options for clean, safe, energy efficient and modern housing for the Chula Vista workforce. These 71 dwelling units will put more people on Third Avenue to support the small businesses located there and to create a more pedestrian-friendly street atmosphere.

4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

   The additional FAR of 0.5 (33% above the allowed FAR) is appropriate for this location because it would allow the Project to comply with the goals and objectives of the General Plan and Specific Plan related to bringing a mixed use project with sufficient residential units

and community amenities to provide housing, activate the street and support the existing commercial base. The C1 District is characterized by having mostly retail and office uses. While there are about five properties in the District with residential uses, these properties only represent about 4% of the total District area. General Plan policy calls for some additional residential development within the C1 District to support the existing and future commercial development. It has been estimated by staff that the appropriate residential acreage that could potentially be developed within the District based on the General Plan policy is approximately 40% of total area. That percentage would be translated into approximately 21 acres. The proposed Project FAR of 2.0 (91,345 sq. ft.) represents approximately 9.5% of the total potential residential capacity within the C1 District.

The Project's FAR of 2.0 is appropriate for an urban mixed use development and is in line with development trends elsewhere in the Urban Core area. The maximum building height is 5 stories along the Third Avenue elevation (60' high as allowed by the C-1 zone) and 3 stories along the K Street elevation. This building configuration places the most mass and bulk along the Third Avenue and K Street's elevations, away from the existing low density residential. The Applicant has revised the Project and has taken measures to reduce the building mass and addressed community concerns without reducing the viability of the project. Furthermore, the form-based nature of the UCSP ensures that the proposed development emphasize the importance of site design and building form (which last many years) over numerical parameters such as FAR (which are likely to change over time through periodic reviews and amendments to the UCSP as required by law, and based on changes to the physical conditions of the Urban Core and changes in economic activity). The proposed development creates a people activated, urban corner that contributes to the city's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character.

Site Planning and Building Placement/Orientation/Building Architecture

In addition to the development standards and regulations listed in the C1 District, the UCSP also contains a variety of design guidelines, the purpose of which is to guide the design and development of projects pursuant to the objectives and policies of the General Plan and the UCSP. The UCSP's design guidelines for the C1 District focus primarily on promoting quality and diversity of new commercial and residential development and safe and efficient parking and circulation. The proposed Project was analyzed based on the applicable design guidelines that are stated in the next section of this report and are followed by a statement indicating how the Project is consistent with each of the guidelines.

> *"Encourage new development that maintains a healthy interaction with the major street and surrounding uses by minimizing harmful external effects and providing strong transit, automobile, and pedestrian connections."*

The proposed Project is consistent with this guideline because it relates directly to the Third Avenue and K Street frontages and strongly interacts with the commercial corridor. The Project creates a people activated, urban corner that contributes to the City's goal of "Complete Streets." The Project enhances the public realm by being placed next to the street, through direct access

onto the street, and by the improved streetscape design and individual building character. The Project's placement of most of its mass and bulk next to the street and away from the adjacent neighboring residences creates an appropriate separation that respects privacy and minimizes shade, noise and other potential externalities. The Project also provides a strong connection with the pedestrian, public transit and the automobile by its placement along Third Avenue and K Street. The building is close (10 ft.) to the street and the uses on the first floor, such as the residential fitness center, lobby and elevator space, residential lounge space, and commercial space, relate to, and activate and connect effectively to the street. The future residents will also have easy and quick access to Bus Route 929 on Third Avenue, which will connect them to other Bus Routes and Trolley Stations. The vehicle entry into the garage on K Street is located away from the intersection and provides access for residents, guest and commercial customers without creating traffic issues on the street (see Traffic Letter Assessment - Attchment 6).

> *"New development in the Corridors District should consider the area's scale and character and demonstrate sensitivity to surrounding uses by limiting building massing, providing project amenities such as landscaping, seating, and plazas, and screening parking and equipment areas.*
>
> *"Additional setback areas and upper floor setbacks are encouraged when commercial and residential areas are adjacent to each other and employ landscaping to screen parking lots from adjacent residential uses and streets."*

The building structure has been designed to incorporate large setbacks that create significant distance from the neighboring properties and limit the potential intrusion into their backyards. The fifth and fourth floors on the wing located along K Street have been removed and reduced, respectively, to lower the mass and bulk and create more separation from the adjacent residences. As such the building structure is closest to the Third Avenue and K Street frontage to create more activity and vibrancy on the street thus promoting more pedestrian activity, as envisioned by the General and Specific Plans. All parking is contained on-site and enclosed in the ground and first floors of the building structure. The perimeter around the parking is heavily landscaped by a combination of trees and shrubs on planters and on the ground in order to maximize screening between the building and the adjacent residences. Also, the east and south perimeter of the second floor terrace is fully landscaped to provide additional screening between the building and the adjacent residences.

The building is sited, designed and treated such that the intensity of the building mass is in the most appropriate location along the Third Avenue commercial corridor and as far away as possible from the adjacent single family properties. By being next to the Third Avenue and K Street commercial corridor, the Project creates a people activated, urban corner that contributes to the city's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character. By being located along the western and southern areas of the site, the building structure minimizes the shade effect over the residences, particularly during the winter solstice. The Project is sensitive to and responds to the nearby residential neighborhood's concerns by stepping down the building mass and using balconies and awnings to articulate the building façade and create more presence along the streets.

> *"Upper floor balconies, bays, and windows should be provided that overlook the street, enliven the street elevation, and communicate the residential function of the building."*

> *"Consideration should be given for privacy relative to adjoining properties. Orient buildings and decks to maximize views while preserving the privacy of the surrounding neighbors."*

Balconies and windows are an integral part of the building structure. Balconies are an important architectural element and their projection beyond the building wall is used to create articulation and variety along the building walls. They are also an important functional element in that they serve as recreational open space for the residents. The concerns of the neighbors related to views from the balconies into their backyard and homes and a potential loss of privacy are addressed by the Project by stepping down the building mass and distancing the structure from the residential properties as much as possible. The balconies along the east building elevation are approximately 47 feet from the property line, while the balconies along the north elevation are approximately 58 feet from the property line. The second floor terrace is approximately 13 feet from the property line, but along its perimeter is a 6 to 13-foot planter that creates additional distance between people on the terrace and the property line. This planter will have a variety of landscape materials such as trees and shrubs to further screen the neighboring yards and homes from the Project. The Project has been designed in response to the neighbors' concerns and to strike a balance between the neighbors' respect for privacy and the Project's need to contain all the elements of a well- organized and articulated building.

> *"The physical design of facades should utilize such techniques as: Break or articulation of the façade; vertical and horizontal offsets to minimize large blank walls and reduce building bulk; significant change in facade design; placement of window and door openings; and position of awnings and canopies."*

The architecture of Vista del Mar is contemporary and it intends to provide a new urban face to development in this part of Chula Vista. The project relates to its location on the Third Avenue commercial corridor by creating a people activated urban corner that creates opportunity for street activity and enhances the public realm through improved streetscape design and individual building character. The building elevations are well articulated by a variety of elements. The view of the building from the corner of Third and K shows the elevations that divide the building into four smaller parts, a 5-story portion with a plaster finish along Third, a 5-story corner portion with different materials and sloped roof line, a 4-story portion with plaster finish along K and a 3-story portion along Church with a more residential roofline with overhanging eaves at the balconies.

The clean, contemporary lines of the building are a deliberate design direction. The materials will have a finely grained texture. The sand finish plaster will provide a predominately neutral texture and color and will be juxtaposed by the randomly seamed pre-finished metal panel cladding at the building corner element. The building mass is punctuated by recessed vertical elements such as the stair and elevator tower, which are highlighted in an accent color and which break up the roof line. Balconies are both recessed into and project out from the building wall

providing shadow and articulation to the building façade. Windows are vertically oriented, full height and are recessed in the building wall. The windows are distributed in an off-set pattern within the plaster wall and in a regular pattern within the metal clad wall. The façade will be enlivened by various window awning types including an L shaped sheet metal shroud and a horizontal awning with diagonal support kickers.

Shade and Shadow

Residents to the north and east of the Project Site have expressed concerns regarding the potential of the project to cast shadows on their properties, and block out sunlight for a significant portion of time. The project plans include a shade and shadow study (Sheet A5.0 of the plans in Attachment 9). This study looks at the best and worst case scenarios based upon summer and winter solstice. The shade/shadow analysis examines summer and winter shading conditions between Sunrise and Sunset for the 34 to 60 feet-high structure. It shows where shade from the proposed structure falls over the neighboring properties as the sun moves through the sky from morning to evening. According to the shade/shadow analysis, no urban development within the project vicinity would be permanently shaded. As can be seen on the winter shading exhibit, shadowing during the winter months would create increased shading on the commercial office immediately to the north and residential properties to the northeast of the structure. During winter months, shadowing would occur in a northwest to northeast direction throughout the day. During noon, the commercial office building and part of the first house would be shaded on the worst case winter solstice exhibit. The most severe shading during the Winter Solstice would occur during the evening. Shading would be less severe during all other times of the year. The summer solstice exhibit (best case) shows very little shadowing cast onto adjoining properties.

Tentative Map

A Tentative Map was prepared and submitted as part of the Project to establish a condominium map that would allow the sale of the units, and establish individual condominium ownerships. Additionally, the map will provide for the grading and development of the Site as shown on the site and grading plans. Pursuant to Government Code Section 66473.5 (the Subdivision Map Act), the Planning Commission must make the findings listed in the Tentative Map resolution substantiating that the Tentative Map, as conditioned therein, is in conformance with the elements of the City's General Plan. The proposed Tentative Map has been reviewed for consistency with the City of Chula Vista Subdivision Manual and staff has included the necessary conditions that must be satisfied prior to issuance of a Final Map. The conditions are described in detail in the Planning Commission resolution.

CONCLUSION

Vista del Mar is the first mixed-use (commercial/residential) project within the C1 District that is submitted to the City for approval since the UCSP was originally approved in 2007 (the first approved and built project was the retail market at the corner of Third Avenue and J Street). As such the Project represents the first opportunity in many years for development of a residential/commercial project in this part of the City. The Project will provide new investment,

modern housing facilities and site improvements that will contribute to revitalize and enhance the Site and the neighborhood. The Project will provide new for-sale and affordable (7 units) multi-family housing that will improve the housing mix and enhance residential opportunities in the neighborhood. The Project's central location in the City and along one of the important corridors will provide convenient access for residents to jobs, transportation, and a variety of goods and services in close proximity.

The Site will be developed with a quality project that is consistent with the vision, objectives and policies of the General Plan. The proposed project has been designed to meet the development regulations and design guidelines of the UCSP. Regarding the building's FAR, the Project has provided the three amenities previously described and analyzed, and it requests an exception to the base FAR. The provided amenities and the exception allow the Project to provide all the elements to represent a well rounded and well designed Project to meet the goals and objectives of the General Plan and UCSP. The Project is well planned, incorporating the principals of Smart Growth (mix of uses, compact building design, range of housing opportunities, walkable neighborhoods, etc), "Complete Streets" (safe and accessible for all users, reduces traffic congestion, connected to transit), and resource conservation. It is designed to respect and blend with the community character, local history, and environment. The proposed Project will re-activate the street and contribute to improve the neighborhood and create residential and business activity in this part of the City. Based on the description and evaluation of the Project, the findings made, and the conclusions above, staff recommends that the Planning Commission approve the proposed Project subject to the conditions contained in the resolutions.

DECISION-MAKER CONFLICTS

Staff has reviewed the property holdings of the Planning Commission members and has found no property holdings within 500 feet of the boundaries of the property which is the subject of this action. Consequently, this item does not present a disqualifying real property-related financial conflict of interest under California Code of Regulations Title 2, section 18702.2(a)(11), for purposes of the Political Reform Act (Cal. Gov't Code §87100, *et seq.*).

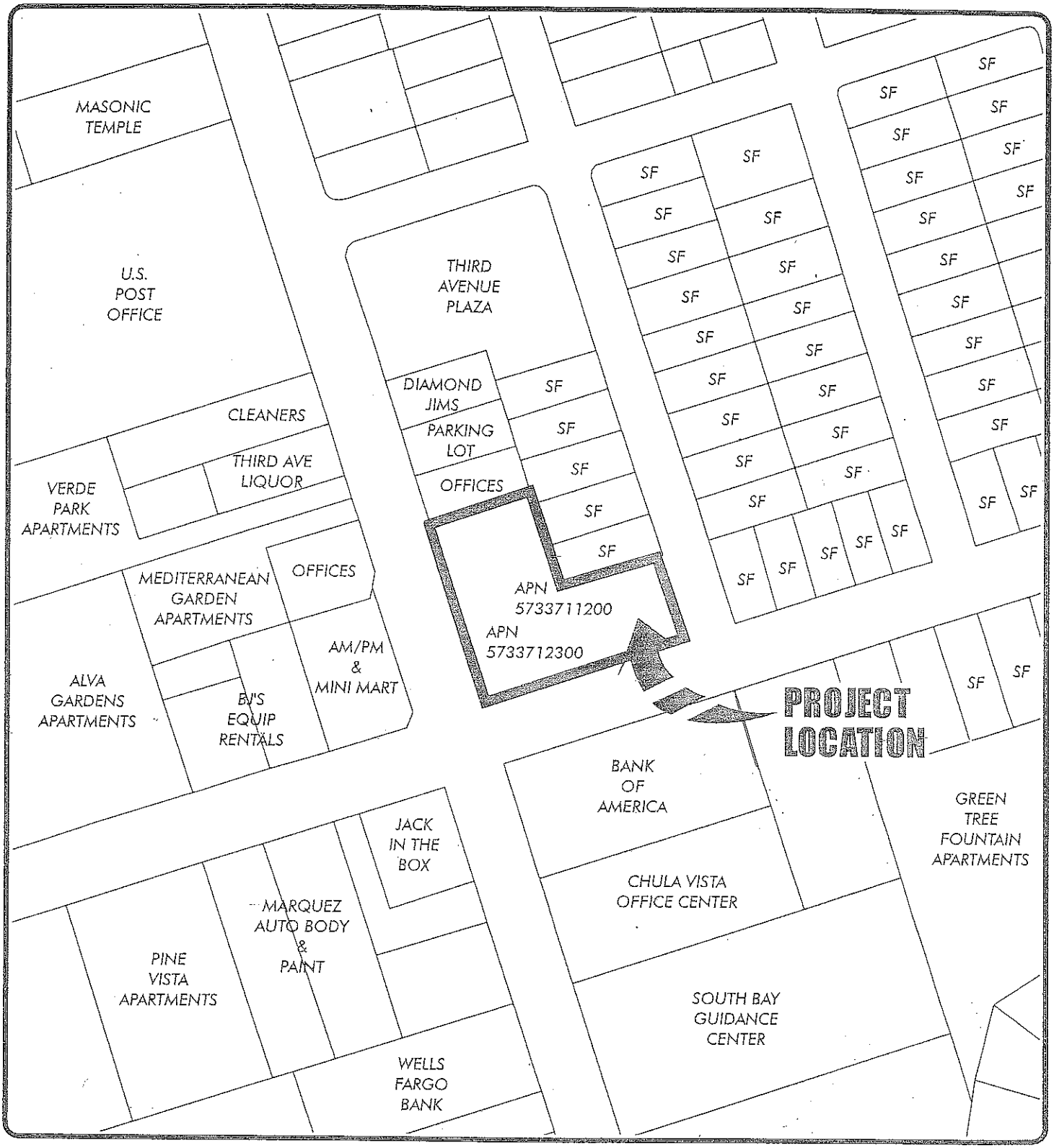
Staff is not independently aware, and has not been informed by any Planning Commission member, of any other fact that may constitute a basis for a decision-maker conflict of interest in this matter.

FISCAL IMPACT

The proposed project is a private development. The application fees and processing costs are paid for by the Applicant.

Attachments

1. Locator Map
2. General Plan Mid-Third Avenue District Vision, Objectives, and Policies
3. UCSP Third Avenue South C1 District Regulations
4. Public Comments and Responses
5. List of Project Contributions
6. Traffic Letter Assessment
7. Addendum to FEIR-06-01
8. C1 District Map
9. Proposed Project Plans
10. Proposed Project LEED Features
11. Description of Proposed Project LEED Features
12. Comment Response Memorandum and Letter from Ms. Evelyn Heidelberg and Mr. Earl Jentz
13. Design Review (UCSP Development) Permit Resolution
14. Tentative Map Resolution



CHULA VISTA DEVELOPMENT SERVICES DEPARTMENT

LOCATOR

NORTH

PROJECT APPLICANT: Vista Del Mar

PROJECT ADDRESS: NEC Third Av & K St
APN's 5733711200 & 5733712300

SCALE: No Scale

FILE NUMBER: DR15-0015

PROJECT DESCRIPTION:

DESIGN REVIEW

Project Summary: Proposal for a mixed use 3-5 story, 71 condo units with 616 sq ft of commercial space and 142 below grade parking stalls.

Related cases:

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Attachment 1

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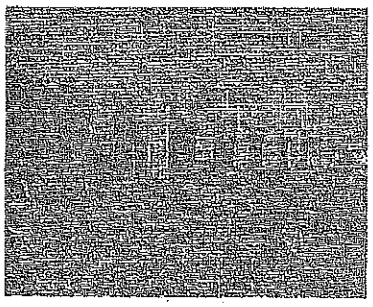
9.5.11 Mid-Third Avenue District

Description of District

The Mid-Third Avenue District (Figure 5-35) consists of several blocks of Third Avenue frontage that are located between I and L Streets.

Existing Conditions



The Mid-Third Avenue District consists primarily of professional offices north of J Street, and a mix of retail and professional office uses south of J Street.

Vision for Focus Area

The Mid-Third Avenue District remains relatively stable, with primarily office uses, some housing between I and J Streets, and segregated retail and office uses between J and L Streets. Land uses on the west side of Third Avenue, south of J Street, provide local retail services for adjoining residential neighborhoods, while the east side of Third Avenue consists of offices. Building heights for the Mid-Third Avenue District are primarily low-rise.

Objective LUT-60

Reinforce the existing land use pattern of predominantly retail uses on the west side of Third Avenue, and office uses on the east side of Third Avenue between J Street and L Street.

Policies

Uses

LUT 60.1 Establish a professional office district along the east side of Third Avenue, between J and L Streets, consistent with the predominance of existing office uses. Some limited residential uses may be considered within this segment to provide additional vibrancy and pedestrian activity.

Intensity/Height

LUT 60.2 Establish building heights that are primarily low-rise, although some mid-rise buildings may be allowed, if compatible with the surrounding neighborhood and if their design features benefit the community.

Design

LUT 60.3: The Urban Core Specific Plan shall establish design guidelines and/or zoning standards that provide for buildings heights that step down adjacent to single family neighborhoods.

Amenities

LUT 60.4 Community amenities to be considered for the Mid-Third Avenue District as part of any incentive program should include, but not be limited to, those listed in Policy LUT 27.1.

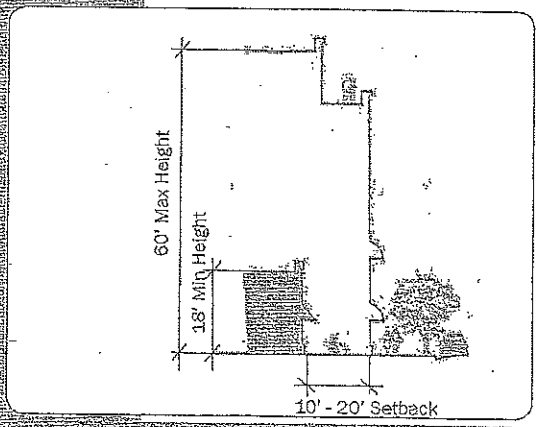
C-1 Third Avenue South

(Neighborhood Transition Combining District)

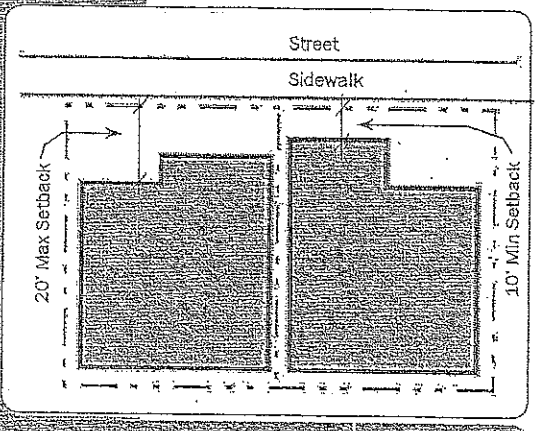
Primary land use: Retail (West of Third Avenue), Office (East of Third Avenue); Residential

Urban Regulations

1. ***Floor Area Ratio:***
   Max: 1.0
2. ***Building Height:***
   Min: 18' Max: 60'
3. ***Building Stepback:***
   Not mandatory
4. ***Street Wall Frontage:*** 50% Min
5. ***Setbacks:***
   Street Min: 10' Street Max: 20'
   Neighborhood Transition: See Section D. for additional setbacks for parcels adjacent to R-1 and R-2 zones



Section View | Fig. 6-34



Plan View | Fig. 6-35

Parking Regulations

1. ***Parking Locations:***
   Any location on-site, except in front of buildings
2. ***Residential Parking:***
   See CVMC 19.62.050
3. ***Non-Residential Parking:***
   Min: 2 spaces/1,000 sf
   On-site Min: 50%

Summary sheet does not reflect all regulations that may apply to each property. Please consult the remainder of the chapter for all criteria.

D. Special Provisions for Neighborhood Transition Combining Districts and Transit Focus Areas

1. Purpose

The purpose of the Neighborhood Transition Combining District (NTCD) is to permit special regulation to insure that the character of zones within the Specific Plan area will be compatible with and will complement surrounding residential areas. Neighborhood Transition Combining Districts apply to the subdistricts adjacent to R-1 and R-2 zones: V-3, V-4, UC-5, UC-6, UC-13, C- 1, and C-2. Transit Focus Areas provide special regulations to encourage the development and use of public transportation: UC-1, UC-2, UC-10, UC-12, and UC-15..

Chula Vista Urban Core

2. Requirements

a. Figure 6.60 details required side and rear setbacks from the property line that abuts an R-1 or R-2 zone. Where such yard is contiguous and parallel with an alley, one-half the width of such alley shall be assumed to be a portion of such yard. Within transit focus areas, provide a minimum 15 feet of rear yard setback for structures up to and over 84 feet in height.

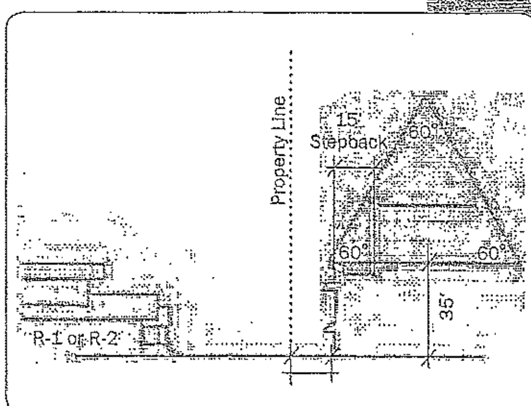
b. For every 35 feet in height, the structure shall step back at least 15 feet on the side(s) of the structure that abut an R-1 or R-2 district. Within Transit Focus Areas, provide a building stepback of at least 15 feet for every 35 feet in height abutting residential uses. In addition to meeting the stepback requirements, no part of the building shall be closer to the property line than a 60-degree plane extending from each stepback line.

c. A landscaping plan should include one to three small shade tree(s) for every 3,000 square feet within the rear/side yard and should be located on the site to provide shade/heat gain reduction effect (i.e. trees not to be planted on the north facing facade of the building).

Rear/Side Yard Setback Requirement

Structure Height (ft)	Minimum Setback (ft)
0<45	10
46<55	15
56<65	20
66<75	25
76<85	30
86<95	35
	40

Rear/Side yard setback requirements for Neighborhood Transition Combining District — Fig. 6.60

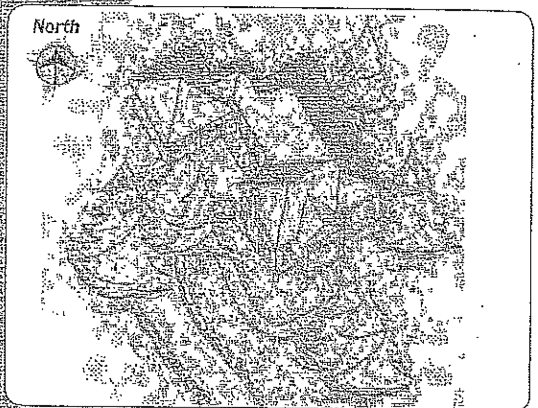


Additional building stepbacks may be required in NTCDs — Fig. 6.61

d. All exterior lighting shall focus internally within the property to decrease the light pollution onto the neighboring properties.

e. Screening and/or buffers shall be required to obscure features such as dumpsters, rear entrances, utility and maintenance structures and loading facilities.

f. A six-foot solid or decorative metal fence shall be placed on the property line. If the fence is solid, it shall have design treatment and be articulated every six to eight feet to avoid presenting a blank wall to the street or adjacent property.



Trees should not be planted on the north facing building facade | Fig. 6.62

g. Building design shall be cognizant of adjacent low density uses (i.e. avoid balconies overlooking rear yards).

h. As part of the project design and submittal, developments within Transit Focus Areas shall conduct studies to assess the effects of light, solar access, and shadowing, on adjacent buildings and areas and is subject to Section C-Development Standards in this Chapter.

F. Urban Amenity Requirements and Incentives

1. Introduction

This section outlines requirements and incentives for urban amenities that will enhance the quality of life within the Urban Core by encouraging pedestrian-friendly design, amenities, beautification, sufficient parking, mixed-use districts, preferred site location, affordable housing, and access to public transit, parks, community facilities, and social services.

2. Incentive Zoning

The Urban Core Specific Plan regulates the development of property through use and bulk restrictions. The tool selected for regulating density and intensity in the Urban Core is a limitation on the allowable Floor Area Ratio. FAR is the ratio between the size of the lot and the maximum amount of floor space that a building constructed on that lot may contain.

Through incentive zoning, Chula Vista seeks to realize certain amenities or design provisions related to a particular development project in exchange for granting an increase in the FAR or FAR waiver for the property being developed. Locations where the City may grant such incentives are clearly identified in this chapter.

Bonus awards may be as "of right" or discretionary. Discretionary authority to grant all FAR bonuses or fee waivers is delegated to the Planning Commission or City Council as necessary.

The amount of bonus awards Chula Vista will make available should take into account the projected build-out that would occur if all of the bonus provisions allowable under the program were actually awarded. This total should not exceed the capacity of the land or the capacity of the City to provide infrastructure and services to support the build-out.

To determine just how much additional FAR or FAR waiver should be granted, the Planning Commission should take into account the value added to the property by the amenity or design, and a reasonable share of additional FAR or FAR waiver that will proportionally compensate the developer for the additional amenities or design provisions.

3. Urban Amenities Table

The Urban Amenities Table presents a wide variety of urban amenities either required or desired in the Urban Core. The table describes whether these amenities are required in the Specific Plan (or other regulations) or whether provision of these elements will be encouraged through incentives. When an urban amenity is required, the specific responsibilities of the property owner are identified in the Requirements column. In some cases, the applicant should refer to other sections contained within the Specific Plan for particular guidelines or regulations. When provision of an urban amenity results in additional benefits to the property owner, the incentive for providing the amenity is listed in the Incentives column. Incentives requests will be evaluated case-by-case based on the degree of public benefit provided by the proposed project.

Several of the urban amenities may be both a requirement and an incentive; in these cases, a certain portion of the amenity is required to be provided and the property owner may also recognize additional benefits by providing an additional portion of the amenity. The Urban Amenities Table also details the subdistricts within the Specific Plan area in which provision of a particular element is required or eligible for incentives. If no subdistricts are specified, the amenity is applicable to all subdistricts.

Chula Vista Urban Core Specific Plan
Urban Amenities Table

Element	Requirement	Incentive
Streetscape Improvements	Development impact fee and/or development requirements (Contained in Chapter VI)	None
Paseos	Public right of way, development requirements (Contained in Chapter VI), and/or development impact fee	None
Pedestrian Circulation (Onsite and Offsite)	Design guidelines (Contained in Chapter VII) and development requirements (Contained in Chapter VI)	None
Streetfront Facades/Street Wall	Design guidelines (Contained in Chapters VI & VII) and development regulations (Contained in Chapters VI & VII)	None
Upper Level Setbacks	Design guidelines (Contained in Chapters VI & VII)	None
Landscaping	Design guidelines (Contained in Chapter VII)	None
Transit Station Improvements	Design guidelines (Contained in Chapter VII) and/or development impact fee Applicability: V-1, V-2, V-4, V-5, UC-1, UC-2, UC-4, UC-5, UC-7, UC-9, UC-10, UC-12, UC-13, UC-14, UC-15, UC-16, UC-18, UC-19, C-1, C-2, and C-3	None
Cultural Arts (Public)	Development impact fee Applicability: V-1, V-2, V-3, V-4, UC-1, UC-2, UC-4, UC-5, UC-7, UC-9, UC-10, UC-12, UC-13, UC-15, UC-16, UC-18, UC-19, C-1, C-2, and C-3	None
Site Access	Design guidelines (Contained in Chapter VII) and development requirements (Contained in Chapter VI)	None
Vertical Mixed-Use (Residential over Commercial Projects)	Design guidelines (Contained in Chapter VII) and development requirements (Contained in Chapter VI) Applicability: V-1, V-2, V-3, V-4, U-C1, U-C2, UC-5, UC-10, UC-12, UC-13, UC-14, UC-15, C-1, C-2, and C-3	None
Vertical Mixed-Use (Residential over Commercial Projects) within 500 feet of a Transit Station	Design guidelines (Contained in Chapter VII) and development requirements (Contained in Chapter VI)	None

Element	Requirement	Incentive
Parking	Design guidelines (Contained in Chapter VII) and development requirements (Contained in Chapter VI) and/or development impact fee for parking district, including structured and underground facilities Applicability: V-1, V-2, V-3, V-4, UC-1, U-C2, UC-4, UC-5, UC-7, UC-9, UC-10, UC-12, UC-13, UC 15, UC-16, UC-18, C-1, C-2, and C-3	10% increase in the allowable FAR and the allowable number of residential units when all parking is provided within the building, entirely below grade, or in a parking garage of at least two levels and wrapped with uses or architecturally concealed. Applicability: All subdistricts
Public Parks and Plazas, including Sports/Recreation Facilities, Play Lots, Water Features, Trails, Par Courses, Equipment, Gardens, Art Works	Development impact fee and parkland dedication	10% increase in the allowable FAR when additional public outdoor space is provided above and beyond PAD requirements and other than those identified in Figure 8.64 is provided. The public outdoor open space shall have the following characteristics: has an area greater than 500 square feet with a minimum depth of 30 feet; provides tables and chairs; provides pedestrian-scaled lighting of at least 2 footcandles; and has outdoor public art and other desired amenities, such as fountains. Applicability: All subdistricts
Affordable Housing	City inclusionary housing requirement when applicable	As allowed by State Density Bonus Law (Government Code Section 65915) Applicability: All subdistricts that allow residential
Green Building	LEED Scorecard submitted with Urban Core Development Permit application	FAR increase (20% for LEED Certification, 25% for LEED Silver up to 35% for LEED Platinum), also priority permit review with LEED certification. Applicability: All subdistricts
Historic or Architectural Acquistion and Maintenance	None	FAR waiver: FAR for elements not included in overall project FAR Applicability: All subdistricts
Community Services/Human Services	None	FAR waiver: FAR for elements not included in overall project FAR Applicability: All subdistricts

I. Development Exceptions

The land use and development regulations encourage the siting of a variety of land uses in an urban environment that is both pedestrian and environmentally sensitive. Where used in combination with the Urban Amenities Incentives, as provided for in this chapter, the development regulations and urban amenities incentives will encourage innovative design. To further achieve this goal, it may be necessary to be flexible in the application of certain development standards. As such, the Planning Commission may authorize exceptions to the land use and development regulations included within this chapter through the issuance of an Design Review Permit, if all of the following findings are made:

1. The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.
2. The proposed development will comply with all other regulations of the Specific Plan.
3. The proposed development will incorporate one or more of the Urban Amenities Incentives in section F - Urban Amenities Requirements and Incentives, of this chapter.
4. The exception or exceptions are appropriate for this location and will result in a better design or greater public benefi t than could be achieved through strict conformance with the Specific Plan development regulations.

All other sections of the Chula Vista Municipal Code shall apply

Consideration of a development standard exception shall be concurrent with the review of the Design Review permit, as outlined in Chapter XI - Plan Administration, Section C.1. Design Review Requirements, of this Specific Plan.

NEIGHBORHOOD MEETINGS
October 15 & December 16 2015

	Comment	Staff Response	Reference
1.	Project should comply with UCSP as recommended by the citizens.	The Project has been revised to meet all the development standards of the Urban Core Specific Plan (UCSP), except Floor Area Ratio (FAR).	See p. 8 of the Planning Commission (PC) Report.
2.	Project is requesting too many deviations from UCSP.	The Project is requesting only one exception to the FAR. Exceptions to the FAR as authorized by the UCSP.	See p. 9 of the PC Report.
3.	Project is too tall and bulky for the adjacent single family residential (SFR) neighborhood.	The proposed 57-foot building height meets the 60-foot height limit of the UCSP. The building structure has been reduced and moved next to Third Avenue and K Street and away from the single-family homes.	See pp.8 and 13 of the PC Report.
4.	Reduce building FAR.	The proposed building FAR has been reduced from the initial Project FAR of 2.3 down to 2.0. The UCSP allows a base FAR of 1.0, with increases in FAR based on the provision of amenities and requests for exceptions. As explained in the staff report the Project provides three amenities equivalent to 0.5 FAR and requests an exception for 0.5 FAR. The amenities and exception, which bring the total FAR to 2.0, may be justified and granted based on the findings made and described the PC Report.	See pp. 12 of the PC Report.
5.	Residents will lose privacy as residents of the Projects' upper floors will command a direct view into the SFR's backyards and homes.	The Project has been revised to address potential privacy issues. The building structure has been designed to minimize its mass and bulk by removing the fifth floor and reducing the fourth floor from the building wing along K Street. Also, both building wings have been located along the Third Avenue and K Street sidewalks, as far away as possible from the single-family residences. Through this revisions the Project addresses the issue of	See pp. 8 of the PC Report.

	Comment	Staff Response	Reference
		privacy as required by the UCSP.	
6.	New residents will take over street parking.	The Project has been revised to include all the parking spaces required on-site and inside the structure, and includes 14 more parking spaces than required.	See p. 8 of the PC Report.
7.	Traffic will increase and create problems at the intersection of Third and K and residential streets.	A Traffic Assessment Letter was prepared by LLG, Inc. to assess the traffic and potential impacts that would be generated by implementation of the Project. The Traffic Assessment determined that no significant impacts would occur.	See Attachment 6 to the PC Report.
8.	Traffic exiting the parking structure will travel east on K Street through local streets to reach freeways.	The traffic analysis conducted on the Project calculated the amount of additional traffic that would be generated by the Project (a total of 690 daily trips). The study also determined that of the total traffic generated 15% would enter/exist the Project on K Street. That means that approximately 100 trips would come in from or go east on K Street during a 24-hour period. This further means that the street would continue to have an adequate level of service.	See Attachment 6 to the PC Report.
9.	Project construction will create dust and noise.	Project construction is a temporary situation. The proposed Project permits have been conditioned to implement measures during construction to minimize dust and noise levels.	See pp. 6 and 7 of Addendum to EIR, Attachment 7 of PC Report.
10.	Building will block sunlight and view of sunsets.	A shade study was conducted for the Project. The study determined that the most severe shading during the Winter Solstice would occur during the evening. Shading would be less severe during all other times of the year. The summer solstice exhibit (best case) shows very little shadowing cast onto adjoining properties.	See Sheet A5.0 of the Project plans in Attachment 9 of the PC Report.
11.	Parking garage will attract homeless.	The Project's parking garage has been designed to minimize access to other than building residents and	See Project Plans in Attachment 9 to the PC Report.

	Comment	Staff Response	Reference
		customers of the commercial suite. The building will have strong management that would have control over who is within the premises. The garage will only have one entry from K Street, and one limited entry through the lobby.	

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STUDIO E
ARCHITECTS

2258 First Avenue
San Diego, California 92101
T 619.235.9262 F 619.235.0522

Project Memorandum

DATE: March 23, 2016
PROJECT: 14118 Vista del Mar
TO: Miguel Tapia, City of Chula Vista
FROM: Maxine Ward, Studio E Architects
SUBJECT: Project Contributions
COPIES TO: File

MEMORANDUM:

Miguel,

As requested in your email of 03/22/16, below please find a table that lists the obligatory and voluntary contributions that this project will make towards the improvement of the Chula Vista community.

Obligatory Contributions	Voluntary Contributions
Plan Check fees	Indirect community benefit – Energy efficient building meeting LEED Gold certification
Permit fees	Direct community benefit – Creation of public plaza at Third & K intersection
Inspection fees	Direct community benefit – Creation of a community landmark by the inclusion of public art in the form of a mural on the north facing building wall
School fees	Direct community benefit – Provision of public art in the form of sculpture or fountain at the public plaza
Park acquisition and development fees	Direct community benefit – Provision architecturally screened parking
Development impact fees	Direct community benefit – Provision of 8 guest parking spaces within the parking structure
Sewer fees	Indirect community benefit – Provision of 7 additional resident parking spaces within the parking structure, beyond the requirement
Upgrade to public facilities - new public fire hydrant	Direct community benefit – Provision of new street furniture, such as benches, trash cans, bike racks and planters
Upgrade to public facilities - new sidewalks and new wider sidewalk at Third Ave	Direct community benefit – Provision of clean, safe, energy efficient modern homes for the Chula Vista workforce

Upgrade to public facilities - new street trees	Direct community benefit – Provision of more potential customers to the small business community located along Third Avenue
Upgrade to public facilities - new street lights	Direct community benefit – Job creation due to construction, commercial use and property management
Upgrade to public facilities - new pedestrian ramp	Direct community benefit – Provision of additional living and lifestyle choices for Chula Vista residents

END OF MEMORANDUM

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

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Pasadena
Costa Mesa
San Diego
Las Vegas

January 25, 2016

Dr. Hamid Mani
California Retina Associates
835 Third Avenue, Suite A
Chula Vista, CA 91911

LLG Reference: 3-15-2558

Subject: **Vista Del Mar Project – Traffic Letter Assessment**

Dear Dr. Mani:

Linscott, Law & Greenspan Engineers (LLG) is pleased to provide you with this traffic letter assessment addressing the potential near-term traffic impacts associated with the proposed Vista Del Mar project consisting of 76 condominium units and 511 SF of retail space. The project site is located on the northeast corner of Third Avenue and K Street in the City of Chula Vista.

Figure A depicts the project area. All figures are included at the end of this letter.

A. Introduction / Project Understanding

The Vista Del Mar project proposes the construction of a 5-story building located on the northeast corner of Third Avenue and K Street within the City of Chula Vista. The mixed-use project proposes 76 condominium units within floor levels 2-5 of the building. Street level floor space will contain common areas associated with the residential use (1,770 SF Resident Fitness Center and 2,572 SF Resident Lounge, comprising community kitchen, meeting room(s), management office) and separate commercial space for lease (511 SF).

Access to the project site would be provided via one driveway/ramp to an enclosed parking garage situated along K Street. The project will provide 136 resident parking spaces and 8 guest/commercial spaces.

Figure B depicts the Project's site plan.

B. Study Area / Existing Conditions / Data Collection

Study Area

The study area was determined based on the Project's trip distribution and the most likely locations to be impacted by the Project. The study area analyzed includes the following locations:

INTERSECTIONS

1. Third Avenue / J Street
2. Third Avenue / K Street
3. K Street / Project Driveway
4. K Street / Church Avenue
5. Third Avenue / L Street

Existing Conditions

Based on the study area, the following are brief descriptions of the existing streets in the project area. ***Figure C*** depicts the existing conditions within the study area.

Third Avenue is classified as a four-lane Commercial Boulevard in the *City of Chula Vista General Plan* between J Street and L Street. South of L Street, Third Avenue is reclassified as a Class I Collector. Third Avenue is constructed as a four-lane undivided roadway with a Two-Way Left-Turn median (TWLTL) within the study area. Bus stops are provided intermittently along both sides of the roadway. No bike lanes are provided and curbside parking is prohibited. The posted speed limit is 35 mph.

J Street is an unclassified roadway in the *City of Chula Vista General Plan.* Currently, J Street is constructed as a two-lane undivided roadway. No bus stops or bike lanes are provided. Curbside parking is permitted along both sides of the roadway. The posted speed limit is 30 mph.

K Street is an unclassified roadway in the *City of Chula Vista General Plan.* Currently, K Street is constructed as a two-lane undivided roadway with a TWLTL median. No bus stops or bike lanes are provided. Curbside parking is permitted along both sides of the roadway. The posted speed limit is 30 mph.

L Street is classified as a Class I Collector in the *City of Chula Vista General Plan.* Currently, L Street is constructed as a four-lane undivided roadway within the study area. Bus stops are provided intermittently along both sides of the roadway. No bike lanes are provided and curbside parking is prohibited. The posted speed limit is 35 mph.

Church Avenue is an unclassified roadway in the *City of Chula Vista General Plan.* Currently, Church Avenue is constructed as a two-lane undivided roadway and serves residential single-family homes. No bus stops or bike lanes are provided. Curbside parking is permitted along both sides of the roadway.

Data Collection

Existing weekday AM and PM peak hour (7:00-9:00 AM and 4:00-6:00 PM) turning movement counts at the study intersections were conducted during December (2015) and January (2016) while schools in the area were in session.

Figure D depicts the existing traffic volumes. *Attachment A* contains the existing traffic volumes.

C. Trip Generation / Existing Land Uses / Distribution & Assignment

Trip Generation

As detailed in *Section A*, the Project proposes to construct a 5-story building replacing the current existing land uses on-site. Based on the project description, trip generation rates for the Project were obtained from the *(Not So) Brief Guide of Traffic Generators for the San Diego Region* published by the San Diego Association of Governments (SANDAG) in April 2002.

The high "sit-down restaurant" was used for the commercial space for lease, to be conservative.

Table 1 summarizes the trip generation for the Project. As shown in *Table 1*, the Project is calculated to generate 690 Average Daily Trips (ADT) with a total of 56 trips during the AM peak hour (14 inbound/42 outbound trips) and 68 trips during the PM peak hour (47 inbound/ 21 outbound trips).

It should be noted that to be conservative, no credit was applied to the trip generation summary to account for the existing operational land uses currently on-site, which will be renovated.

TABLE 1
TRIP GENERATION SUMMARY

Use	Quantity	Daily Trip Ends (ADTS)[a]		AM Peak Hour				PM Peak Hour			
		Rate[b]	Volume	% of ADT	In:Out Split	Volume		% of ADT	In:Out Split	Volume	
						In	Out			In	Out
Condos	76 Units	8.0 / DU	608	8%	20:80	10	39	10%	70:30	43	18
Commercial	511 sf	160.0 / ksf	82	8%	50:50	4	3	8%	60:40	4	3
Total	-	-	690	-	-	14	42	-	-	47	21

Footnotes:

a. Average Daily Trips

b. Trip Generation Rate from the SANDAG's *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, 2002.

Existing Land Uses

As detailed in the above section, the site is currently occupied and open for business and generating traffic to and from the site. *Table 2* details the existing land uses on-site and the amount of current traffic calculated to be generating.

As shown in *Table 2*, the existing land uses were calculated to currently generate 361 ADT with 18 trips during the AM peak hour and 34 trips during the PM peak hour. With the replacement of the existing land uses with the proposed project, the overall "New-Net" trips would be an additional 329 ADT with 38 additional trips during the AM peak hour and 34 additional trips during the PM peak hour.

TABLE 2
EXISTING LAND USES
TRIP GENERATION SUMMARY

Use	Quantity	Daily Trip Ends (ADTS)[a]		AM Peak Hour				PM Peak Hour			
		Rate[b]	Volume	% of ADT	In:Out Split	Volume		% of ADT	In:Out Split	Volume	
						In	Out			In	Out
Health Club	18.0 ksf	15.0/ksf [c]	270	4%	60:40	7	4	9%	60:40	14	10
Office Space	1.05 ksf	20.0/ksf	21	14%	90:10	2	1	13%	20:80	1	2
Medical Office	1.4 ksf	50.0/ksf	70	6%	80:20	3	1	11%	30:70	2	6
Existing Land Use Total Trips			-361	-	-	-12	-6	-	-	-16	-18
Proposed Total Trips *(See Table 1)*			690	-	-	14	42	-	-	47	21
Total Net Trips			*+329*	-	-	*+2*	*+36*	-	-	*+31*	*+3*

Footnotes:

a. Average Daily Trips
b. Trip Generation Rate from the SANDAG's *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* 2002.
c. ½ of the SANDAG Health Club rate utilized.

Distribution & Assignment

The Project's distribution was derived by the location of the proposed access point, neighboring shopping locations, and employment opportunities, freeway access, and the local circulation system.

Figure E shows the local distribution of the Project trips. ***Figure F*** shows the total Project traffic volumes. ***Figure G*** shows the Existing + Project traffic volumes.

D. ANALYSIS METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the *2010 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 9) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. ***Attachment B*** provides the LOS analysis worksheets.

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the *2010 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 9) computer software. *Attachment B* provides the LOS analysis worksheets.

Generally LOS D or better operations are considered acceptable during peak periods in the City of Chula Vista.

E. Analysis Results

This section provides the assessment results of the study area intersections for both existing and existing + project conditions.

Level of Service Operations

Table 3 summarizes the peak hour intersection operations under Existing conditions in the study area. As shown, the study area intersections are calculated to currently operate acceptably at LOS C or better during the AM and PM peak hours.

Existing+ Project Operations

Table 3 summarizes the peak hour intersection operations with the addition of project traffic. As shown, the study area intersections are calculated to continue to operate acceptably at LOS C or better during the AM and PM peak hours.

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TABLE 3
INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ Delay [c]	Impact Type
			Delay [a]	LOS [b]	Delay	LOS		
1. Third Avenue / J Street	Signal	AM	19.8	B	19.9	B	0.1	None
		PM	34.2	C	34.6	C	0.4	None
2. Third Avenue / K Street	Signal	AM	16.6	B	17.2	B	0.6	None
		PM	21.7	C	22.6	C	0.9	None
3. K Street / Project Dwy.	TWSC [d]	AM	9.1	A	9.7	A	0.6	None
		PM	10.0	A	10.4	B	0.4	None
4. K Street / Church Avenue	TWSC [d]	AM	9.4	A	9.5	A	0.1	None
		PM	9.8	A	9.8	A	0.0	None
5. Third Avenue / L Street	Signal	AM	24.6	C	24.9	C	0.3	None
		PM	34.5	C	34.8	C	0.3	None

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Increase in delay due to project traffic.
d. TWSC – Two Way Stop Controlled. Minor Street left-turn delay and LOS reported

General Notes:
1. BOLD = Indicates significant impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

F. PROJECT ACCESS

Project access is proposed via a single two-way unsignalized driveway to K Street, east of Third Avenue and aligned opposite of the existing two-way driveway serving the fronting Bank of America building. This distance measures approximately 160 feet from intersection centerline to intersection centerline. The existing westbound to southbound turn pocket on K Street at Third Avenue is approximately 100 feet including a 25-foot transition which extends across the existing bank driveway. Curbside parking is prohibited in both direction on K Street from Third Avenue eastward to just east of the bank driveway.

The majority of Project traffic (85%) is distributed to/from west of the Project driveway. This traffic will make a left-turn into the site from K Street, and will be highest during the PM peak hour (40 peak hour left-turns). There is potential for westbound queuing on K Street at Third Avenue to block access to the driveway, resulting in the possibility that PM Project trips would block eastbound thru-traffic on K Street. Were this to occur, inbound Project trips could instead potentially use eastbound Kearny Street to southbound Church Avenue, which would allow for a westbound right-turn in to the site from K Street.

To ensure orderly ingress during the PM peak hour and discourage any potential cut-through trips to Church Avenue, it is recommended that a "Keep Clear" striping detail be placed on K Street at the combined Project Driveway/Bank of America Driveway. For reference, a similar improvement is provided two blocks north of the Project on J Street between Third Avenue and Church Avenue. This improvement will ensure that vehicles queuing westbound on K Street at Third Avenue do not block the driveway.

G. Conclusions

Based on the above analysis, no capacity-related impacts were calculated due to the project. Capacity-related mitigation measures are not necessary. However, based on the site plan review and proposed driveway location, it is recommended that a "Keep Clear" striping detail be provide on K Street at the combined Project Driveway/Bank of America unsignalized intersection.

Please call if you have any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers

Chris Mendiara
Associate Principal

Jose Nunez
Transportation Planner II

cc: File

Attachments: *Figure A*, Project Area Map
Figure B, Site Plan
Figure C, Existing Conditions Diagram
Figure D, Existing Traffic Volumes
Figure E, Project Trip Distribution
Figure F, Project Traffic Volumes
Figure G, Existing + Project Traffic Volumes

Attachment A, Existing 2015 Traffic Volumes
Attachment B, LOS Analysis Worksheets

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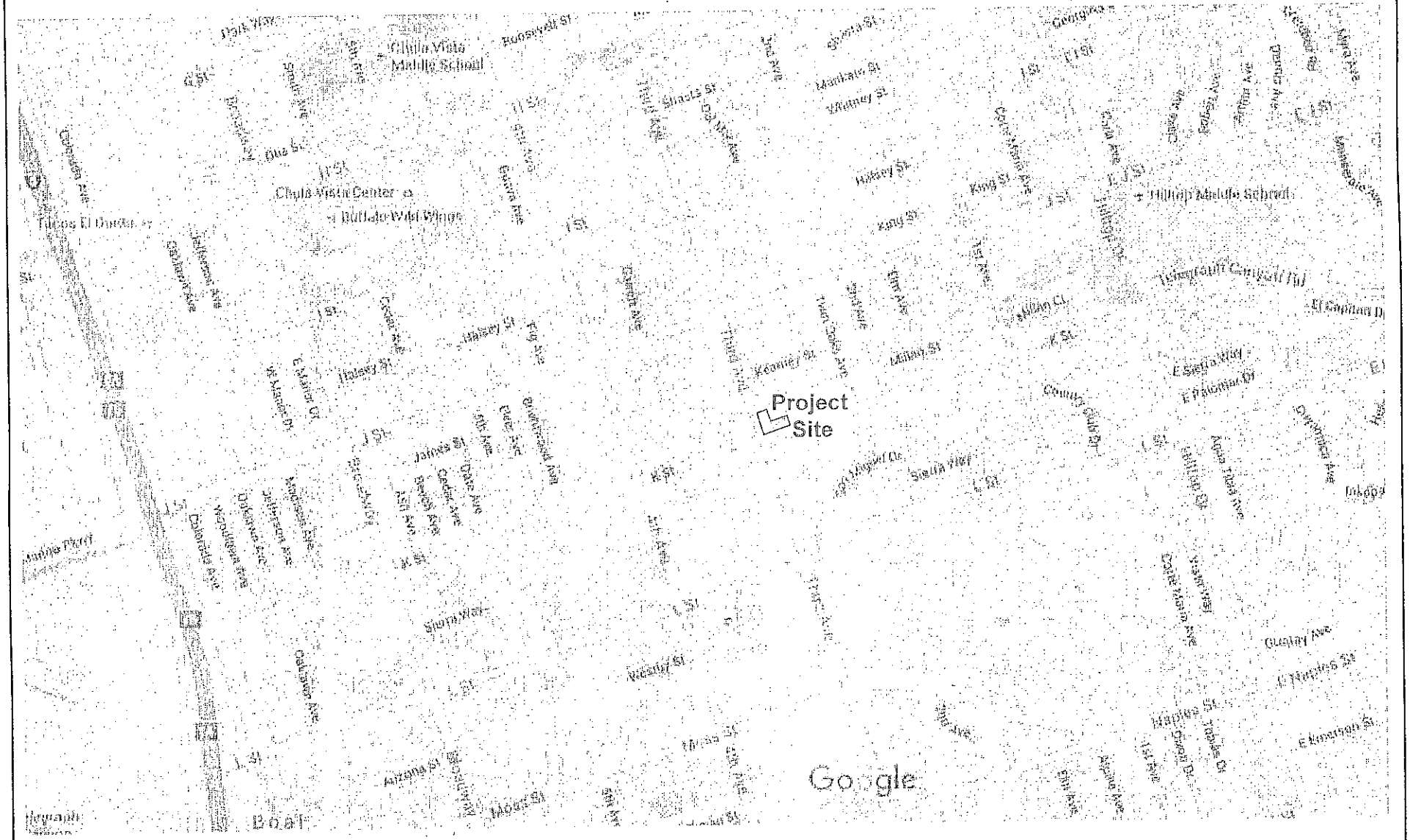
FIGURES



LINSCOTT LAW & GREENSPAN ENGINEERS

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Figure A

Project Area Map

VISTA DEL MAR

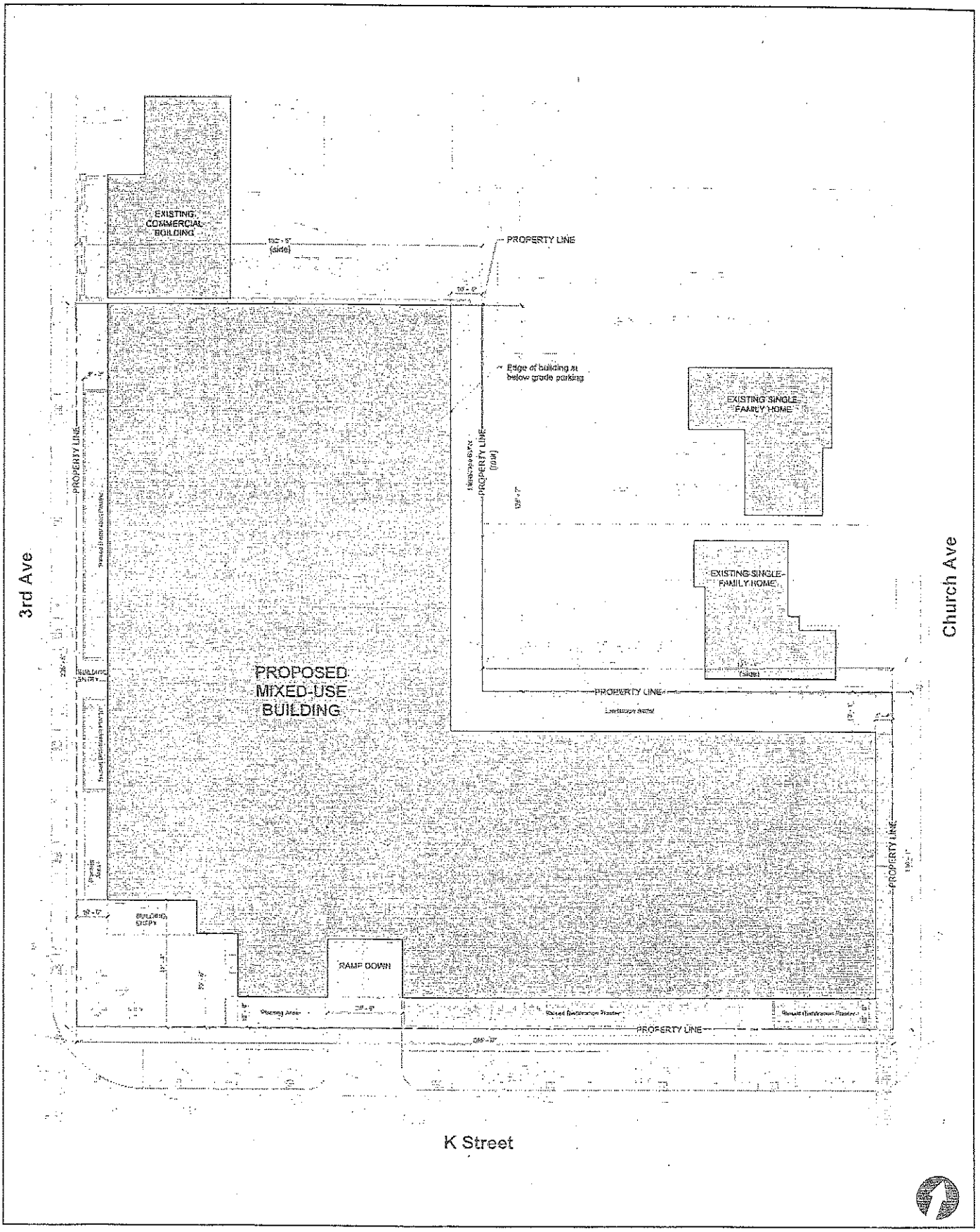

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Figure B

Site Plan

VISTA DEL MAR

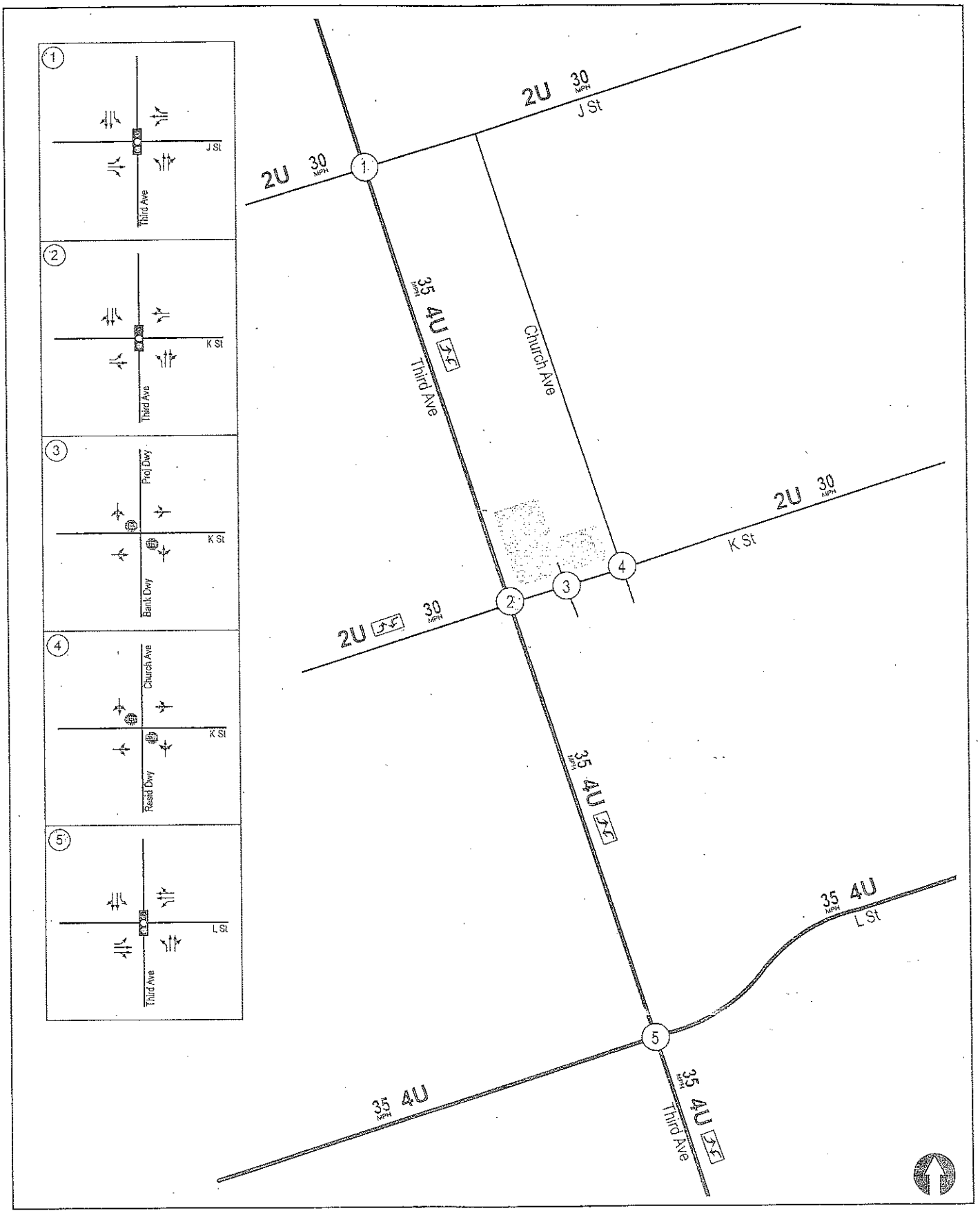

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Figure C

Existing Conditions Diagram

VISTA DEL MAR

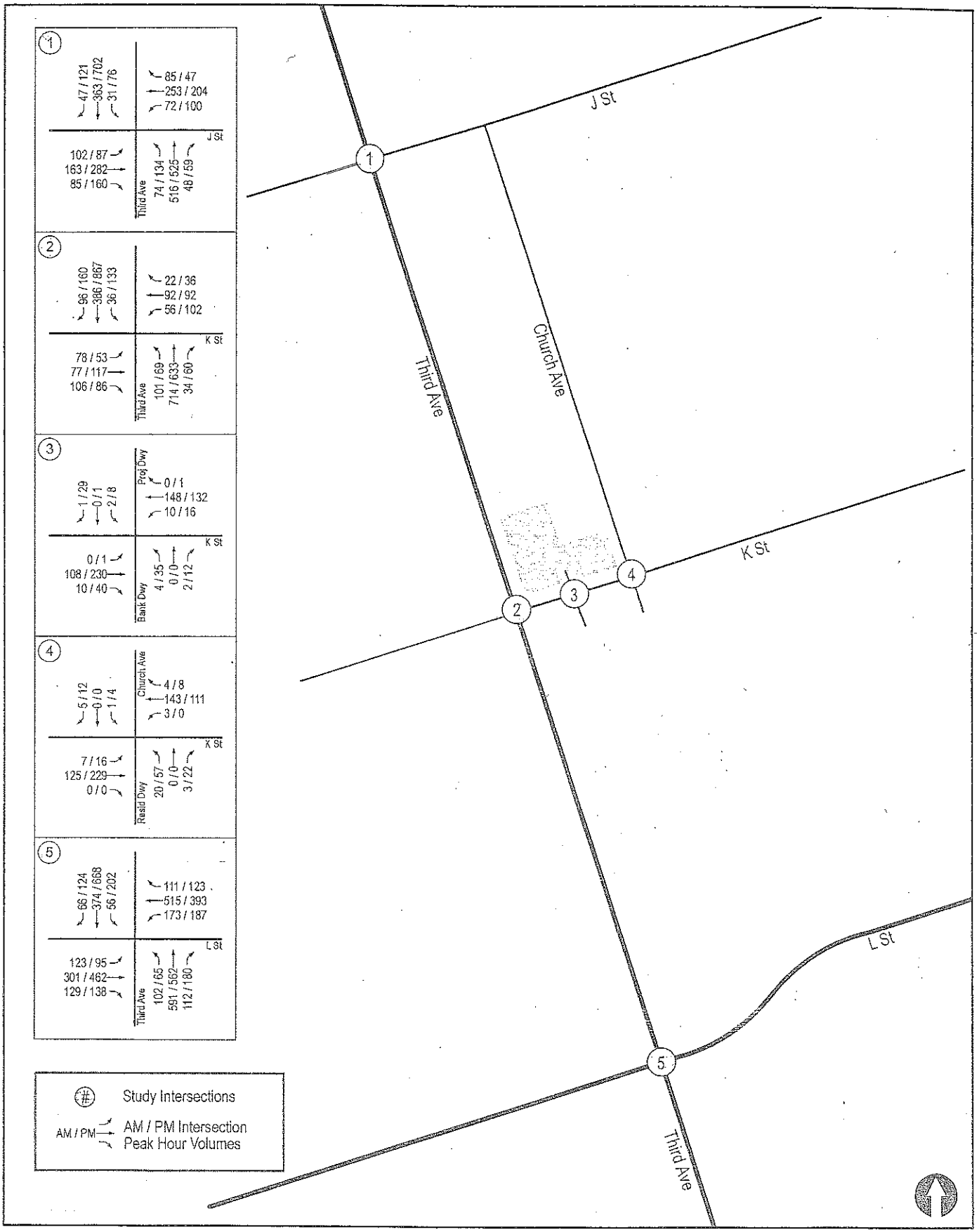

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Figure D

Existing Traffic Volumes

VISTA DEL MAR

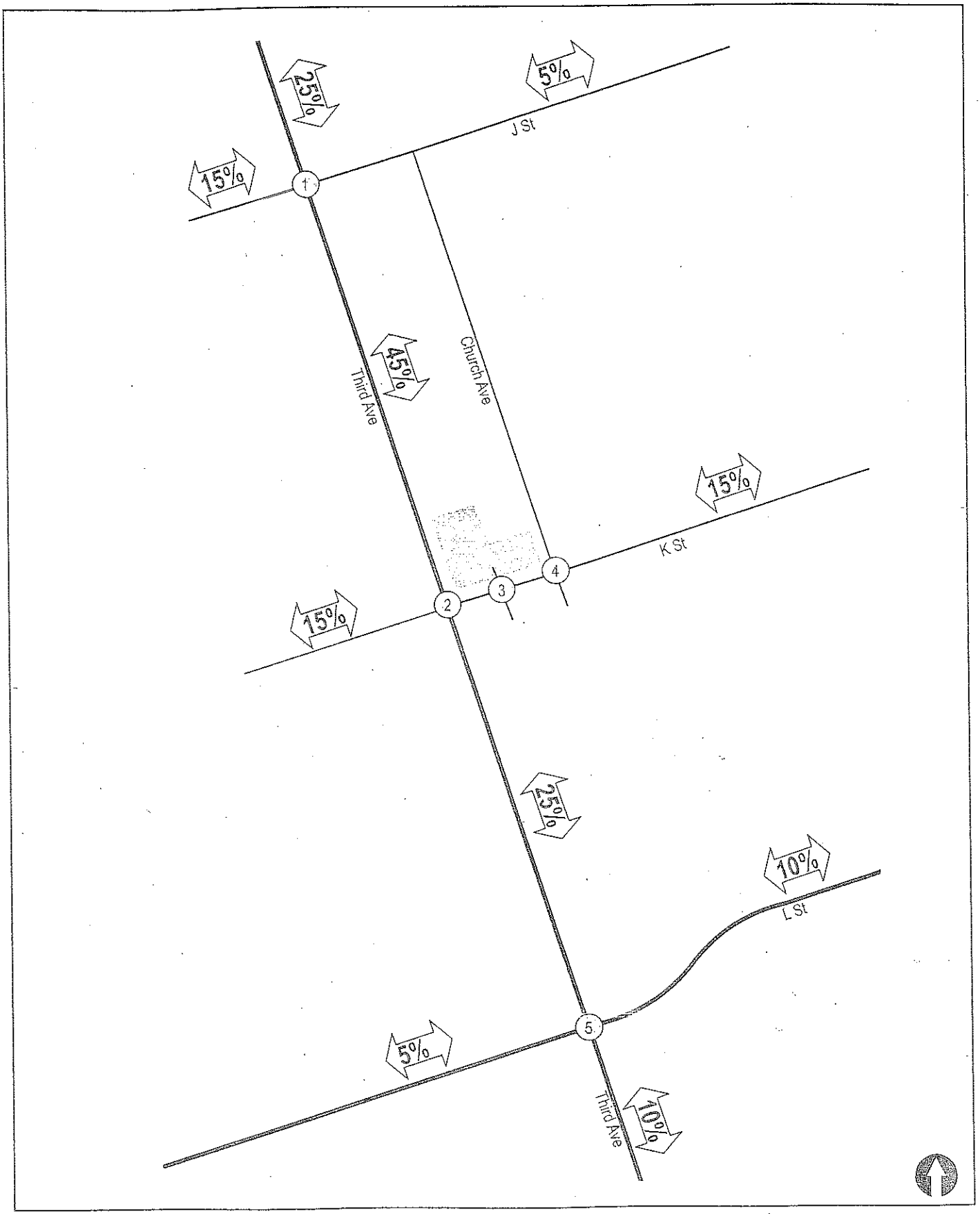

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Figure E

Project Trip Distribution

VISTA DEL MAR

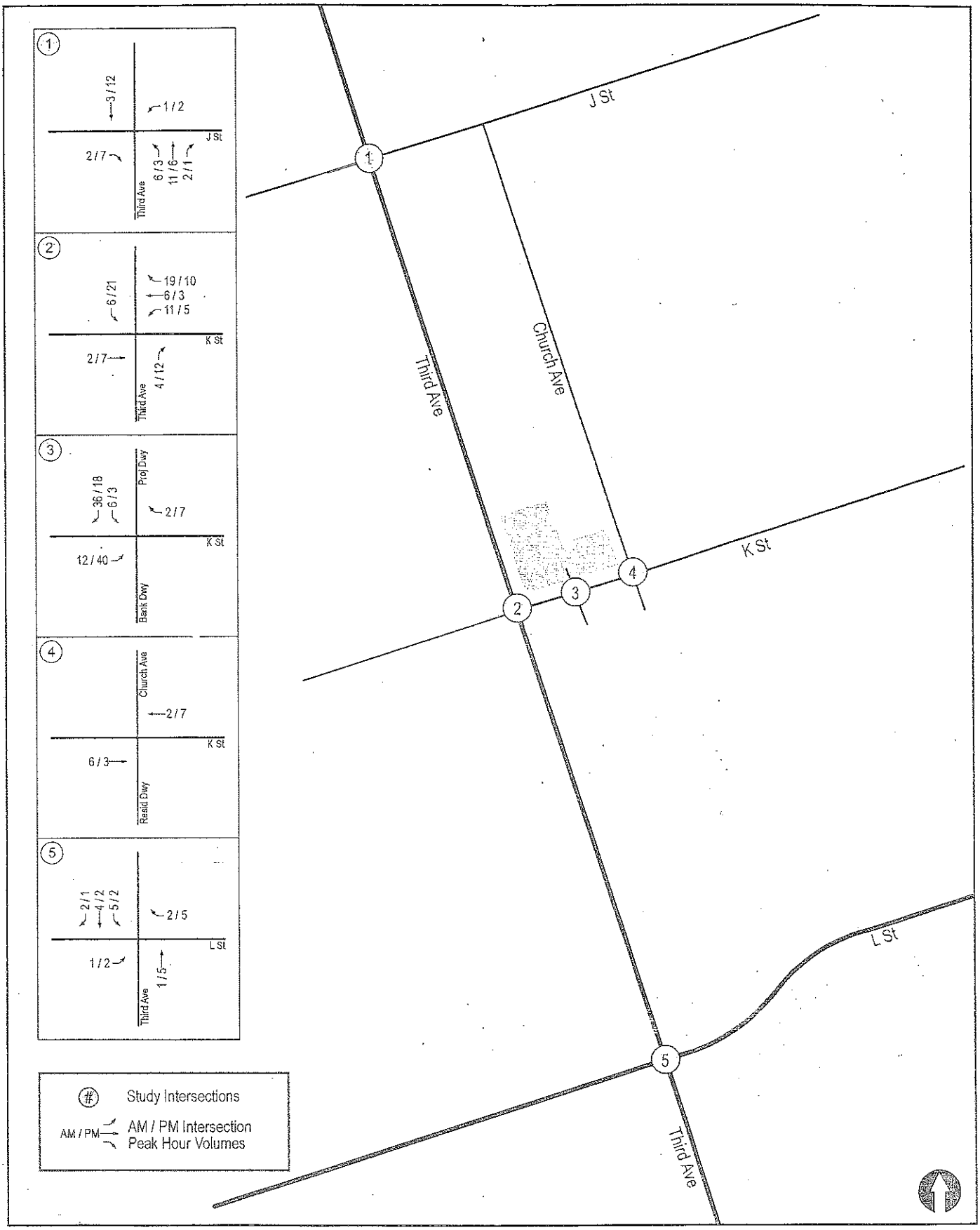

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Figure F

Project Traffic Volumes

VISTA DEL MAR

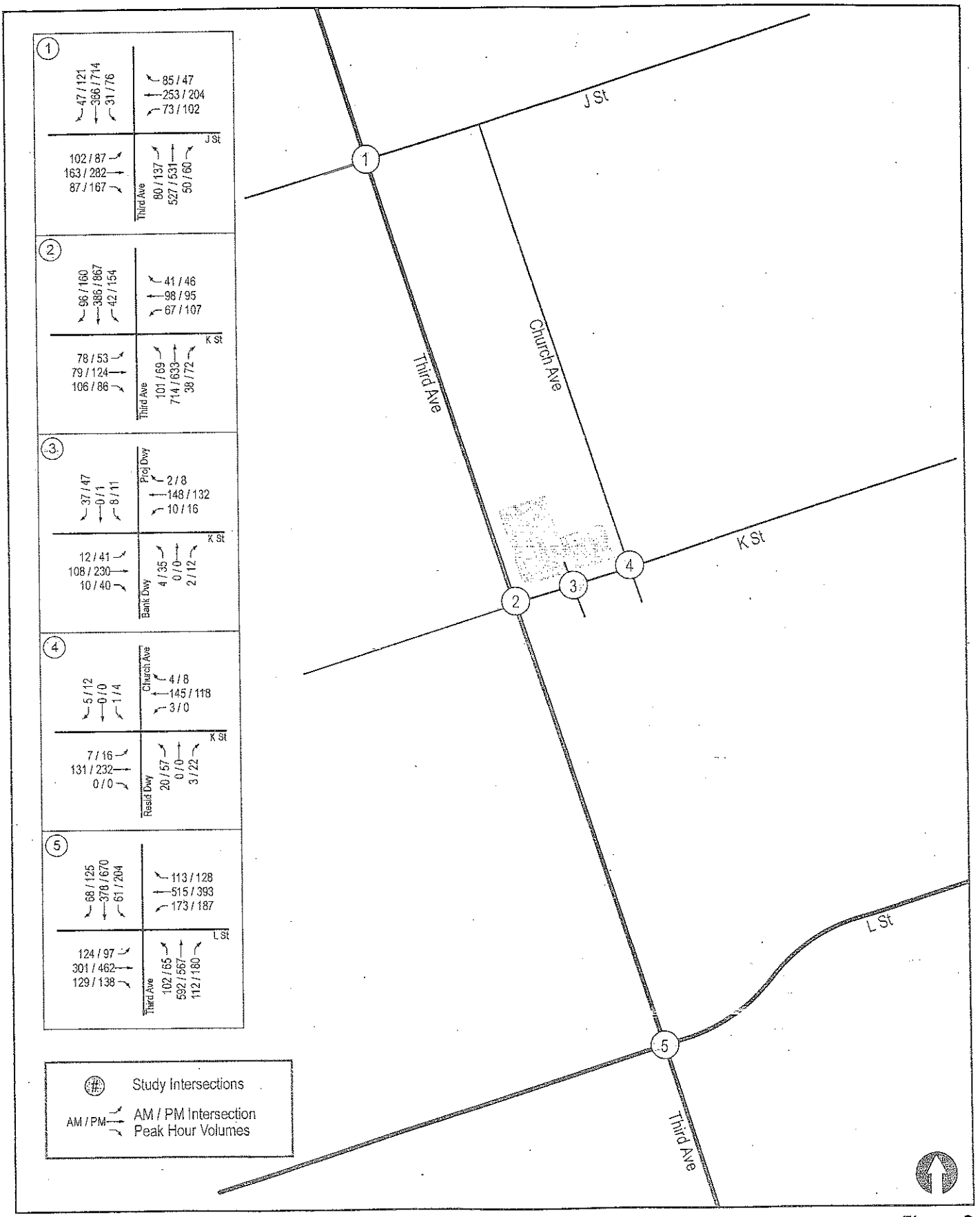

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Figure G

Existing + Project Traffic Volumes

VISTA DEL MAR

ATTACHMENT A
EXISTING TRAFFIC VOLUME SHEETS

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: J Street @ 3rd Avenue

AM Period (7:00 AM - 9:00 AM)

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	10	63	1	10	41	15	13	94	11	17	31	13	319
7:15 AM	12	76	3	11	49	18	23	118	16	22	47	8	403
7:30 AM	13	100	4	17	63	21	16	113	13	25	35	15	435
7:45 AM	8	74	4	22	77	17	14	154	21	15	38	25	469
8:00 AM	12	96	12	29	63	17	13	144	16	21	42	27	492
8:15 AM	14	93	11	17	50	17	5	105	24	24	48	35	443
8:30 AM	19	112	11	13	45	18	8	113	16	28	18	15	416
8:45 AM	32	89	13	29	29	13	6	130	21	27	25	17	431
Total	120	703	59	148	417	136	98	971	138	179	284	155	3,408

AM Intersection Peak Hour : 7:30 AM - 8:30 AM Intersection PHF : 0.93

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	47	363	31	85	253	72	48	516	74	85	163	102	1,839
PHF	0.84	0.91	0.65	0.73	0.82	0.86	0.75	0.84	0.77	0.85	0.85	0.73	0.93
Movement PHF		0.92			0.88			0.84			0.82		0.93

PM Period (4:00 PM - 6:00 PM)

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	23	158	8	15	51	34	12	127	27	61	66	27	609
4:15 PM	21	174	21	13	49	27	13	109	25	43	76	33	604
4:30 PM	25	201	10	9	54	34	5	115	27	36	64	22	602
4:45 PM	13	128	21	16	44	25	13	137	31	51	69	23	571
5:00 PM	43	191	24	11	53	22	29	162	46	34	60	18	693
5:15 PM	40	182	21	11	53	19	12	111	30	39	89	24	631
5:30 PM	17	148	24	10	46	17	22	109	40	30	73	21	557
5:45 PM	25	156	19	10	49	18	15	92	21	42	66	26	539
Total	207	1338	148	95	399	196	121	962	247	336	563	194	4,806

PM Intersection Peak Hour : 4:30 PM - 5:30 PM Intersection PHF : 0.90

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	121	702	76	47	204	100	59	525	134	160	282	87	2497
PHF	0.70	0.873	0.792	0.734	0.944	0.735	0.509	0.81	0.728	0.784	0.792	0.906	0.90
Movement PHF		0.87			0.90			0.76			0.87		0.90

Data for Cc Count #1
SiteCode Loc #1 3rd Avenue & K Street
StartDate 12/8/2015
StartTime 700
IntervalTir 15

	North Leg - 3rd Avenue - Southbound				East Leg - K Street - Westbound				South Leg - 3rd Avenue - Northbound				West Leg - K Street - Eastbound			
time	key1	key2	key3	key4	key5	key6	key7	key8	key9	key10	key11	key12	key13	key14	key15	key16
	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts
700	2	20	44	6	0	6	21	7	25	6	142	21	4	14	15	7
715	0	37	94	8	2	5	33	11	7	11	180	36	7	30	18	14
730	0	18	110	11	0	7	27	14	13	8	180	24	2	31	19	24
745	4	17	106	11	3	8	20	17	2	8	198	34	5	24	23	13
800	1	24	76	6	1	2	12	14	4	7	156	7	3	21	17	27
815	2	21	104	12	6	7	11	6	7	7	145	7	2	16	15	13
830	1	34	111	16	2	8	9	13	9	9	135	19	8	12	10	16
845	1	34	152	13	2	7	17	15	3	8	112	18	1	15	10	11

Data for Cc Count #2
SiteCode Loc #1 3rd Avenue & K Street
StartDate 12/8/2015
StartTime 1600
IntervalTir 15

	North Leg - 3rd Avenue - Southbound				East Leg - K Street - Westbound				South Leg - 3rd Avenue - Northbound				West Leg - K Street - Eastbound			
time	key1	key2	key3	key4	key5	key6	key7	key8	key9	key10	key11	key12	key13	key14	key15	key16
	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts
1600	2	35	196	23	3	9	17	14	11	16	143	17	9	18	18	14
1615	2	38	212	31	0	10	25	23	16	15	175	15	7	12	34	13
1630	7	53	212	32	4	9	25	28	6	19	182	17	9	24	37	19
1645	3	34	239	39	5	9	26	26	12	7	126	19	8	23	24	8
1700	1	35	204	31	1	8	16	25	7	19	150	18	9	27	22	13
1715	3	26	186	24	2	9	19	16	0	16	144	17	1	31	22	15
1730	2	34	164	23	4	8	19	27	1	17	143	24	1	14	25	14
1745	3	31	156	7	3	12	14	17	2	10	129	6	4	19	15	13

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: K Street @ Driveway

AM Period (7:00 AM - 9:00 AM)

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	1	0	41	1	0	0	0	0	21	0	64
7:15 AM	0	0	1	0	38	2	1	0	1	5	26	0	74
7:30 AM	0	0	0	0	23	3	0	0	2	1	27	0	56
7:45 AM	1	0	0	0	46	4	1	0	1	4	34	0	91
8:00 AM	2	0	0	0	21	2	1	0	4	6	25	0	61
8:15 AM	1	0	0	0	24	2	0	0	3	5	30	0	65
8:30 AM	1	0	0	0	29	2	0	0	6	5	25	0	68
8:45 AM	0	0	0	0	21	4	1	0	2	7	26	0	61
Total	5	0	2	0	243	20	4	0	19	33	214	0	540

AM Intersection Peak Hour : 7:00 AM - 8:00 AM Intersection PHF : 0.78

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	2	0	148	10	2	0	4	10	108	0	285
PHF	0.25	#####	0,50	#####	0.80	0.63	0.50	#####	0.50	0.50	0.79	#####	0.78
Movement PHF		0.75			0.79			0.75			0.78		0.78

PM Period (2:00 PM - 6:00 PM)

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	4	0	0	0	24	3	2	1	4	12	50	0	100
4:15 PM	5	0	0	0	28	6	4	0	8	7	43	1	102
4:30 PM	4	0	1	1	34	5	1	0	9	8	65	0	128
4:45 PM	12	0	4	0	32	3	4	0	9	15	60	0	139
5:00 PM	8	1	3	0	38	2	3	0	9	10	62	0	136
5:15 PM	2	0	0	0	24	3	0	0	8	7	38	2	84
5:30 PM	9	0	1	0	28	3	1	0	9	9	50	0	110
5:45 PM	4	0	1	0	35	2	1	0	5	11	33	0	92
Total	48	1	10	1	243	27	16	1	61	79	401	3	891

PM Intersection Peak Hour : 4:15 PM - 5:15 PM Intersection PHF : 0.91

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	29	1	8	1	132	16	12	0	35	40	230	1	505
PHF	0.60	0.25	0.5	0.25	0.868	0.667	0.75	#####	0.972	0.667	0.885	0.25	0.91
Movement PHF		0.59			0.93			0.90			0.90		0.91

Count #1
SiteCode Loc #2-B Church Street & K Street / Fountain Apartments Driveway
StartDate ########
StartTime 700
IntervalTin 15

	North Leg - Church Street - Southbound				East Leg - K Street - Westbound				South Leg - Fountain Apts - Northbound				West Leg - K Street - Eastbound			
time	key1	key2	key3	key4	key5	key6	key7	key8	key9	key10	key11	key12	key13	key14	key15	key16
	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts
700	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0
715	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0
730	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
815	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
830	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0

Count #2
SiteCode Loc #2-B Church Street & K Street / Fountain Apartments Driveway
StartDate ########
StartTime 1600
IntervalTin 15

	North Leg - Church Street - Southbound				East Leg - K Street - Westbound				South Leg - Fountain Apts - Northbound				West Leg - K Street - Eastbound			
time	key1	key2	key3	key4	key5	key6	key7	key8	key9	key10	key11	key12	key13	key14	key15	key16
	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts	Peds	Rights	Thrus	Lefts
1600	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1630	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
1645	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: L Street @ 3rd Avenue

AM Period (7:00 AM - 9:00 AM)

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	13	36	9	25	84	33	19	131	20	11	60	14	455
7:15 AM	18	82	15	13	85	38	27	164	24	19	57	18	560
7:30 AM	19	100	17	29	144	38	22	120	32	43	87	36	687
7:45 AM	17	98	7	33	167	57	37	167	27	52	79	46	787
8:00 AM	12	94	17	36	119	40	26	140	19	15	78	23	619
8:15 AM	13	64	16	44	112	36	21	117	19	14	74	29	559
8:30 AM	15	102	23	28	102	28	27	107	13	18	75	21	559
8:45 AM	14	77	20	57	78	35	14	116	18	16	55	44	544
Total	121	653	124	265	891	305	193	1,062	172	188	565	231	4,770

AM Intersection Peak Hour : 7:15 AM - 8:15 AM Intersection PHF : 0.84

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	66	374	56	111	515	173	112	591	102	129	301	123	2,653
PHF	0.87	0.94	0.82	0.77	0.77	0.76	0.76	0.88	0.80	0.62	0.86	0.67	0.84
Movement PHF		0.91			0.78			0.87			0.78		0.84

PM Period (4:00 PM - 6:00 PM)

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	26	164	44	35	98	58	53	142	18	40	114	21	813
4:15 PM	39	168	49	27	120	31	41	134	11	31	102	25	778
4:30 PM	30	179	51	26	87	52	49	141	14	34	114	25	802
4:45 PM	29	157	58	35	88	46	37	145	22	33	132	24	806
5:00 PM	28	180	50	24	101	36	49	137	21	34	120	26	806
5:15 PM	32	175	39	26	100	58	33	118	8	35	113	35	772
5:30 PM	17	176	48	31	95	42	28	126	18	32	104	21	738
5:45 PM	24	175	39	20	93	56	47	127	14	46	99	20	760
Total	225	1374	378	224	782	379	337	1,070	126	285	898	197	6,275

PM Intersection Peak Hour : 4:00 PM - 5:00 PM Intersection PHF : 0.98

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	124	668	202	123	393	187	180	562	65	138	462	95	3199
PHF	0.79	0.933	0.871	0.879	0.819	0.806	0.849	0.969	0.739	0.863	0.875	0.95	0.98
Movement PHF		0.96			0.92			0.95			0.92		0.98

ATTACHMENT B
LEVEL OF SERVICE WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	163	85	72	253	85	74	516	48	31	363	47
Future Volume (veh/h)	102	163	85	72	253	85	74	516	48	31	363	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	111	177	92	78	275	92	80	561	52	34	395	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	364	189	100	387	129	102	976	90	53	852	109
Arrive On Green	0.08	0.32	0.32	0.06	0.29	0.29	0.06	0.30	0.30	0.03	0.27	0.27
Sat Flow, veh/h	1774	1156	601	1774	1337	447	1774	3276	303	1774	3156	405
Grp Volume(v), veh/h	111	0	269	78	0	367	80	302	311	34	220	226
Grp Sat Flow(s),veh/h/ln	1774	0	1757	1774	0	1784	1774	1770	1809	1774	1770	1791
Q Serve(g_s), s	3.3	0.0	6.6	2.3	0.0	9.8	2.4	7.7	7.7	1.0	5.5	5.6
Cycle Q Clear(g_c), s	3.3	0.0	6.6	2.3	0.0	9.8	2.4	7.7	7.7	1.0	5.5	5.6
Prop In Lane	1.00		0.34	1.00		0.25	1.00		0.17	1.00		0.23
Lane Grp Cap(c), veh/h	145	0	553	100	0	517	102	527	539	53	478	483
V/C Ratio(X)	0.77	0.00	0.49	0.78	0.00	0.71	0.78	0.57	0.58	0.65	0.46	0.47
Avail Cap(c_a), veh/h	401	0	1059	301	0	974	301	900	920	200	800	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	14.7	24.7	0.0	16.9	24.7	15.8	15.8	25.5	16.2	16.2
Incr Delay (d2), s/veh	8.2	0.0	0.7	12.5	0.0	1.8	12.2	1.0	1.0	12.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.2	1.5	0.0	5.1	1.5	3.8	3.9	0.7	2.8	2.9
LnGrp Delay(d),s/veh	32.1	0.0	15.4	37.3	0.0	18.7	36.8	16.8	16.8	37.9	16.9	16.9
LnGrp LOS	C		B	D		B	D	B	B	D	B	B
Approach Vol, veh/h		380			445			693			480	
Approach Delay, s/veh		20.3			22.0			19.1			18.4	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	19.8	7.0	20.7	7.1	18.3	8.3	19.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	9.0	32.0	9.0	24.0	12.0	29.0
Max Q Clear Time (g_c+I1), s	3.0	9.7	4.3	8.6	4.4	7.6	5.3	11.8
Green Ext Time (p_c), s	0.0	6.1	0.1	4.0	0.1	5.9	0.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	77	106	56	92	22	101	714	34	36	386	96
Future Volume (veh/h)	78	77	106	56	92	22	101	714	34	36	386	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	84	115	61	100	24	110	776	37	39	420	104
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	144	197	85	279	67	140	1202	57	61	860	211
Arrive On Green	0.06	0.21	0.21	0.05	0.19	0.19	0.08	0.35	0.35	0.03	0.31	0.31
Sat Flow, veh/h	1774	702	962	1774	1450	348	1774	3432	164	1774	2814	690
Grp Volume(v), veh/h	85	0	199	61	0	124	110	400	413	39	263	261
Grp Sat Flow(s),veh/h/ln	1774	0	1664	1774	0	1797	1774	1770	1826	1774	1770	1734
Q Serve(g_s), s	2.1	0.0	4.8	1.5	0.0	2.6	2.7	8.4	8.4	1.0	5.3	5.4
Cycle Q Clear(g_c), s	2.1	0.0	4.8	1.5	0.0	2.6	2.7	8.4	8.4	1.0	5.3	5.4
Prop In Lane	1.00		0.58	1.00		0.19	1.00		0.09	1.00		0.40
Lane Grp Cap(c), veh/h	107	0	341	85	0	346	140	620	640	61	541	530
V/C Ratio(X)	0.80	0.00	0.58	0.72	0.00	0.36	0.78	0.65	0.65	0.64	0.49	0.49
Avail Cap(c_a), veh/h	201	0	603	201	0	652	241	762	786	161	682	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	15.8	20.7	0.0	15.4	20.0	12.0	12.0	21.0	12.5	12.5
Incr Delay (d2), s/veh	12.6	0.0	1.6	10.9	0.0	0.6	9.2	1.3	1.3	10.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.3	1.0	0.0	1.4	1.7	4.2	4.4	0.6	2.7	2.6
LnGrp Delay(d),s/veh	33.0	0.0	17.4	31.6	0.0	16.1	29.1	13.4	13.3	31.6	13.2	13.2
LnGrp LOS	C		B	C		B	C	B	B	C	B	B
Approach Vol, veh/h		284			185			923			563	
Approach Delay, s/veh		22.1			21.2			15.2			14.5	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	19.5	6.1	13.1	7.5	17.5	6.7	12.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	19.0	5.0	16.0	6.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	3.0	10.4	3.5	6.8	4.7	7.4	4.1	4.6
Green Ext Time (p_c), s	0.0	5.0	0.0	1.3	0.0	5.3	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	108	10	10	148	0	4	0	2	0	0	1
Future Vol, veh/h	0	108	10	10	148	0	4	0	2	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	117	11	11	161	0	4	0	2	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	128	0	0	306	306	123	307	311	161
Stage 1	-	-	-	-	-	-	123	123	-	183	183	-
Stage 2	-	-	-	-	-	-	183	183	-	124	128	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1458	-	-	646	608	928	645	604	884
Stage 1	-	-	-	-	-	-	881	794	-	819	748	-
Stage 2	-	-	-	-	-	-	819	748	-	880	790	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1458	-	-	641	603	928	640	599	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	641	603	-	640	599	-
Stage 1	-	-	-	-	-	-	881	794	-	819	742	-
Stage 2	-	-	-	-	-	-	811	742	-	878	790	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	10.1	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	1418	-	-	1458	-	-	884
HCM Lane V/C Ratio	0.009	-	-	-	0.007	-	-	0.001
HCM Control Delay (s)	10.1	0	-	-	7.5	0	-	9.1
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	125	0	3	143	4	20	0	3	1	0	5
Future Vol, veh/h	7	125	0	3	143	4	20	0	3	1	0	5
Conflicting Peds, #/hr	0	0	4	0	0	1	0	0	6	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	136	0	3	155	4	22	0	3	1	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	142	0	0	329	328	143	328	326	167
Stage 1	-	-	-	-	-	-	157	157	-	169	169	-
Stage 2	-	-	-	-	-	-	172	171	-	159	157	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1441	-	-	624	591	905	625	592	877
Stage 1	-	-	-	-	-	-	845	768	-	833	759	-
Stage 2	-	-	-	-	-	-	830	757	-	843	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1408	-	-	1440	-	-	611	581	900	616	582	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	581	-	616	582	-
Stage 1	-	-	-	-	-	-	836	760	-	825	754	-
Stage 2	-	-	-	-	-	-	820	752	-	834	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	10.9	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	1408	-	-	1440	-	-	819
HCM Lane V/C Ratio	0.039	0.005	-	-	0.002	-	-	0.008
HCM Control Delay (s)	10.9	7.6	0	-	7.5	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	301	129	173	515	111	102	591	112	56	374	66
Future Volume (veh/h)	123	301	129	173	515	111	102	591	112	56	374	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	134	327	140	188	560	121	111	642	122	61	407	72
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	628	264	237	852	184	144	990	188	78	891	157
Arrive On Green	0.10	0.26	0.26	0.13	0.29	0.29	0.08	0.33	0.33	0.04	0.30	0.30
Sat Flow, veh/h	1774	2431	1021	1774	2898	624	1774	2969	563	1774	3011	529
Grp Volume(v), veh/h	134	236	231	188	341	340	111	382	382	61	238	241
Grp Sat Flow(s),veh/h/ln	1774	1770	1683	1774	1770	1753	1774	1770	1763	1774	1770	1769
Q Serve(g_s), s	5.1	7.9	8.2	7.1	11.7	11.7	4.2	12.7	12.7	2.4	7.6	7.7
Cycle Q Clear(g_c), s	5.1	7.9	8.2	7.1	11.7	11.7	4.2	12.7	12.7	2.4	7.6	7.7
Prop In Lane	1.00		0.61	1.00		0.36	1.00		0.32	1.00		0.30
Lane Grp Cap(c), veh/h	173	457	434	237	520	515	144	590	588	78	524	524
V/C Ratio(X)	0.77	0.52	0.53	0.79	0.66	0.66	0.77	0.65	0.65	0.78	0.45	0.46
Avail Cap(c_a), veh/h	410	665	632	538	793	785	333	972	968	231	870	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	22.0	22.1	29.1	21.4	21.4	31.2	19.6	19.6	32.8	19.8	19.8
Incr Delay (d2), s/veh	7.2	0.9	1.0	6.0	1.4	1.4	8.4	1.2	1.2	15.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.0	3.9	3.8	5.9	5.9	2.4	6.4	6.3	1.5	3.8	3.8
LnGrp Delay(d),s/veh	37.7	22.9	23.1	35.0	22.8	22.8	39.6	20.8	20.8	48.4	20.4	20.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		601			869			875			540	
Approach Delay, s/veh		26.3			25.4			23.2			23.6	
Approach LOS		C			C			C			C	

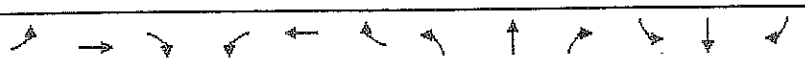
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	27.1	13.2	21.9	9.6	24.5	10.7	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.0	21.0	26.0	13.0	34.0	16.0	31.0
Max Q Clear Time (g_c+I1), s	4.4	14.7	9.1	10.2	6.2	9.7	7.1	13.7
Green Ext Time (p_c), s	0.0	8.3	0.4	6.3	0.1	8.5	0.2	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	282	160	100	204	47	134	525	59	76	702	121
Future Volume (veh/h)	87	282	160	100	204	47	134	525	59	76	702	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	307	174	109	222	51	146	571	64	83	763	132
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	361	205	139	488	112	181	1078	121	106	887	153
Arrive On Green	0.07	0.32	0.32	0.08	0.33	0.33	0.10	0.34	0.34	0.06	0.29	0.29
Sat Flow, veh/h	1774	1118	633	1774	1466	337	1774	3210	359	1774	3018	522
Grp Volume(v), veh/h	95	0	481	109	0	273	146	314	321	83	447	448
Grp Sat Flow(s),veh/h/ln	1774	0	1751	1774	0	1803	1774	1770	1799	1774	1770	1771
Q Serve(g_s), s	4.2	0.0	20.3	4.8	0.0	9.4	6.4	11.3	11.4	3.6	18.9	18.9
Cycle Q Clear(g_c), s	4.2	0.0	20.3	4.8	0.0	9.4	6.4	11.3	11.4	3.6	18.9	18.9
Prop In Lane	1.00		0.36	1.00		0.19	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	123	0	566	139	0	600	181	594	604	106	520	520
V/C Ratio(X)	0.77	0.00	0.85	0.78	0.00	0.46	0.81	0.53	0.53	0.78	0.86	0.86
Avail Cap(c_a), veh/h	269	0	709	202	0	662	202	605	615	135	537	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	24.9	35.8	0.0	20.7	34.7	21.2	21.2	36.6	26.4	26.4
Incr Delay (d2), s/veh	9.8	0.0	8.0	11.7	0.0	0.5	19.4	0.8	0.8	19.9	13.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	11.0	2.8	0.0	4.8	4.1	5.6	5.8	2.4	11.1	11.1
LnGrp Delay(d),s/veh	46.0	0.0	32.9	47.4	0.0	21.3	54.1	22.0	22.1	56.6	39.4	39.4
LnGrp LOS	D		C	D		C	D	C	C	E	D	D
Approach Vol, veh/h		576			382			781			978	
Approach Delay, s/veh		35.1			28.7			28.0			40.8	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	30.5	10.2	29.6	12.0	27.2	9.5	30.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	9.0	32.0	9.0	24.0	12.0	29.0
Max Q Clear Time (g_c+I1), s	5.6	13.4	6.8	22.3	8.4	20.9	6.2	11.4
Green Ext Time (p_c), s	0.0	7.8	0.0	3.3	0.0	2.3	0.1	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	117	86	102	92	36	69	633	60	133	867	160
Future Volume (veh/h)	53	117	86	102	92	36	69	633	60	133	867	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	127	93	111	100	39	75	688	65	145	942	174
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	177	129	143	278	108	96	1324	125	185	1362	251
Arrive On Green	0.04	0.18	0.18	0.08	0.22	0.22	0.05	0.41	0.41	0.10	0.46	0.46
Sat Flow, veh/h	1774	987	723	1774	1274	497	1774	3259	308	1774	2981	550
Grp Volume(v), veh/h	58	0	220	111	0	139	75	373	380	145	559	557
Grp Sat Flow(s),veh/h/ln	1774	0	1710	1774	0	1770	1774	1770	1797	1774	1770	1762
Q Serve(g_s), s	2.3	0.0	8.4	4.3	0.0	4.6	2.9	11.1	11.1	5.6	17.5	17.5
Cycle Q Clear(g_c), s	2.3	0.0	8.4	4.3	0.0	4.6	2.9	11.1	11.1	5.6	17.5	17.5
Prop In Lane	1.00		0.42	1.00		0.28	1.00		0.17	1.00		0.31
Lane Grp Cap(c), veh/h	73	0	306	143	0	386	96	719	730	185	808	805
V/C Ratio(X)	0.79	0.00	0.72	0.78	0.00	0.36	0.78	0.52	0.52	0.78	0.69	0.69
Avail Cap(c_a), veh/h	178	0	417	254	0	508	178	812	825	382	1015	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	27.0	31.4	0.0	23.1	32.6	15.6	15.6	30.4	15.0	15.0
Incr Delay (d2), s/veh	16.8	0.0	3.8	8.7	0.0	0.6	12.7	0.6	0.6	7.0	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	4.3	2.4	0.0	2.3	1.8	5.5	5.6	3.1	8.7	8.7
LnGrp Delay(d),s/veh	49.9	0.0	30.7	40.2	0.0	23.7	45.2	16.1	16.1	37.5	16.5	16.5
LnGrp LOS	D		C	D		C	D	B	B	D	B	B
Approach Vol, veh/h		278			250			828			1261	
Approach Delay, s/veh		34.7			31.0			18.8			18.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	32.3	9.6	16.5	7.8	35.8	6.9	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.3	32.0	10.0	17.0	7.0	40.0	7.0	20.0
Max Q Clear Time (g_c+I1), s	6.6	13.1	6.3	10.4	4.9	19.5	4.3	6.6
Green Ext Time (p_c), s	0.2	11.7	0.1	1.1	0.0	12.3	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	230	40	16	132	1	57	0	22	4	0	12
Future Vol, veh/h	1	230	40	16	132	1	57	0	22	4	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	250	43	17	143	1	62	0	24	4	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	293	0	0	459	453	272	465	475	144
Stage 1	-	-	-	-	-	-	274	274	-	179	179	-
Stage 2	-	-	-	-	-	-	185	179	-	286	296	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1437	-	-	1269	-	-	512	503	767	508	488	903
Stage 1	-	-	-	-	-	-	732	683	-	823	751	-
Stage 2	-	-	-	-	-	-	817	751	-	721	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1437	-	-	1269	-	-	498	495	767	486	480	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	495	-	486	480	-
Stage 1	-	-	-	-	-	-	731	682	-	822	740	-
Stage 2	-	-	-	-	-	-	793	740	-	698	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	12.7	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	1437	-	-	1269	-	-	744
HCM Lane V/C Ratio	0.156	0.001	-	-	0.014	-	-	0.023
HCM Control Delay (s)	12.7	7.5	0	-	7.9	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	229	0	0	111	8	57	0	22	4	0	12
Future Vol, veh/h	16	229	0	0	111	8	57	0	22	4	0	12
Conflicting Peds, #/hr	0	0	4	0	0	1	0	0	6	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	249	0	0	121	9	62	0	24	4	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	255	0	0	427	424	256	432	420	134
Stage 1	-	-	-	-	-	-	290	290	-	130	130	-
Stage 2	-	-	-	-	-	-	137	134	-	302	290	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1451	-	-	1310	-	-	538	522	783	534	525	915
Stage 1	-	-	-	-	-	-	718	672	-	874	789	-
Stage 2	-	-	-	-	-	-	866	785	-	707	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1309	-	-	520	510	778	510	513	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	510	-	510	513	-
Stage 1	-	-	-	-	-	-	704	659	-	858	786	-
Stage 2	-	-	-	-	-	-	851	782	-	675	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	12.4	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	573	1446	-	-	1309	-	-	769
HCM Lane V/C Ratio	0.15	0.012	-	-	-	-	-	0.022
HCM Control Delay (s)	12.4	7.5	0	-	0	-	-	9.8
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	462	138	187	393	123	65	562	180	202	668	124
Future Volume (veh/h)	95	462	138	187	393	123	65	562	180	202	668	124
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	103	502	150	203	427	134	71	611	196	220	726	135
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	642	191	240	798	248	92	812	260	258	1196	222
Arrive On Green	0.07	0.24	0.24	0.14	0.30	0.30	0.05	0.31	0.31	0.15	0.40	0.40
Sat Flow, veh/h	1774	2691	800	1774	2660	827	1774	2638	845	1774	2981	554
Grp Volume(v), veh/h	103	329	323	203	283	278	71	410	397	220	431	430
Grp Sat Flow(s),veh/h/ln	1774	1770	1722	1774	1770	1717	1774	1770	1714	1774	1770	1765
Q Serve(g_s), s	5.3	16.1	16.3	10.3	12.3	12.5	3.7	19.3	19.3	11.2	17.8	17.8
Cycle Q Clear(g_c), s	5.3	16.1	16.3	10.3	12.3	12.5	3.7	19.3	19.3	11.2	17.8	17.8
Prop In Lane	1.00		0.46	1.00		0.48	1.00		0.49	1.00		0.31
Lane Grp Cap(c), veh/h	131	422	411	240	531	515	92	544	527	258	710	708
V/C Ratio(X)	0.78	0.78	0.79	0.85	0.53	0.54	0.77	0.75	0.75	0.85	0.61	0.61
Avail Cap(c_a), veh/h	249	478	465	345	574	557	192	612	593	364	784	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	32.9	33.0	39.0	27.0	27.1	43.3	28.8	28.9	38.6	21.9	21.9
Incr Delay (d2), s/veh	9.7	7.2	7.7	12.3	0.8	0.9	12.9	4.6	4.8	12.8	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.7	8.6	5.9	6.1	6.1	2.1	10.1	9.9	6.4	8.8	8.8
LnGrp Delay(d),s/veh	51.8	40.1	40.7	51.3	27.8	27.9	56.2	33.5	33.7	51.4	23.1	23.1
LnGrp LOS	D	D	D	D	C	C	E	C	C	D	C	C
Approach Vol, veh/h		755			764			878			1081	
Approach Delay, s/veh		42.0			34.1			35.4			28.8	
Approach LOS		D			C			D			C	

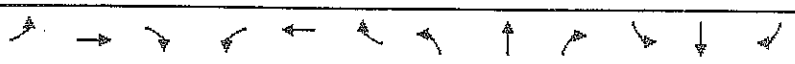
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	32.5	16.5	26.1	8.8	41.1	10.9	31.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	32.0	18.0	25.0	10.0	41.0	13.0	30.0
Max Q Clear Time (g_c+I1), s	13.2	21.3	12.3	18.3	5.7	19.8	7.3	14.5
Green Ext Time (p_c), s	0.3	7.1	0.3	3.8	0.0	11.3	0.1	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	163	87	73	253	85	80	527	50	31	366	47
Future Volume (veh/h)	102	163	87	73	253	85	80	527	50	31	366	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	111	177	95	79	275	92	87	573	54	34	398	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	358	192	101	386	129	112	985	93	53	846	108
Arrive On Green	0.08	0.31	0.31	0.06	0.29	0.29	0.06	0.30	0.30	0.03	0.27	0.27
Sat Flow, veh/h	1774	1142	613	1774	1337	447	1774	3270	308	1774	3159	402
Grp Volume(v), veh/h	111	0	272	79	0	367	87	310	317	34	222	227
Grp Sat Flow(s),veh/h/ln	1774	0	1755	1774	0	1784	1774	1770	1808	1774	1770	1792
Q Serve(g_s), s	3.3	0.0	6.7	2.4	0.0	9.9	2.6	7.9	8.0	1.0	5.6	5.7
Cycle Q Clear(g_c), s	3.3	0.0	6.7	2.4	0.0	9.9	2.6	7.9	8.0	1.0	5.6	5.7
Prop In Lane	1.00		0.35	1.00		0.25	1.00		0.17	1.00		0.22
Lane Grp Cap(c), veh/h	145	0	550	101	0	516	112	533	545	53	474	480
V/C Ratio(X)	0.77	0.00	0.49	0.78	0.00	0.71	0.78	0.58	0.58	0.65	0.47	0.47
Avail Cap(c_a), veh/h	397	0	1048	298	0	965	298	892	911	199	793	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	14.9	24.9	0.0	17.1	24.7	15.9	15.9	25.7	16.4	16.5
Incr Delay (d2), s/veh	8.2	0.0	0.7	12.3	0.0	1.8	11.0	1.0	1.0	12.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.4	1.5	0.0	5.1	1.6	4.0	4.1	0.7	2.8	2.9
LnGrp Delay(d),s/veh	32.3	0.0	15.6	37.3	0.0	18.9	35.7	16.9	16.9	38.3	17.1	17.2
LnGrp LOS	C		B	D		B	D	B	B	D	B	B
Approach Vol, veh/h		383			446			714			483	
Approach Delay, s/veh		20.5			22.1			19.2			18.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	20.1	7.0	20.8	7.4	18.3	8.4	19.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	9.0	32.0	9.0	24.0	12.0	29.0
Max Q Clear Time (g_c+I1), s	3.0	10.0	4.4	8.7	4.6	7.7	5.3	11.9
Green Ext Time (p_c), s	0.0	6.2	0.1	4.0	0.1	6.0	0.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	79	106	67	98	41	101	714	38	42	386	96
Future Volume (veh/h)	78	79	106	67	98	41	101	714	38	42	386	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	86	115	73	107	45	110	776	41	46	420	104
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	148	197	94	248	104	140	1181	62	69	861	211
Arrive On Green	0.06	0.21	0.21	0.05	0.20	0.20	0.08	0.35	0.35	0.04	0.31	0.31
Sat Flow, veh/h	1774	713	953	1774	1242	523	1774	3412	180	1774	2814	690
Grp Volume(v), veh/h	85	0	201	73	0	152	110	402	415	46	263	261
Grp Sat Flow(s),veh/h/ln	1774	0	1666	1774	0	1765	1774	1770	1823	1774	1770	1734
Q Serve(g_s), s	2.1	0.0	4.9	1.8	0.0	3.4	2.7	8.7	8.7	1.2	5.5	5.6
Cycle Q Clear(g_c), s	2.1	0.0	4.9	1.8	0.0	3.4	2.7	8.7	8.7	1.2	5.5	5.6
Prop In Lane	1.00		0.57	1.00		0.30	1.00		0.10	1.00		0.40
Lane Grp Cap(c), veh/h	107	0	345	94	0	353	140	613	631	69	541	531
V/C Ratio(X)	0.80	0.00	0.58	0.77	0.00	0.43	0.78	0.66	0.66	0.67	0.49	0.49
Avail Cap(c_a), veh/h	197	0	591	197	0	626	236	746	768	157	667	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	16.1	21.1	0.0	15.8	20.4	12.5	12.5	21.4	12.8	12.8
Incr Delay (d2), s/veh	12.5	0.0	1.6	12.6	0.0	0.8	9.2	1.5	1.5	10.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.4	1.2	0.0	1.7	1.7	4.4	4.5	0.8	2.7	2.7
LnGrp Delay(d),s/veh	33.4	0.0	17.7	33.7	0.0	16.6	29.5	14.0	14.0	32.0	13.4	13.5
LnGrp LOS	C		B	C		B	C	B	B	C	B	B
Approach Vol, veh/h		286			225			927			570	
Approach Delay, s/veh		22.4			22.2			15.8			15.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	19.6	6.4	13.3	7.6	17.8	6.7	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.6	19.0	5.0	16.0	6.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	3.2	10.7	3.8	6.9	4.7	7.6	4.1	5.4
Green Ext Time (p_c), s	0.0	4.8	0.0	1.4	0.0	5.3	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	108	10	10	148	2	4	0	2	8	0	37
Future Vol, veh/h	12	108	10	10	148	2	4	0	2	8	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	117	11	11	161	2	4	0	2	9	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	163	0	0	128	0	0	353	334	123	334	338	162
Stage 1	-	-	-	-	-	-	149	149	-	184	184	-
Stage 2	-	-	-	-	-	-	204	185	-	150	154	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1416	-	-	1458	-	-	602	586	928	620	583	883
Stage 1	-	-	-	-	-	-	854	774	-	818	747	-
Stage 2	-	-	-	-	-	-	798	747	-	853	770	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1416	-	-	1458	-	-	567	575	928	610	573	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	567	575	-	610	573	-
Stage 1	-	-	-	-	-	-	845	766	-	810	741	-
Stage 2	-	-	-	-	-	-	756	741	-	842	762	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	10.6	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	651	1416	-	-	1458	-	-	818
HCM Lane V/C Ratio	0.01	0.009	-	-	0.007	-	-	0.06
HCM Control Delay (s)	10.6	7.6	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	131	0	3	145	4	20	0	3	1	0	5
Future Vol, veh/h	7	131	0	3	145	4	20	0	3	1	0	5
Conflicting Peds, #/hr	0	0	4	0	0	1	0	0	6	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	142	0	3	158	4	22	0	3	1	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	148	0	0	338	337	149	336	335	169
Stage 1	-	-	-	-	-	-	164	164	-	171	171	-
Stage 2	-	-	-	-	-	-	174	173	-	165	164	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1434	-	-	616	584	898	618	585	875
Stage 1	-	-	-	-	-	-	838	762	-	831	757	-
Stage 2	-	-	-	-	-	-	828	756	-	837	762	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1433	-	-	603	574	893	609	575	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	603	574	-	609	575	-
Stage 1	-	-	-	-	-	-	829	754	-	823	752	-
Stage 2	-	-	-	-	-	-	818	751	-	828	754	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	11	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1406	-	-	1433	-	-	815
HCM Lane V/C Ratio	0.04	0.005	-	-	0.002	-	-	0.008
HCM Control Delay (s)	11	7.6	0	-	7.5	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	301	129	173	515	113	102	592	112	61	378	68
Future Volume (veh/h)	124	301	129	173	515	113	102	592	112	61	378	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	135	327	140	188	560	123	111	643	122	66	411	74
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	627	263	236	847	185	144	988	187	85	898	160
Arrive On Green	0.10	0.26	0.26	0.13	0.29	0.29	0.08	0.33	0.33	0.05	0.30	0.30
Sat Flow, veh/h	1774	2431	1021	1774	2888	632	1774	2970	563	1774	3001	536
Grp Volume(v), veh/h	135	236	231	188	342	341	111	383	382	66	241	244
Grp Sat Flow(s),veh/h/ln	1774	1770	1683	1774	1770	1751	1774	1770	1763	1774	1770	1768
Q Serve(g_s), s	5.2	8.0	8.3	7.2	11.9	12.0	4.3	12.9	12.9	2.6	7.7	7.9
Cycle Q Clear(g_c), s	5.2	8.0	8.3	7.2	11.9	12.0	4.3	12.9	12.9	2.6	7.7	7.9
Prop In Lane	1.00		0.61	1.00		0.36	1.00		0.32	1.00		0.30
Lane Grp Cap(c), veh/h	174	457	434	236	519	513	144	589	587	85	529	529
V/C Ratio(X)	0.78	0.52	0.53	0.80	0.66	0.66	0.77	0.65	0.65	0.78	0.46	0.46
Avail Cap(c_a), veh/h	405	657	625	532	783	775	329	960	957	228	859	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	22.2	22.3	29.4	21.7	21.7	31.5	19.9	19.9	33.0	19.9	19.9
Incr Delay (d2), s/veh	7.2	0.9	1.0	6.0	1.4	1.5	8.4	1.2	1.2	14.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	4.0	3.9	6.0	6.0	2.4	6.5	6.5	1.6	3.8	3.9
LnGrp Delay(d),s/veh	38.1	23.2	23.3	35.4	23.1	23.2	40.0	21.1	21.1	47.3	20.5	20.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		602			871			876			551	
Approach Delay, s/veh		26.6			25.8			23.5			23.7	
Approach LOS		C			C			C			C	

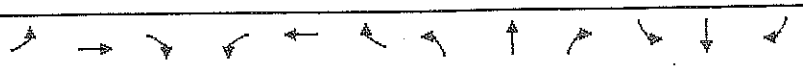
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	27.3	13.3	22.1	9.7	24.9	10.9	24.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.0	21.0	26.0	13.0	34.0	16.0	31.0
Max Q Clear Time (g_c+I1), s	4.6	14.9	9.2	10.3	6.3	9.9	7.2	14.0
Green Ext Time (p_c), s	0.0	8.4	0.4	6.3	0.1	8.5	0.2	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	282	167	102	204	47	137	531	60	76	714	121
Future Volume (veh/h)	87	282	167	102	204	47	137	531	60	76	714	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	307	182	111	222	51	149	577	65	83	776	132
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	342	203	141	472	108	184	1135	128	107	939	160
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.10	0.35	0.35	0.06	0.31	0.31
Sat Flow, veh/h	1774	1097	651	1774	1466	337	1774	3208	361	1774	3027	515
Grp Volume(v), veh/h	95	0	489	111	0	273	149	318	324	83	454	454
Grp Sat Flow(s),veh/h/ln	1774	0	1748	1774	0	1803	1774	1770	1799	1774	1770	1772
Q Serve(g_s), s	4.3	0.0	21.9	5.0	0.0	9.9	6.7	11.6	11.6	3.8	19.5	19.5
Cycle Q Clear(g_c), s	4.3	0.0	21.9	5.0	0.0	9.9	6.7	11.6	11.6	3.8	19.5	19.5
Prop In Lane	1.00		0.37	1.00		0.19	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	122	0	544	141	0	580	184	626	637	107	549	550
V/C Ratio(X)	0.78	0.00	0.90	0.79	0.00	0.47	0.81	0.51	0.51	0.78	0.83	0.83
Avail Cap(c_a), veh/h	217	0	597	173	0	580	238	626	637	195	583	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	27.0	37.0	0.0	22.2	35.9	20.8	20.9	37.9	26.2	26.2
Incr Delay (d2), s/veh	10.1	0.0	15.6	17.7	0.0	0.6	14.5	0.7	0.7	11.3	9.1	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	13.0	3.2	0.0	5.0	4.1	5.8	5.9	2.2	10.8	10.9
LnGrp Delay(d),s/veh	47.6	0.0	42.6	54.7	0.0	22.8	50.4	21.5	21.5	49.3	35.3	35.3
LnGrp LOS	D		D	D		C	D	C	C	D	D	D
Approach Vol, veh/h		584			384			791			991	
Approach Delay, s/veh		43.4			32.0			27.0			36.5	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	33.0	10.5	29.5	12.5	29.4	9.6	30.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	29.0	8.0	28.0	11.0	27.0	10.0	26.0
Max Q Clear Time (g_c+I1), s	5.8	13.6	7.0	23.9	8.7	21.5	6.3	11.9
Green Ext Time (p_c), s	0.0	8.6	0.0	1.6	0.1	3.9	0.1	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	124	86	107	95	46	69	633	72	154	867	160
Future Volume (veh/h)	53	124	86	107	95	46	69	633	72	154	867	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	135	93	116	103	50	75	688	78	167	942	174
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	184	127	149	265	129	96	1245	141	210	1354	250
Arrive On Green	0.04	0.18	0.18	0.08	0.22	0.22	0.05	0.39	0.39	0.12	0.45	0.45
Sat Flow, veh/h	1774	1016	700	1774	1182	574	1774	3192	362	1774	2981	550
Grp Volume(v), veh/h	58	0	228	116	0	153	75	381	385	167	559	557
Grp Sat Flow(s),veh/h/ln	1774	0	1715	1774	0	1756	1774	1770	1784	1774	1770	1762
Q Serve(g_s), s	2.3	0.0	8.9	4.5	0.0	5.2	3.0	11.8	11.9	6.5	17.8	17.9
Cycle Q Clear(g_c), s	2.3	0.0	8.9	4.5	0.0	5.2	3.0	11.8	11.9	6.5	17.8	17.9
Prop In Lane	1.00		0.41	1.00		0.33	1.00		0.20	1.00		0.31
Lane Grp Cap(c), veh/h	74	0	312	149	0	393	96	690	696	210	804	800
V/C Ratio(X)	0.79	0.00	0.73	0.78	0.00	0.39	0.78	0.55	0.55	0.80	0.70	0.70
Avail Cap(c_a), veh/h	175	0	412	251	0	496	175	800	807	376	1000	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	27.3	31.8	0.0	23.3	33.0	16.8	16.8	30.4	15.4	15.4
Incr Delay (d2), s/veh	16.8	0.0	4.6	8.5	0.0	0.6	12.7	0.7	0.7	6.7	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	4.6	2.6	0.0	2.6	1.8	5.8	5.9	3.5	9.0	9.0
LnGrp Delay(d),s/veh	50.4	0.0	31.9	40.3	0.0	24.0	45.7	17.5	17.5	37.1	17.0	17.0
LnGrp LOS	D		C	D		C	D	B	B	D	B	B
Approach Vol, veh/h		286			269			841			1283	
Approach Delay, s/veh		35.6			31.0			20.0			19.6	
Approach LOS		D			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	31.6	9.9	16.9	7.8	36.1	6.9	19.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	32.0	10.0	17.0	7.0	40.0	7.0	20.0
Max Q Clear Time (g_c+I1), s	10.5	13.9	6.5	10.9	5.0	19.9	4.3	7.2
Green Ext Time (p_c), s	0.2	11.5	0.1	1.2	0.0	12.3	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	41	230	40	16	132	8	35	0	12	11	1	47
Future Vol, veh/h	41	230	40	16	132	8	35	0	12	11	1	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	250	43	17	143	9	38	0	13	12	1	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	293	0	0	570	548	272	550	566	148
Stage 1	-	-	-	-	-	-	361	361	-	183	183	-
Stage 2	-	-	-	-	-	-	209	187	-	367	383	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1429	-	-	1269	-	-	432	444	767	446	434	899
Stage 1	-	-	-	-	-	-	657	626	-	819	748	-
Stage 2	-	-	-	-	-	-	793	745	-	653	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1269	-	-	390	421	767	421	411	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	421	-	421	411	-
Stage 1	-	-	-	-	-	-	632	602	-	788	737	-
Stage 2	-	-	-	-	-	-	736	734	-	618	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.8	14.1	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	1429	-	-	1269	-	-	730
HCM Lane V/C Ratio	0.115	0.031	-	-	0.014	-	-	0.088
HCM Control Delay (s)	14.1	7.6	0	-	7.9	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	232	0	0	118	8	57	0	22	4	0	12
Future Vol, veh/h	16	232	0	0	118	8	57	0	22	4	0	12
Conflicting Peds, #/hr	0	0	4	0	0	1	0	0	6	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	252	0	0	128	9	62	0	24	4	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	258	0	0	437	435	259	443	431	142
Stage 1	-	-	-	-	-	-	293	293	-	138	138	-
Stage 2	-	-	-	-	-	-	144	142	-	305	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1441	-	-	1307	-	-	530	514	780	525	517	906
Stage 1	-	-	-	-	-	-	715	670	-	865	782	-
Stage 2	-	-	-	-	-	-	859	779	-	705	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1436	-	-	1306	-	-	512	502	775	501	505	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	512	502	-	501	505	-
Stage 1	-	-	-	-	-	-	701	657	-	849	779	-
Stage 2	-	-	-	-	-	-	844	776	-	673	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	12.5	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	1436	-	-	1306	-	-	760
HCM Lane V/C Ratio	0.152	0.012	-	-	-	-	-	0.022
HCM Control Delay (s)	12.5	7.5	0	-	0	-	-	9.8
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	462	138	187	393	128	65	567	180	204	670	125
Future Volume (veh/h)	97	462	138	187	393	128	65	567	180	204	670	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	105	502	150	203	427	139	71	616	196	222	728	136
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	641	191	240	785	253	92	814	259	260	1199	224
Arrive On Green	0.08	0.24	0.24	0.14	0.30	0.30	0.05	0.31	0.31	0.15	0.40	0.40
Sat Flow, veh/h	1774	2691	800	1774	2633	849	1774	2644	840	1774	2978	556
Grp Volume(v), veh/h	105	329	323	203	286	280	71	412	400	222	432	432
Grp Sat Flow(s),veh/h/ln	1774	1770	1722	1774	1770	1713	1774	1770	1714	1774	1770	1765
Q Serve(g_s), s	5.4	16.2	16.3	10.4	12.5	12.8	3.7	19.5	19.6	11.3	17.9	18.0
Cycle Q Clear(g_c), s	5.4	16.2	16.3	10.4	12.5	12.8	3.7	19.5	19.6	11.3	17.9	18.0
Prop In Lane	1.00		0.46	1.00		0.50	1.00		0.49	1.00		0.32
Lane Grp Cap(c), veh/h	134	422	410	240	528	511	92	545	528	260	712	710
V/C Ratio(X)	0.79	0.78	0.79	0.85	0.54	0.55	0.77	0.76	0.76	0.85	0.61	0.61
Avail Cap(c_a), veh/h	248	476	463	344	572	553	191	610	591	363	781	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	33.1	33.2	39.2	27.3	27.4	43.5	29.0	29.0	38.7	21.9	21.9
Incr Delay (d2), s/veh	9.7	7.3	7.9	12.5	0.9	1.0	12.9	4.8	5.0	13.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.7	8.6	5.9	6.2	6.1	2.1	10.2	10.0	6.5	9.0	9.0
LnGrp Delay(d),s/veh	51.9	40.4	41.0	51.7	28.1	28.3	56.4	33.8	34.1	51.9	23.1	23.1
LnGrp LOS	D	D	D	D	C	C	E	C	C	D	C	C
Approach Vol, veh/h		757			769			883			1086	
Approach Delay, s/veh		42.3			34.4			35.8			29.0	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	32.6	16.6	26.1	8.8	41.4	11.0	31.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	32.0	18.0	25.0	10.0	41.0	13.0	30.0
Max Q Clear Time (g_c+I1), s	13.3	21.6	12.4	18.3	5.7	20.0	7.4	14.8
Green Ext Time (p_c), s	0.3	7.0	0.3	3.8	0.0	11.3	0.1	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

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ADDENDUM TO
FINAL ENVIRONMENTAL IMPACT REPORT
FEIR 06-01 (Urban Core Specific Plan)

PROJECT NAME: Vista del Mar Project

PROJECT LOCATION: 795 Third Avenue, Chula Vista, CA

PROJECT APPLICANT: Niki Properties, LLC (Dr. Hamid Mani)

CASE NO: EIR-06-01/DR15-0015/PCS15-0006

DATE: June 7, 2016

I. BACKGROUND

The purpose of this Addendum is to discuss a proposed 3 to 5-story, mixed residential/commercial use building with 71 multi-family units, and one 616 square-foot commercial suite (Project). The Project site is located at the intersection of Third Avenue and K Street, within the C-1 Corridor District of the Urban Core Specific Plan Area (UCSP). The Project requests approval of Design Review and Tentative Condominium Subdivision Map applications.

As the lead agency for the Project under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Sec. 21000 et seq.), the City of Chula Vista (City) prepared and conducted an environmental analysis (Final Environmental Impact Report FEIR-06-01) for the UCSP. FEIR-06-01 contains a comprehensive disclosure and analysis of potential environmental effects associated with the implementation of the UCSP. The final EIR was certified and the Urban Core Specific Plan was approved by the former Chula Vista Redevelopment Corporation and City Council in May of 2007.

The approved UCSP calls for the development and revitalization of the Urban Core within the City of Chula Vista. The Urban Core encompasses approximately 1,700 acres of the traditional downtown area east of I-5, west of Del Mar Avenue, north of L Street and south of C Street. Within this larger area is a smaller 690 gross-acre area, which was determined to be in need of redevelopment due to conditions of blight and underutilization. This smaller area comprises the "Subdistricts" area of the UCSP and is the focus of all the regulatory land use provisions of the UCSP. The UCSP replaces existing municipal code zoning provisions for the Subdistricts area with new zoning that permits an increased number of buildings, with increased building heights and mass. This intensification of land use in the Subdistricts area is planned to accommodate General Plan projected resident and employment populations. Ultimate buildout of the UCSP would allow 7,100 net new residential units over the existing 3,700 units, for a total of up to 10,800 dwelling units by the year 2030. Commercial office space would increase by up to 1.3 million square-feet over the existing 2.4 million square-feet for a total of up to 3.7 million square-feet of commercial space by the year 2030.

The proposed mixed-use Project, which is the subject of this Addendum, does not result in any new significant impacts beyond those previously identified in FEIR-06-01, nor an increase in severity of any previously identified impacts in FEIR 06-01. The environmental analysis presented in FEIR 06-01 addresses all potential impacts associated with the UCSP plan. Because the Project, which is located within the UCSP area, would not result in any new potentially significant impacts, nor increase the severity of any impacts identified in FEIR 06-01, the Project is considered to be adequately covered under FEIR 06-01.

II. PROPOSED PROJECT

The proposed Project considered in this addendum consists of the redevelopment of the 45,738 square-foot property at the northeast corner of Third Avenue and K Street, with a mixed-use 3 to 5-story (34 to 60 feet in height) structure with 71 residential condominium units, 1,770-square-foot residential fitness center, a 1,004 square-foot lobby and elevator space, 2,572 square-foot residential lounge space, 616 square-feet of commercial space, and a 1,700 square-foot public plaza. The Project also includes the construction of 142 parking spaces (subterranean and enclosed), 17,646 square-feet of common and private open space, and approximately 8,500 square-feet of landscaped space, as well as the associated access and circulation areas. The Site is currently occupied by three building structures that were built during the 1950's and 1960's, and are currently occupied by a martial arts gymnasium, insurance office, botanical sales store, and chiropractor's office; one of the buildings is currently vacant. Construction of the Project would involve the demolition of the structures that are currently on the site.

The site is located within the City's Urban Core Specific Plan C-1 Corridor, which allows the development of mixed use projects subject to compliance with specified development standards in the Specific Plan. Since the Project site is adjacent to the R-1 (Single-Family) District, the Project must comply with the development standards of the Neighborhood Transition Combining District.

The California Environmental Quality Act Guidelines (§15162) establish the conditions under which a subsequent EIR shall be prepared.

A. When an EIR has been prepared for a Project, no subsequent EIR shall be prepared for that Project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

   1. Substantial changes are proposed in the Project which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

   2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was prepared.

B. If changes to a project or its circumstances occur or new information becomes available after preparation of an EIR, the lead agency shall prepare a subsequent EIR if required under Subsection A. Otherwise the lead agency shall determine whether to prepare a subsequent Negative Declaration, an addendum or no further documentation (Guidelines §15162).

Section 15164 of the State CEQA Guidelines provides that:

A. The lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

B. An addendum need not be circulated for public review but can be included in or attached to the final EIR.

C. The decision-making body shall consider the addendum with the final EIR prior to making a decision on the project.

D. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This addendum has been prepared pursuant to the requirements of Sections 15162 and 15164 of the State CEQA Guidelines. The proposed Project does not constitute a substantial change to the previously approved UCSP. The proposed Project would not result in any environmental effects that were not previously considered in FEIR-06-01, nor would the changes increase the severity of any of the impacts identified in FEIR-06-01. There has been no material change in circumstances relative to the UCSP, and no new information of substantial importance has become available after the preparation of the project EIR. The mitigation measures identified in FEIR 06-01 would be equally applicable to the UCSP. Therefore, in accordance with Sections 15162 and 15164 of the State CEQA Guidelines, the City has prepared this addendum to FEIR 06-01.

III. ANALYSIS

Summarized below are issue areas potentially affected by the proposed Project. As the discussion outlined below indicates, however, the proposed Project does not result in any impacts beyond those identified in FEIR-06-01.

Technical studies have been prepared for the Project to identify any potential environmental impacts. No new significant impacts were identified in the technical studies regarding the proposed Project. The technical studies demonstrate and

substantiate that the proposed Project does not result in any new significant impacts, nor increase in severity of any previously identified significant impacts. These include:

1. Phase I Environmental Site Assessment by Ninyo and Moore, dated 1/27/16.
2. Acoustical Analysis Report by Eilar and Associates dated 11/19/15.
3. Preliminary Drainage Study by Chang Consultants dated 3/10/16.
4. Storm Water Quality Management Plan prepared by Chang Consultants dated 3/10/16.
5. Preliminary Geotechnical Assessment by Group Delta Consultants dated 3/5/16
6. Traffic Letter Assessment by Linscott, Law and Greenspan dated 1/25/16.
7. Greenhouse Gas Emissions (GHG) study prepared by Helix Environmental Planning dated May 5, 2016.
8. Shadow studies were conducted by the Project architects as part of the design of the Project (refer to sheet A5.0 in the drawing set dated 03/10/16).

Land Use Compatibility

The proposed Project is located within the C1 District of the UCSP. The C1 District and the Neighborhood Transition Combining District (NTCD) contain development standards and design guidelines intended to ensure that new development structures are compatible with existing adjacent development in the neighborhood. These development standards are related to building height, setbacks, step-backs, parking, open space, and landscaping. The proposed Project has been reviewed pursuant to these standards and guidelines, and it has been determined that the project complies with these requirements (with the exception of FAR, as described further below), which will provide land use compatibility with the adjacent commercial and residential area.

The UCSP also contains provisions that permit an increase above the base floor area ratio (FAR) of 1.0 (45,738 square-feet), if certain project amenities are provided, such as fully enclosed parking (10% increase), public open space (10% increase), and LEED Gold certification (30% increase). These items would be provided by the Project, thus, the FAR would be permitted to increase to 1.50 (68,607 square-feet) per the UCSP incentives. The UCSP also allows the City Planning Commission (or City Council if applicable) to grant exceptions to the development regulations, if certain findings required by the UCSP are made. The Project applicant has requested an exception to the FAR regulations to increase the FAR from 1.50 to 1.99, which based on the proposed design, would accommodate 71 dwelling units. The findings include the following:

1. The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan;
2. The proposed development will comply with all other regulations of the Specific Plan;
3. The proposed development will incorporate one or more of the Urban Amenities Incentives in Section F Urban Amenities Requirements and Incentives, of this chapter; and

4. The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.

Staff has determined that the Project complies with these findings because the Project does not affect the implementation of the UCSP and the General Plan, and because it complies with all other regulations and development standards of the UCSP. The Project will provide additional public benefits that exceed the minimum requirements, including the following provisions:

a) 17,646 square-feet of common and private usable open space for residents, which exceeds the UCSP requirements;
b) High quality architectural design and materials that will provide a focal point for the neighborhood;
c) Seven guest parking spaces to reduce the demand for on-street parking in the adjacent residential neighborhood (no guest parking is required by the UCSP);
d) Two wall spaces for public art including a public mural on the north facing wall, and a fountain or sculpture in the public plaza at the intersection of Third Avenue and K Street; and
e) An enhanced 10-foot sidewalk along Third Avenue, which will be wider than a standard sidewalk and include street trees with tree-grates and street furniture.

Landform/Aesthetics:

Visual Character

As discussed within the Urban Core Specific Plan Final Environmental Impact Report FEIR 06-01, potentially significant impacts with respect to visual character would be avoided by requiring that the projects adhere to regulations and design guidelines of the USCP. Mitigation Measures 5.2.5-1 and 5.2.5-2 of FEIR 06-01 specifically require that future projects conform to relevant development regulations and design requirements of the UCSP. These development regulations include the NTCD regulations, C-1 zoning regulations, and Design Guidelines, which include setbacks, stepbacks, screening, landscaping, building design and other appropriate measures to avoid or minimize adjacency issues related to building mass and form, aesthetics, solar access, ventilation, and other effects specifically noted in mitigation measures 5.2.5-1 and 5.2.5-2 of FEIR 06-01.

Light and Glare Effects

As noted in the FEIR 06-01, Summary of Environmental Analysis Results, the UCSP allows for substantial intensification of existing land uses by allowing taller building heights and more building masses. Potential light or glare impacts could effect surrounding sensitive residential uses and, therefore, appropriate mitigation measures were identified that all subsequent development projects in the UCSP area shall comply with UCSP development regulations and design guidelines that are necessary to reduce light and glare effects. The proposed Project is required to comply with mitigation measure 5.2.5-2 of FEIR 06-01; a condition will be included

in the Design Review/Urban Core Development Permit to that effect. Therefore, no additional significant light and glare impacts are anticipated.

Air Quality:

The Project complies with mitigation measure 5.10.5-2 of FEIR-06-01 by supporting smart growth principles, such as providing a mix of compatible land uses, providing a range of infill housing opportunities, compact building design, and providing multi-family housing on MTS bus route 29. The Project also complies with mitigation measure 5.10.5-3 by providing a wide and enhanced sidewalk on the Third Avenue frontage to encourage pedestrian access and activity. The Project will also be required to comply with mitigation measure 5.10.5-4 regarding dust control measures to be employed to reduce air quality impacts from the generation of dust during construction activities, which will also be shown on all applicable grading and building plans.

Hazards/Risk of Upset: Hazardous Materials

The Phase I Environmental Site Assessment, prepared by Ninyo & Moore on January 27, 2016 found no significant Recognized Environmental Conditions (REC) on the Project site. However, due to the age of the existing buildings constructed in the 1950's, the consultant determined that there is a potential that asbestos and lead paint may be present in the existing buildings. There also is a potential for presence of lead and organochlorine pesticides in localized areas of contaminated soil in the vicinity of the building footprints that may be encountered during grading activities. Although this does not meet the strict definition of an REC for the Project, because of the potential that workers or other persons in the vicinity could be exposed to releases of hazardous materials during demolition and grading, the consultant recommends:

(1) That a survey for presence of lead and asbestos be conducted by a qualified inspector prior to demolition of the existing buildings;
(2) That a soil management plan be prepared and implemented during construction activities;
(3) That a worker health and safety plan be prepared.

These potential impacts will be addressed by compliance with FEIR-06-02 Mitigation Measure 5.13-2, which requires performance of a risk assessment where contamination has been identified or discovered during construction activities. Mitigation Measure 5.13.2 requires a licensed abatement contractor to remove and properly dispose of any hazardous materials, such as ACM's and Lead, prior to demolition. Mitigation Measure 5.13-3 requires a hazardous materials building survey prior to demolition activities. A condition of approval will be included as part of the Design Review (Urban Core Development Permit) to require the completion of a building survey prior to beginning the building demolition activities.

Noise:

The City's Noise Ordinance, and the California Administrative Code, requires that interior noise levels in habitable rooms, from noise generated by exterior sources, shall not exceed 45 dBA CNEL. An Acoustical Analysis Report was prepared for the Project by Eilar Associates, Inc. on November 19, 2015. The analysis reviewed the potential impacts from current and future noise environments, including street traffic noise and other outside elements. Traffic-related noise levels that would potentially create noise impacts to residential units facing Third Avenue and K Street range from approximately 63 to 69 dBA are forecast. Typical residential construction, including walls, windows and mechanical ventilation, may lower the interior noise levels with windows closed, however, verification that the interior noise levels will meet the interior noise standard of 45 dBA CNEL must be provided. As required by Mitigation Measures 5.9-2 and 5.9-3, the Applicant will be required to submit a noise letter report including data that shows that the construction will ensure that interior noise levels comply with the interior noise level standards. Installation of mechanical ventilation and/or air conditioning in accordance with the California Building Code is necessary to ensure that windows can be closed to achieve compliance with the 45 dBA CNEL interior standard.

The proposed ground floor commercial suite will share a floor/ceiling assembly with a residential unit above. The UCSP requires internal compatibility between dissimilar uses in mixed-use buildings. The study found that a floor/ceiling assembly with a sound rating of 50 Sound Transmission Class (STC) is needed to ensure that acceptable noise levels within the upstairs residential unit will be provided. As required by Mitigation Measure 5.9-4, the Applicant will be required to submit a noise letter report verifying that a floor/ceiling assembly with a minimum sound rating of 50 STC will be provided to ensure that the requirements of the Noise Control Ordinance and UCSP are met.

The Noise study also anticipated that average construction noise levels at the closest residential receiver would be 75 dBA, generated at 58 feet from the closest Project noise source to the nearest residential property line. Thus, the adjacent residential population to the east and commercial properties to the north and south may be exposed to excessive construction noise associated with short-term grading and construction activities. These impacts tend to be variable due to the variety of noise generation characteristics of the heavy equipment and vehicles used, including the function and power of the heavy equipment or vehicle, and the timing of their operation, which ranges from periods where no heavy equipment or vehicles are operated, to simultaneous operations. Also, construction projects are short term in nature, so impacts will not be long-term. The City of Chula Vista Municipal Code does not provide noise limits for temporary construction activity at surrounding noise-sensitive property lines. However, the Project will be required to comply with the Section 17.24.040(C.8) of the Chula Vista Municipal Code, which requires that noise generated by Project-related grading, demolition or construction activities shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. Monday through Friday and between 10:00 p.m. and 8:00 a.m. Saturdays and Sundays. The contractor can also limit noise impacts to adjacent properties by following measures including reasonable maintenance of equipment, avoiding simultaneous operation of noise-generating equipment as much as possible, and using equipment with effective mufflers.

Traffic/Circulation:

Mitigation Measure 5.8.5-3 requires Project applicants to prepare a traffic assessment, pay any applicable Transportation Development Impact Fees (TDIF) and traffic signal fees, and construct any required street improvements. The Project proposes 71 multi-family dwelling units and one 616 square-foot commercial suite, which would generate a total of 667 average daily trips. This is below the City's minimum threshold to require the Applicant to prepare a full traffic study. However, due to public concerns about Project traffic, the Applicant submitted a traffic letter assessment prepared by Linscott, Law & Greenspan Engineers (LLG) dated January 25, 2016, which focused on near-term traffic impacts associated with the Project. The study looked at the closest major intersections to the Project site, including Third Avenue and K Street, Third Avenue and J Street, Third Avenue and L Street, K Street and Church Street, and the Project entry driveway on K Street. The study looked at the existing traffic conditions for these intersections, and compared them to the existing conditions plus the addition of the Project traffic at these intersections. The study found that the intersections currently operate at acceptable Level of Service "C" or better, and when the Projects traffic is added, these intersections still operate at acceptable Level of Service "C" or better. The LLG study concluded that no traffic-capacity related impacts to these intersections would occur.

The Project's entry drive is located approximately 160 feet from the Bank of America driveway located across K Street from Project site. There is potential that traffic making a left turn from K Street to Third Avenue will block access to the site from K Street. The study recommends a "keep clear" striping detail be placed at the combined Project/Bank of America driveway to ensure that vehicles queuing westbound on Third Avenue do not block the driveway.

The Project will be required to pay TDIF Fees and traffic signal fees, prior to issuance of building permits. The street improvements required by the Project include an upgraded sidewalk on the Third Avenue frontage.

Greenhouse Gas (GHG):

Greenhouse gas (GHG) emissions include gases such as Carbon Dioxide (CO2), Methane (CH4), and Nitrous Oxide (N2O). 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.

California Assembly Bill (AB) 32, known as the "California Global Warming Solutions Act of 2006" established a goal to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. Other regulations have been enacted at the statewide level to address GHG impacts, including emissions standards for vehicles, low carbon fuels, and generation of electricity from renewable resources. These programs are being implemented at the state level, and as such compliance at the project level is not addressed. The City uses a screening level emission threshold of 900 metric tons of carbon dioxide equivalents per year (MT CO2 per year) to evaluate whether a project must conduct further analysis. This standard is based on the California

Air Pollution Control Officers Association (CAPCOA) report entitled "CEQA and Climate Change" dated January 2008.

The GHG study prepared by Helix Environmental Planning utilized the California Emission Estimator Model Version 2013.2.2 to evaluate criteria air pollutants and estimate GHG emissions from various urban land uses, including mobile (vehicular) and stationary source emissions, associated with both construction and operation of the proposed Project.

Existing Land Uses:

The existing land uses on the site include 3 buildings with a combined square footage of 20,450 square feet that support a health club, medical office and other business office space. The study found that these uses generate emissions of 432 MT CO2 per year. These uses are being removed, and thus the study concluded that existing GHG emissions can be subtracted from the forecasted emissions generated by the Project.

Construction Emissions:

The GHG study found that construction emissions would be created by vehicle engine exhaust from construction equipment, truck trips, and employee commuting trips. Construction of the project was assumed to occur over 15 months, and thus would be short term and temporary. Therefore, construction emissions were amortized over a 30 year period. The amortized construction emissions were estimated to be 12 MT CO2 per year, associated with construction of the project.

Operational Emissions:

Operational emission sources include energy use (natural gas and electricity), area sources (landscaping equipment), vehicle use, solid waste generation and water use and conveyance. The operational emissions associated with operation of the project were estimated to be 857 MT CO2 per year.

To obtain the total estimated GHG emissions for the Project, the study added the operational and construction emissions to establish a Project subtotal of 869 MT CO2 per year emissions, and then subtracted the existing GHG emissions of 432 MT CO2 per year, to arrive at a total estimated GHG emissions value of 437 MT CO2 per year, compared to existing conditions, which is below the City's significance threshold of 900 MT CO2 per year (See Table 3 below from the GHG Study).

Table 3 ESTIMATED ANNUAL GHG EMISSIONS	
Emission Source	**MT CO_2e/yr**
Area	1
Energy	104
Mobile	715
Solid Waste	8
Water	29
Operational Subtotal	857
Construction Emissions	12
Project Subtotal	**869**
Less Existing Emissions	(432)
TOTAL NET PROJECT INCREASE	**437**
Screening Threshold	900
Significant Impact?	***No***

Source: CalEEMod emissions modeling by HELIX 2016 (output data is provided in Attachment A).

[1] Construction emissions are amortized over 30 years

Conclusion:

Construction of the Project is not expected to generate enough GHG's to result in a substantial contribution to the global GHG inventory, or to individually influence climate change. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative impacts recognized from a climate change perspective (CAPCOA 2008). Therefore, the proposed Project would result in less than significant impacts associated with GHG.

Shade/Shadow Study

The project plans include a shade and shadow study (Sheet A5.0 of the plans in Attachment 9 of the staff report). This study looks at the best and worst case scenarios based upon summer and winter solstice. The shade/shadow analysis examines summer and winter shading conditions between Sunrise and Sunset for the 34 to 60 feet-high structure. According to the shade/shadow analysis, no parcels within the project vicinity would be permanently shaded by the project. The shadow study shows that there would be shading occurring on the two residential properties located to the immediate east of the project site throughout the day on the winter solstice. Because this shading occurs on a limited (worst case) basis on only a few parcels, shading is not considered to be a significant project impact.

IV. CONCLUSION

Pursuant to CEQA Guideline Section 15164 of the State CEQA Guidelines, and based upon the above discussion and substantial evidence in the record supporting said discussion, I hereby find that the proposed Project will result in only minor technical changes or additions , and therefore, does not result in the need for the preparation of a Subsequent or Supplemental Environmental Impact Report pursuant to CEQA Guideline Section's 15162 and 15163, respectively.

_____

Miguel Tapia, AICP
Senior Planner

Attachments:

Exhibit A - Project site plan
Exhibit B - Executive Summary to FEIR 06-01-

References: General Plan, City of Chula Vista
Zoning Ordinance, Title 19/City of Chula Vista
Urban Core Specific Plan
Urban Core Specific Plan Final Environmental Impact Report (September 2006)

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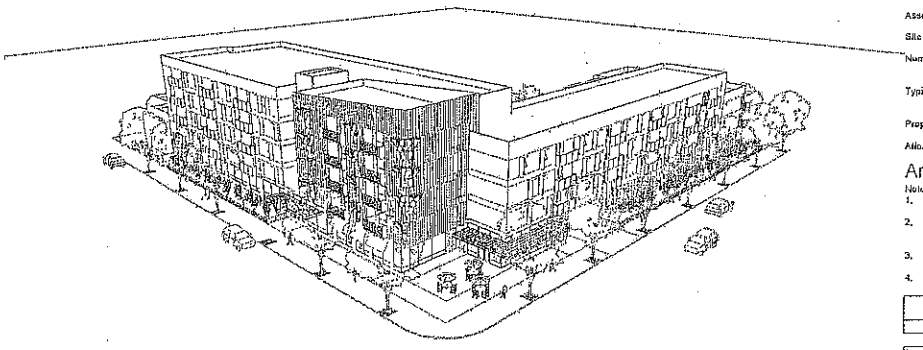
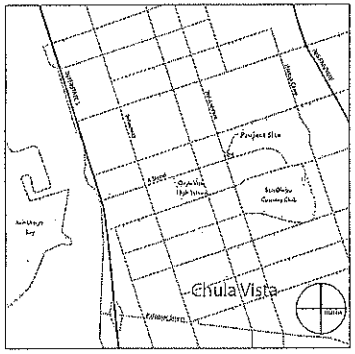
Vista del Mar

3rd & K Street, LLC





Vicinity Map

Waste Management Summary

TRASH & RECYCLING
Residents shall deposit waste and recyclables via separate chutes at each level. The two chutes terminate in a room at Level 1 with direct access to the exterior. Building Janitorial staff will move bins to directly inside the exterior door to K street for pickup on specified day and time. Bins will not be allowed to sit within the public right of way. The trash company will roll the bins from the trash room via the driveway approach to the street for pick up.

Calculation:
(0.36 yards³ per unit per week for 1-2 BR units)
76 units x 0.36 = 27.4
Assume 4 yard bin, 3x week pick up = 12
27.4/12 = 2.3

Residential Trash: 2 - 4 yard bins
Residential Recycling: 2 - 4 yard bins

356sf of bulk storage provided in Upper Parking Level, adjacent to Trash and Recycling Room (see Sheet A2.1). Building Janitorial staff shall move bulk items from this location, through the trash room to the curb for pickup on specified day and time.

GREEN WASTE:
Landscape maintenance contractor will remove all yard waste from the property at each visit and will be responsible for diverting it for reuse at a permitted compost facility or landfill.

Project Team

Property Owner:	3rd & K Street LLC 2450 Calle del Oro La Jolla, CA 92037 Dr. Harold Mani
Architect:	Studio E Architects 3258 First Avenue San Diego, CA 92101 619.235.9282 John Sheehan
Landscape:	Ivy Landscape Architects 1947 Fern Street, Suite 4 San Diego, CA 92102 619.295.5360 Michael Vail
Civil:	Kettler Leweck Engineering 303 A Street, Suite 302 San Diego, CA 92101 619.269.3444 Lisa Leweck

Sheet Index

Deviations Requested

Deviation 1: Floor Area Ratio
See zoning code data on this sheet
Base FAR: 1
Allowed FAR with increases: 1.50
Proposed FAR: 1.99

Fire Department Notes

Plans for the design and installation of the fire protection system(s) are a deferred submittal and shall be submitted and approved, prior to any installation work, to CVFD Fire Prevention Division located at 276 Fourth Ave, Bldg. C, (619) 691-5029
The water authority will be requested to perform a hydraulic flow analysis of their system to determine if the fire flow is available. No reductions in fire flow will be granted for buildings protected throughout by an approved automatic fire sprinkler system. The CVFD has preliminarily determined that a fire flow of 6500 gallons per minute for a 4-hour duration at 20 p.s.i.

Project Data

Project Name:	Vista del Mar
Project Address:	Intersection of Third Avenue and K Street Chula Vista, CA
Project Description:	Vista del Mar is an L-shaped mixed-use building, varying from 3 to 5 stories high, situated at the intersection of Third Avenue and K Street in Chula Vista. The Building contains 71 units of market rate apartments at levels 2-5. The street level will contain common areas associated with the residential use (1,270 SF Resident Fitness Center and 2,137 SF Resident Lounge, comprising community kitchen, small meeting room(s), management office) and separate commercial space for lease (616 SF) along 3rd Avenue. 134 resident parking spaces and 8 guest/commercial spaces are provided within a secured, enclosed parking garage. Residential amenity space in the form of a roof terrace is provided at level 2.
Assessor's Parcel Number (APN):	573-371-1200 & 2300
Site Area:	1.05 acres, 45,738 SF
Number of Units:	31 1-Bedroom 40 2-Bedroom
Typical Unit Areas:	+/- 730 SF 1-Bedroom +/- 1,150 SF 2-Bedroom
Proposed Building Height:	57'-0", (60'-0" at Elevator Tower)
Affordable Housing:	10% of total units will be reserved for affordable housing

Area Summary

Notes:
1. Gross areas are the overall areas of the building per level and includes parking areas and roof terrace at Level 2 and balconies.
2. FAR calculation shall include portions of balconies that are enclosed by building walls, but shall not include unenclosed portions of balconies. Since the gross areas below include the entire balconies, the projecting unenclosed portion may be removed from the calculation (1,552 sf)
3. For FAR calculations, parking area, roof terrace, unenclosed balconies and exterior egress walkways are excluded. Building Area for FAR = 167,433 - 31,781 - 1,552 - 42,755 = 91,345 SF
4. Terrace area listed below is gross and includes planter areas and should not be used for occupant load calculation.

Building Gross Area		
Name	Level	Area
Lower Parking Gross	Parking Lower Level	31781 SF
Level 1 Gross	Level 1/ Street Level	35774 SF
Level 2 Gross	Level 2	36130 SF
Level 3 Gross	Level 3	28275 SF
Level 4 Gross	Level 4	22251 SF
Level 5 Gross	Level 5	15222 SF
		167433 SF

Building Common Areas		
Name	Level	Area
Upper Parking	Parking Upper Level	28708 SF
Level 2 Gross Terrace	Level 2	11458 SF
Level 3 Exterior Walkway	Level 3	1050 SF
Level 4 Exterior Walkway	Level 4	1539 SF
		42755 SF

Unit Storage Summary

UNIT	BED ROOMS	AREA (sf)	STORAGE (ft³)*
UNIT A	2 BR	1148 sf	216 ft³
UNIT B	1BR	736 sf	156 ft³
UNIT B2	1BR	736 sf	207 ft³
UNIT C	2BR	1093 sf	207 ft³
UNIT D	2BR	1148 sf	216 ft³
UNIT E	2BR	1202 sf	378 ft³

* Minimum required storage space for a 1BR is 156 ft³ (see floor plans for storage space locations)
* Minimum required storage space for a 2BR is 200 ft³ (see floor plans for storage space locations)

Parking Data

Required Parking for Residential Use:
Per CV UC 19.62.050
Residential Parking: 1.5 spaces per 1-bedroom (31 sf)
2 spaces per 2-bedroom (40 sf)
127 spaces required
Assume parking will be assigned to residents

Required Parking for Commercial Use:
Per CV Urban Core Specific Plan, C-1 Third Ave South
Commercial Parking: 2 spaces per 1,000 SF (616 SF proposed)
1 space required.
Guest parking: None required, 7 provided
Total Guest & Commercial Parking Provided: 8 spaces at Lower Level (including 1 HC Van and 2 compact)

Total Resident Parking Provided: Lower Level North: 37 spaces (including 12 compact spaces)
Lower Level East: 29 spaces
Upper Level: 69 spaces (including 2 HC & 1 HC Van)
Total: 134 spaces (7 more than required)

Accessible Resident Spaces: 2% of resident spaces per CBC 1109A.4
2% of 134 = 3 spaces, including 1 HC Van

Motorcycle Spaces Required: Not specified by zoning. 5 spaces (3' x 8') provided at upper parking

Bicycle Spaces Required: Not specified by zoning. Bike racks provided at public plaza for public use (6 bike capacity) and at lower level of parking for resident use (11 bike capacity)

Building Code Data

Applicable Codes:

2013 California Building Code (as amended CVMC 15.08)
2013 California Mechanical Code (as amended CVMC 15.16)
2013 California Plumbing Code (as amended CVMC 15.28)
2013 California Fire Code (as amended CVMC 15.36)
2013 California Electrical Code (as amended CVMC 15.24)
2013 California Energy Code (as amended CVMC 15.28)
2013 California Green Building Standards Code (as amended CVMC 15.12)
NFPA 13 Standard for the Installation of Sprinkler Systems
NFPA 72 National Fire Alarm and Signaling Code

Type of Construction:	Type V-A over Type I-A
Sprinklered:	Yes, NFPA 13
Primary Occupancy:	Residential R-2
Other Occupancies:	Residential Common Areas: A-3 Rental Offices: B Parking: S-2 Commercial Lease Space: A-2, B or M

Zoning Code Data

Planned District:	Chula Vista Urban Core Specific Plan
Zoning:	C-1 Third Ave South
Neighboring Zones:	North: C-1 Third Ave South East: R-1, single family residential
Site Area:	1.05 acres, 45,738 SF
Building Height:	Minimum 18', Maximum 60'
Actual Building Height:	3-5 stories, 57'-0" to top of parapet
Building Footprint:	Level 1 Gross: 35,774 SF Level 3: 24,915 SF
Base FAR:	Maximum 1.0 = 45,738 SF (no minimum)
FAR Increases:	From Urban Amenities Table: 10% FAR increase if all parking provided within building 10% FAR increase if public outdoor space provided 30% FAR increase for LEED Gold
Allowable FAR:	1.50
Actual FAR:	See Area Summary 91,345 / 45,738 = 1.99, Deviation requested
Open Space Required:	Assume similar to zone R-3-H, 200 SF dwelling unit 71 units x 200 = 14,200 SF (can include private balconies and patios in addition to common open space)
Open Space Provided:	
Common Open Space:	Roof Terrace: 11,458 SF (gross) Public Plaza: 1,700 SF
Private Open Space:	Assume average balcony size of 78 SF 71 units x 78 = 5,538 SF
Landscape Open Space:	At setbacks: 8,500 SF approx.

Required Setbacks

Street:	10' minimum, 20' maximum
Side:	Not listed for C-1 zoning
Side, Interior:	Not listed for C-1 zoning, except where adjacent to R-1 or R-2
Rear:	Not listed for C-1 zoning, except where adjacent to R-1 or R-2
Side and Rear: (adjacent to R-1)	Dependent on building height 10' minimum for < 45' high 15' minimum for 45' < 55' high 20' minimum for 55' < 65' high

Provided Setbacks & Stepbacks

Front (West, Third Ave):	10'
Side, Street (South, K St):	10'
Rear, Street (East, Church Ave):	5'-4", acceptable per Chapter VI-D 2a where contiguous to public right of way, with building wall stepback above 35' (per Figure 8.61 of Chapter VI-D). See 2/A4.4 for compliance.
Interior Side, to C-1 (North):	0'
Interior Side, to R-1 (North):	13'-1" to wall of parking garage and residential terrace (level 2), 20' at building wall with building stepback above 35' (per Figure 8.61 of Chapter VI-D). See 1/A4.4 for compliance
Interior Rear, to R-1 (East):	10'-1" to wall of parking garage, 13'-7" to residential terrace (level 2), 47' to building wall with building stepback above 35' (per Figure 8.61 of Chapter VI-D). See 1/A4.3 for compliance

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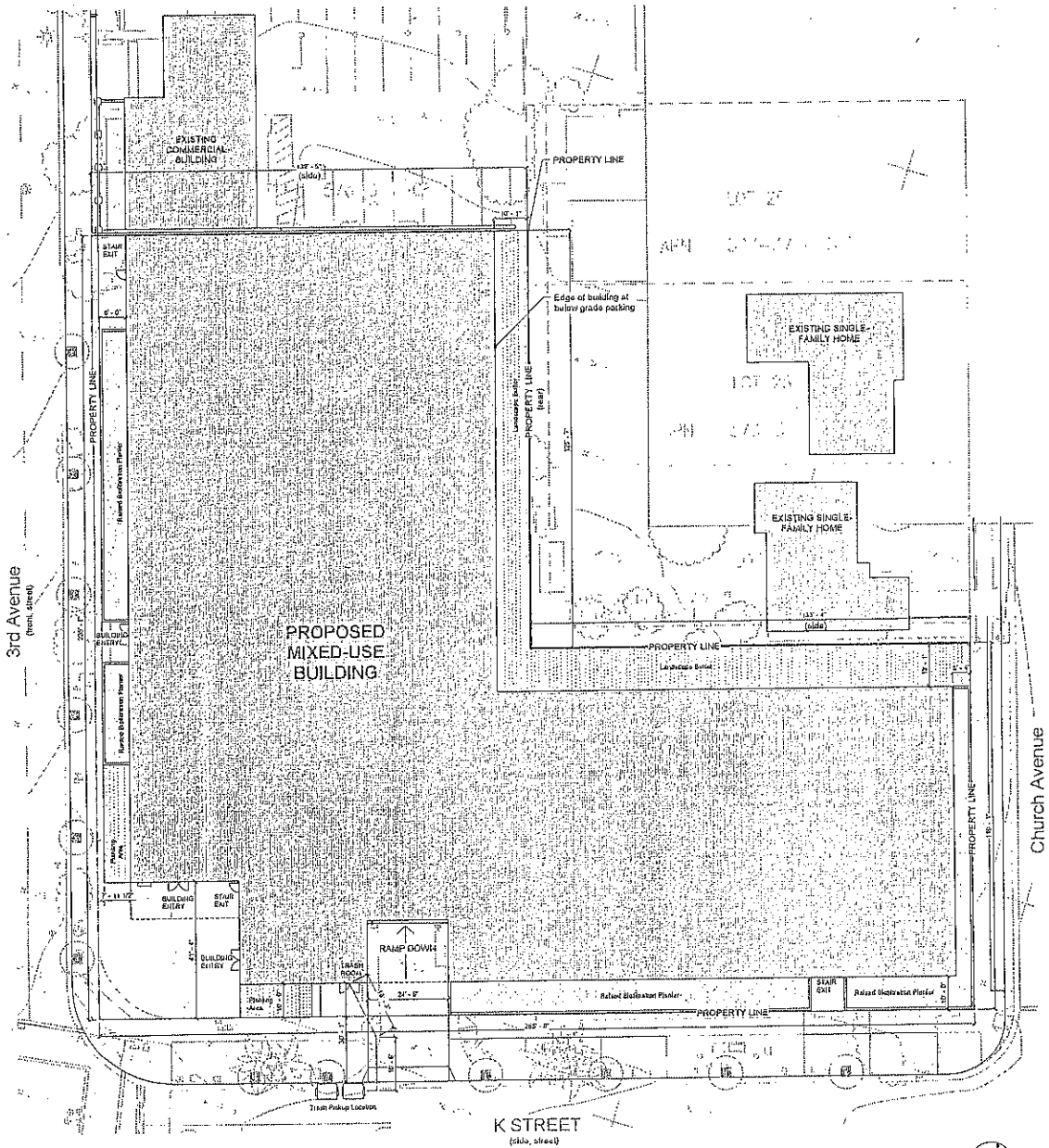
Project 14118

06/10/2015 Design Review
12/03/2015 Resubmittal
05/10/2016 Resubmittal
08/08/2016 Resubmittal

Title Sheet

TS1

Exhibit A



1 Architectural Site Plan
1/16" = 1'-0"

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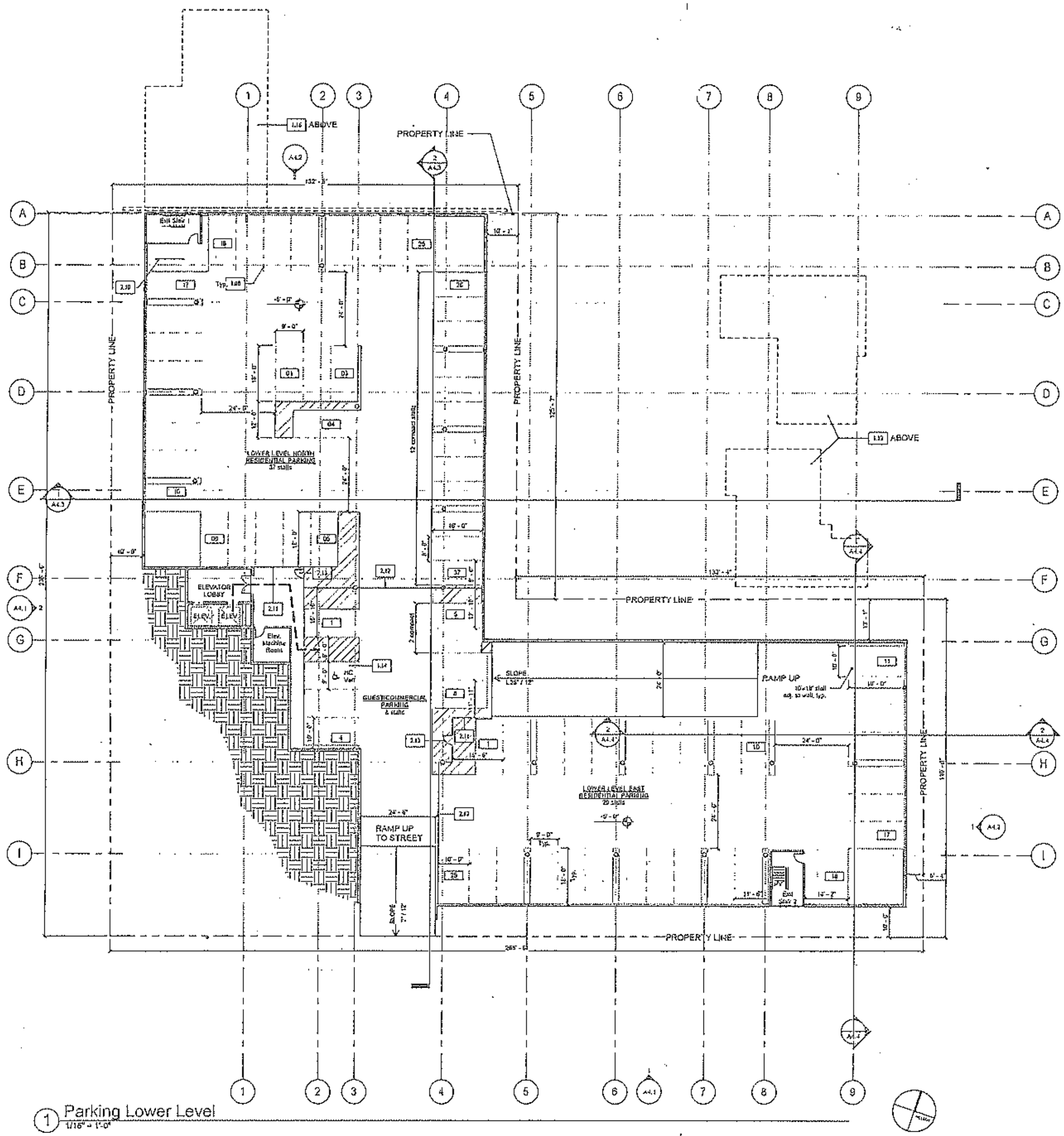
06/30/2016 Resubmittal

Architectural Site Plan

A1.0



1 Parking Lower Level
1/16" = 1'-0"

Keynotes

1.08 Standard parking stall (9' x 18'), typ.
1.12 Existing single family home
1.14 Handicap parking stall
1.16 Existing commercial building
2.10 Bicycle rack
2.11 Metal fence separating public & resident parking
2.12 Vehicle gate, swing up, automatic operation with Knox key switch per CVFD
2.13 Metal gate with panic hardware

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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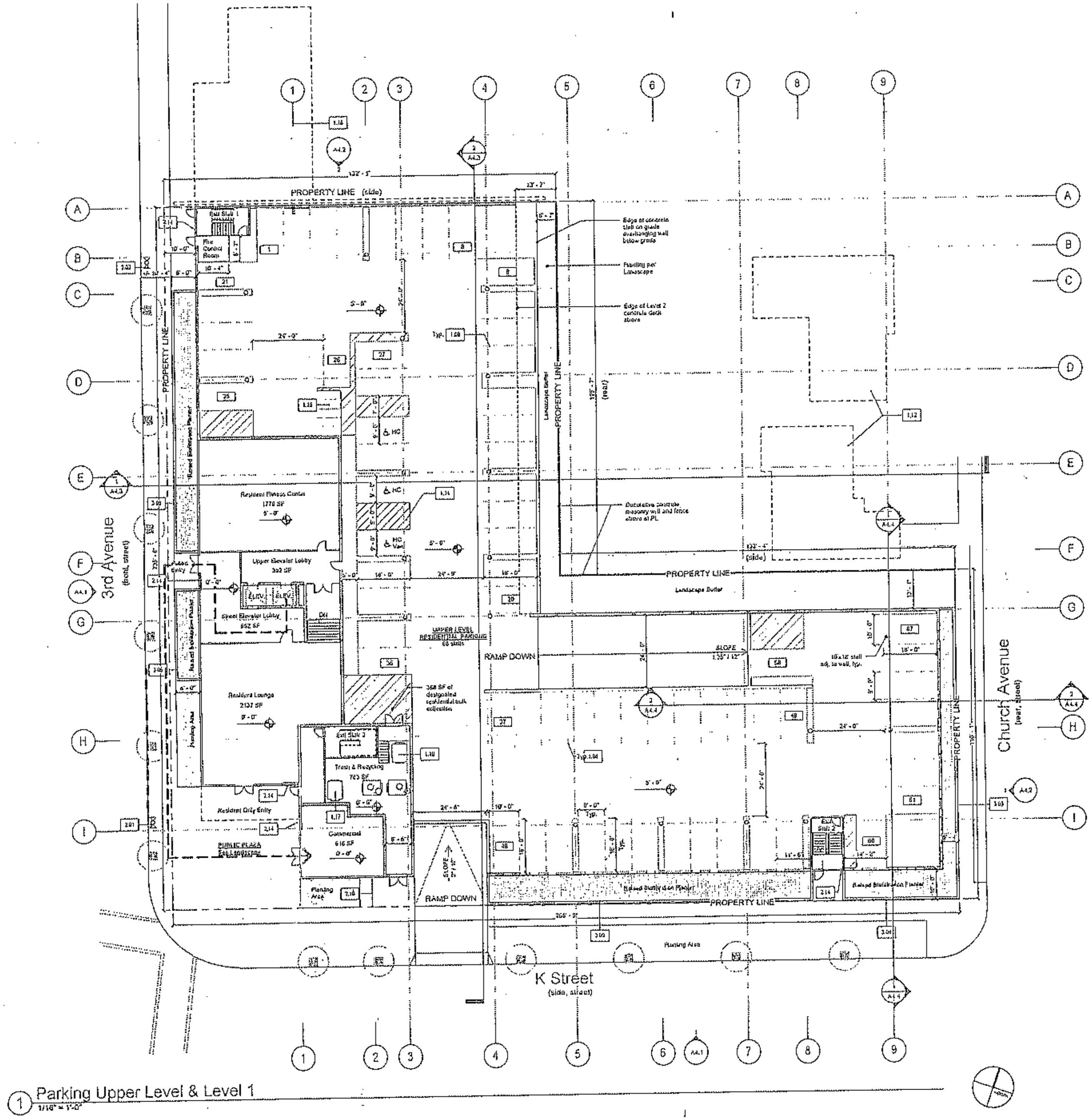
Parking Lower Level

A2.0



1 Parking Upper Level & Level 1
1/16" = 1'-0"

Keynotes

1.08	Standard parking stall (9' x 18'), typ.
1.12	Existing single family home
1.14	Handicap parking stall
1.15	Motorcycle parking stall (3' x 6')
1.16	Existing commercial building
1.17	4 cubic yard trash bin (2 of)
1.18	4 cubic yard recycling bin (2 of)
2.01	Existing fire hydrant to remain
2.02	Proposed fire hydrant
2.10	Bicycle rack
2.14	Recessed Knox Box per CVFD
3.09	Cast-in-place raised concrete planter for biofiltration

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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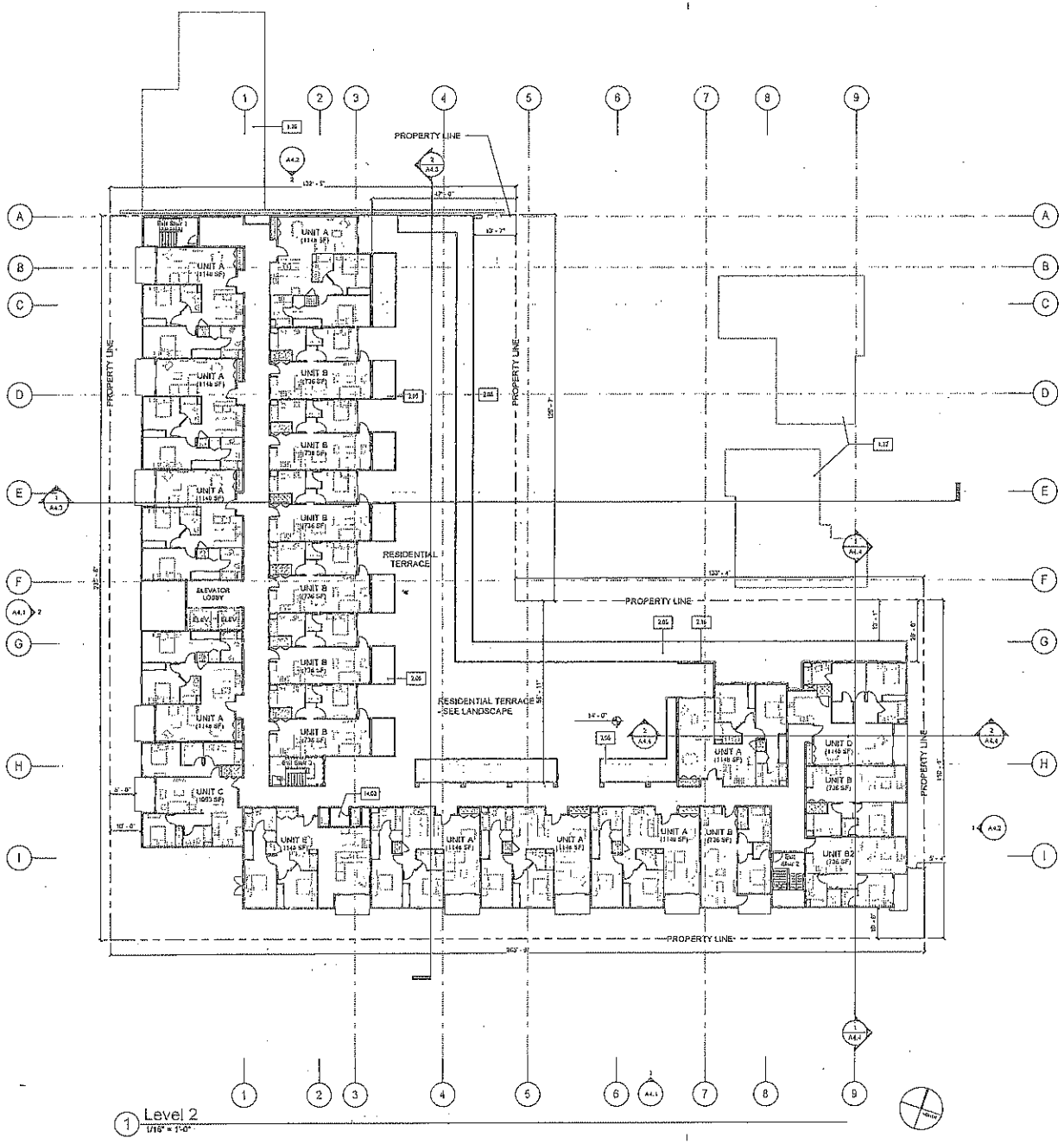
Parking Upper Level & Level 1

A2.1



1 Level 2
1/16" = 1'-0"

Keynotes

1.12	Existing single family home
1.16	Existing commercial building
2.05	Planter per landscape
2.06	Biofiltration planter per civil and landscape
2.16	Full height building wall to screen patio/ balcony from adjacent single family
14.03	Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator cat shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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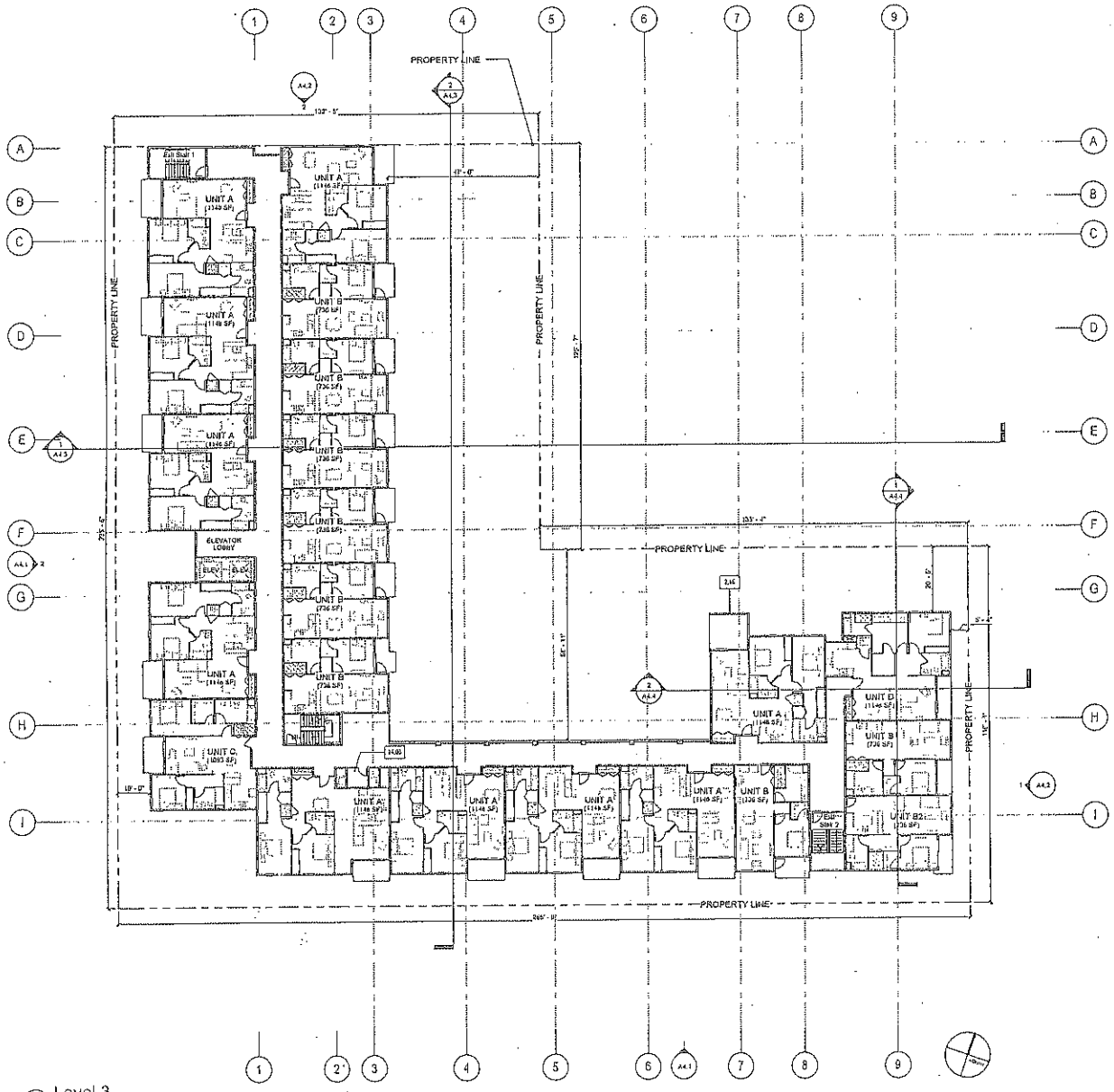
Second Floor Plan

A2.2



Keynotes

2.16 Full height building wall to screen patio/ balcony from adjacent single family

14.03 Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; *refer to Title Sheet (Sheet TS1) for numerical summary*

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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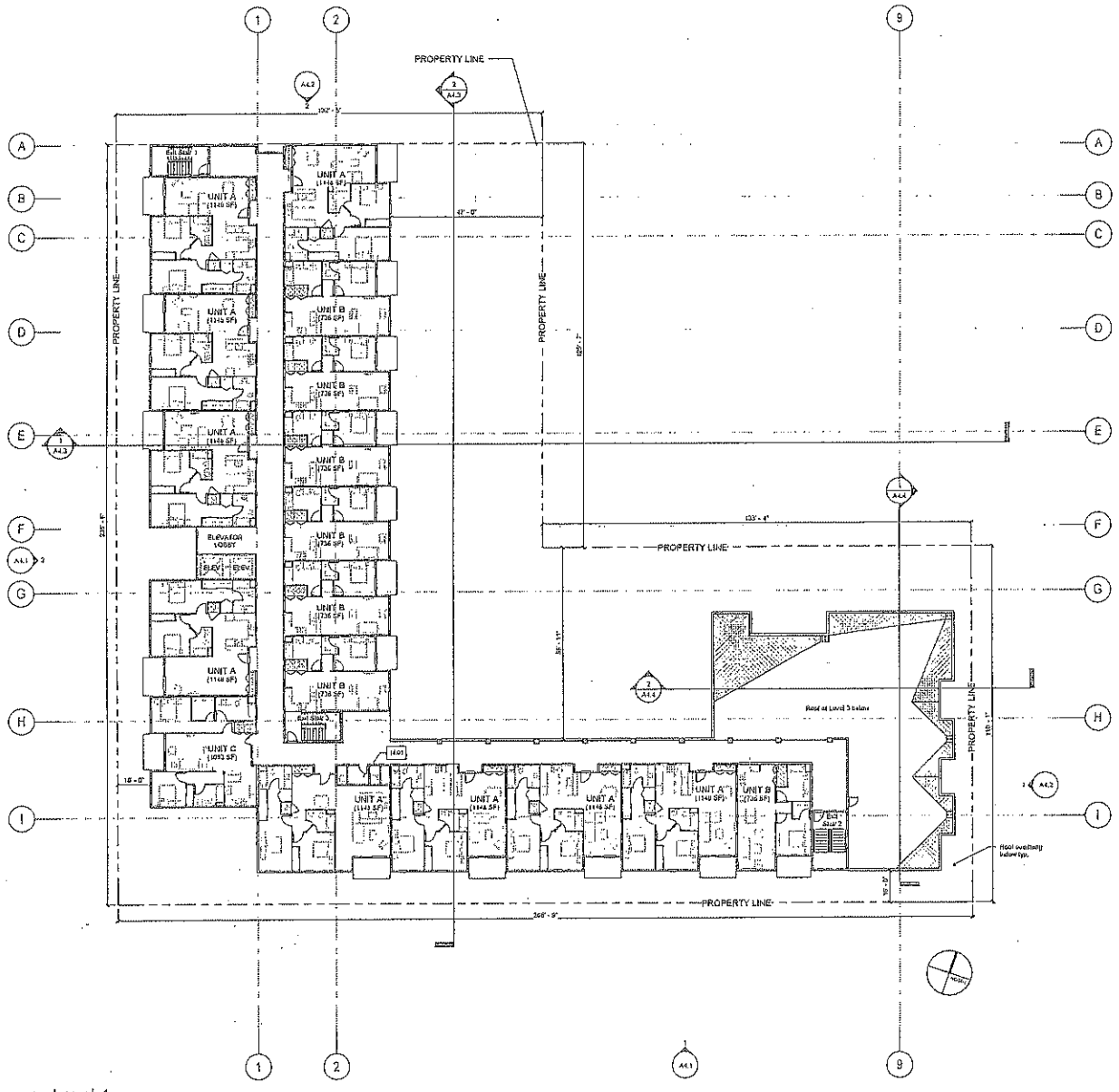
Third Floor Plan

A2.3



1 Level 4
1/16" = 1'-0"

Keynotes

14.03 Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet T01) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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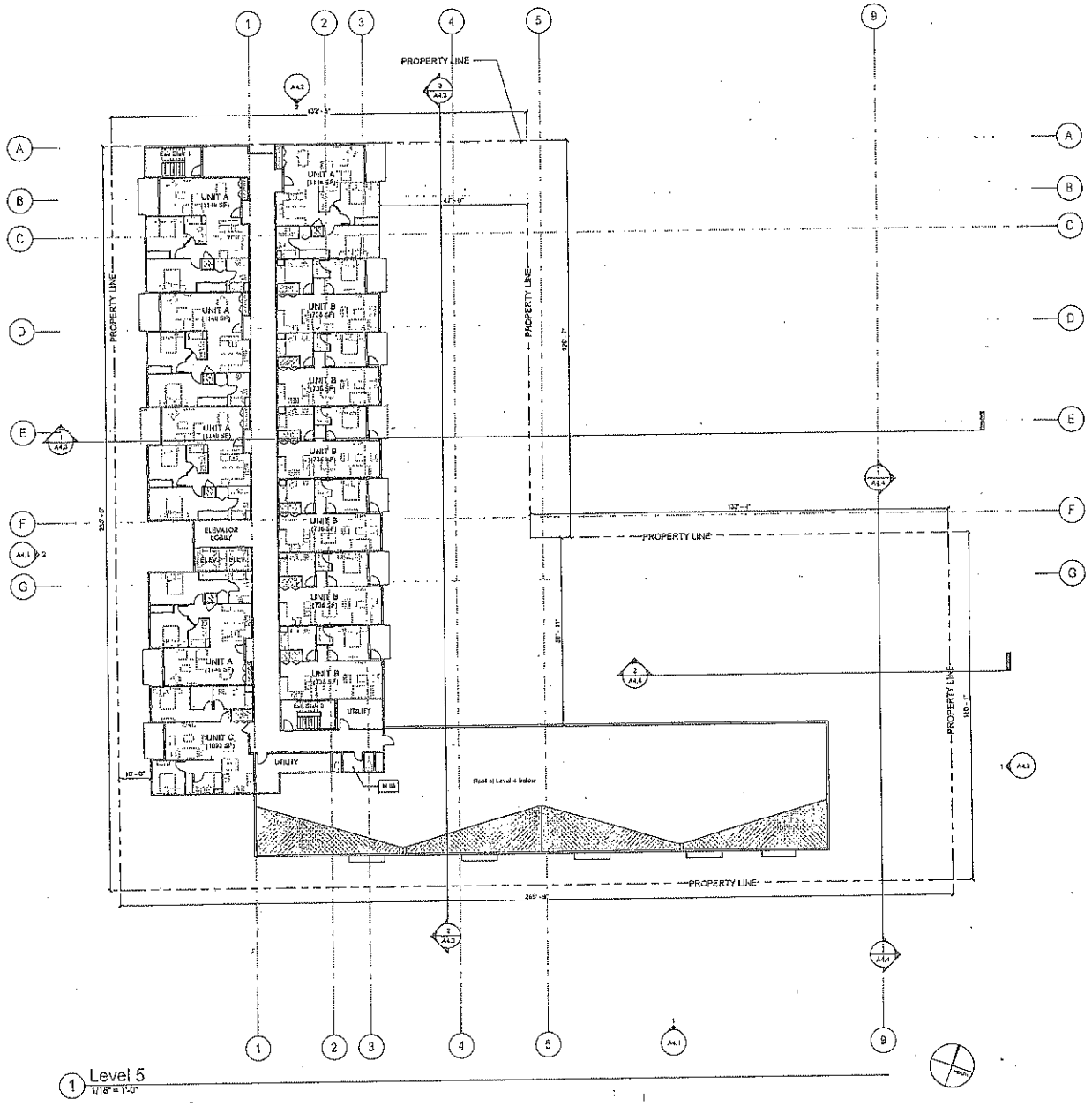
Fourth Floor Plan

A2.4



1 Level 5
1/16" = 1'-0"

Keynotes

14.03 Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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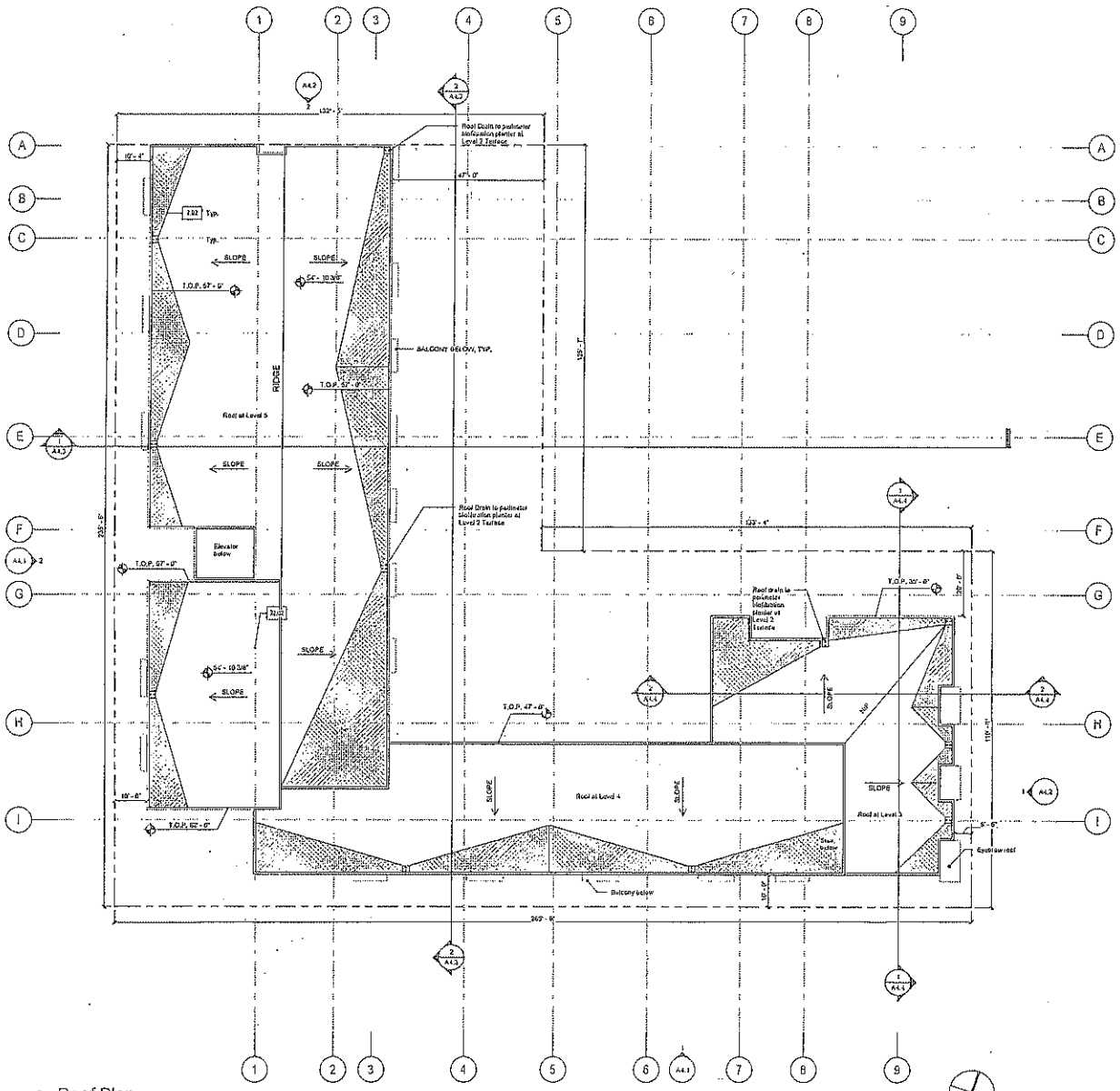
Fifth Floor Plan

A2.5



1 Roof Plan
1/16" = 1'-0"

Keynotes

7.02 Built-up cricket, typ.

22.02 Roof drain. Typical drains at street side of roof to bioflitration planters at street level at building perimeter

Legend

Areas w/ cricket framing, drainage to roof drain slope 1/4" per ft. minimum

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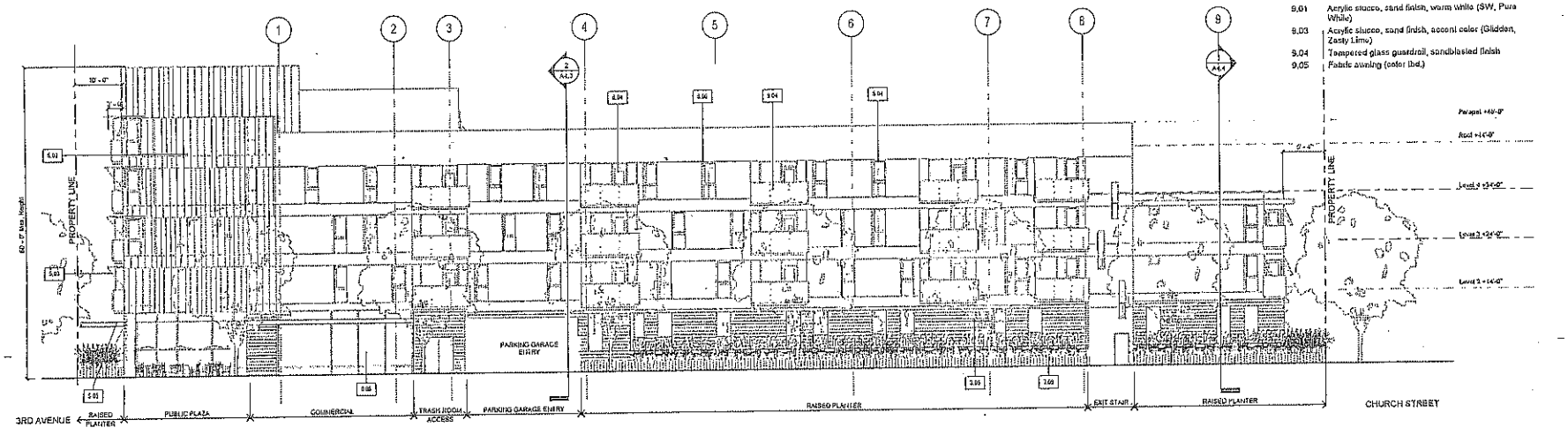
Roof Plan

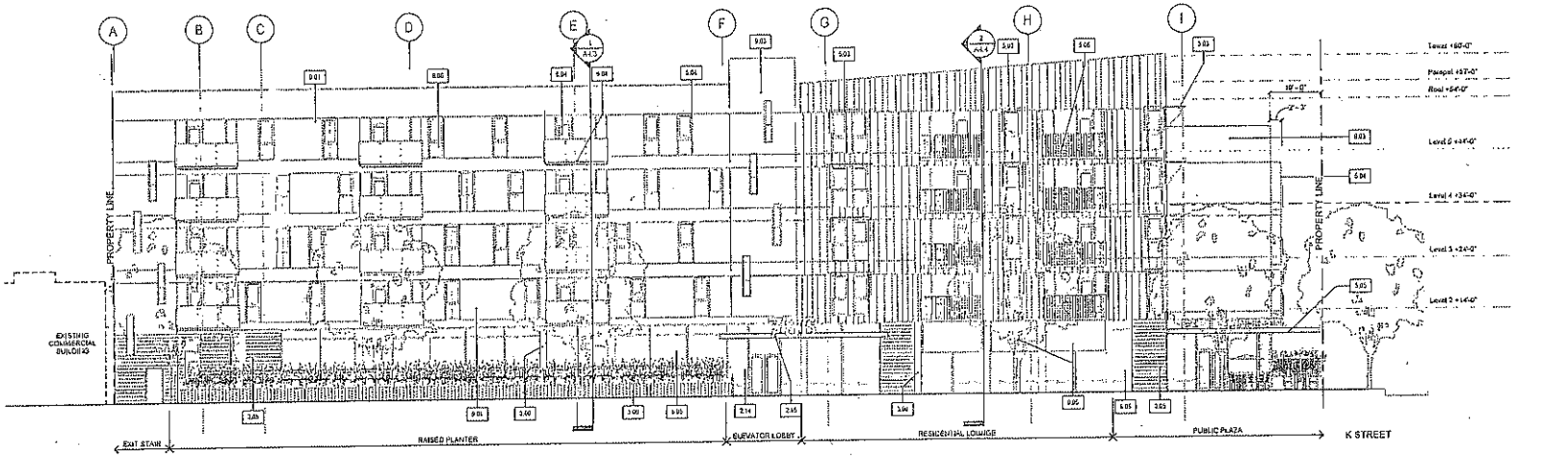
A2:6

Keynotes

2.14	Recessed Knox Box per CVFD
2.15	Building address letters 6" high with 1" stroke
3.05	Cast-in-place concrete wall
3.08	Cast-in-place concrete column
3.09	Cast-in-place raised concrete planter for biofiltration
5.02	Prefinished metal panel siding (Metal Sales, Mistique Plus)
5.03	Painted metal awning
5.04	Perforated metal sun shade (Anodized Aluminum)
5.05	Suspended metal marquee
5.06	Painted metal balcony guardrail (Glidden, Grey Tabby)
8.04	Aluminum or fiberglass french patio door
8.05	Aluminum storefront system with clear, non-reflective glass
8.08	Aluminum window, recessed, with clear, low-e, dual glazing. Windows at residential units shall have sound ratings such that interior noise complies with the City's noise ordinance, CVMC Chapter 19.68
9.01	Acrylic stucco, sand finish, warm white (SW, Pure White)
9.03	Acrylic stucco, sand finish, accent color (Glidden, Zesty Lime)
9.04	Tempered glass guardrail, sandblasted finish
9.05	Fabric awning (color tbd.)



1 K Street Elevation
3/32" = 1'-0"



2 Third Avenue Elevation
3/32" = 1'-0"

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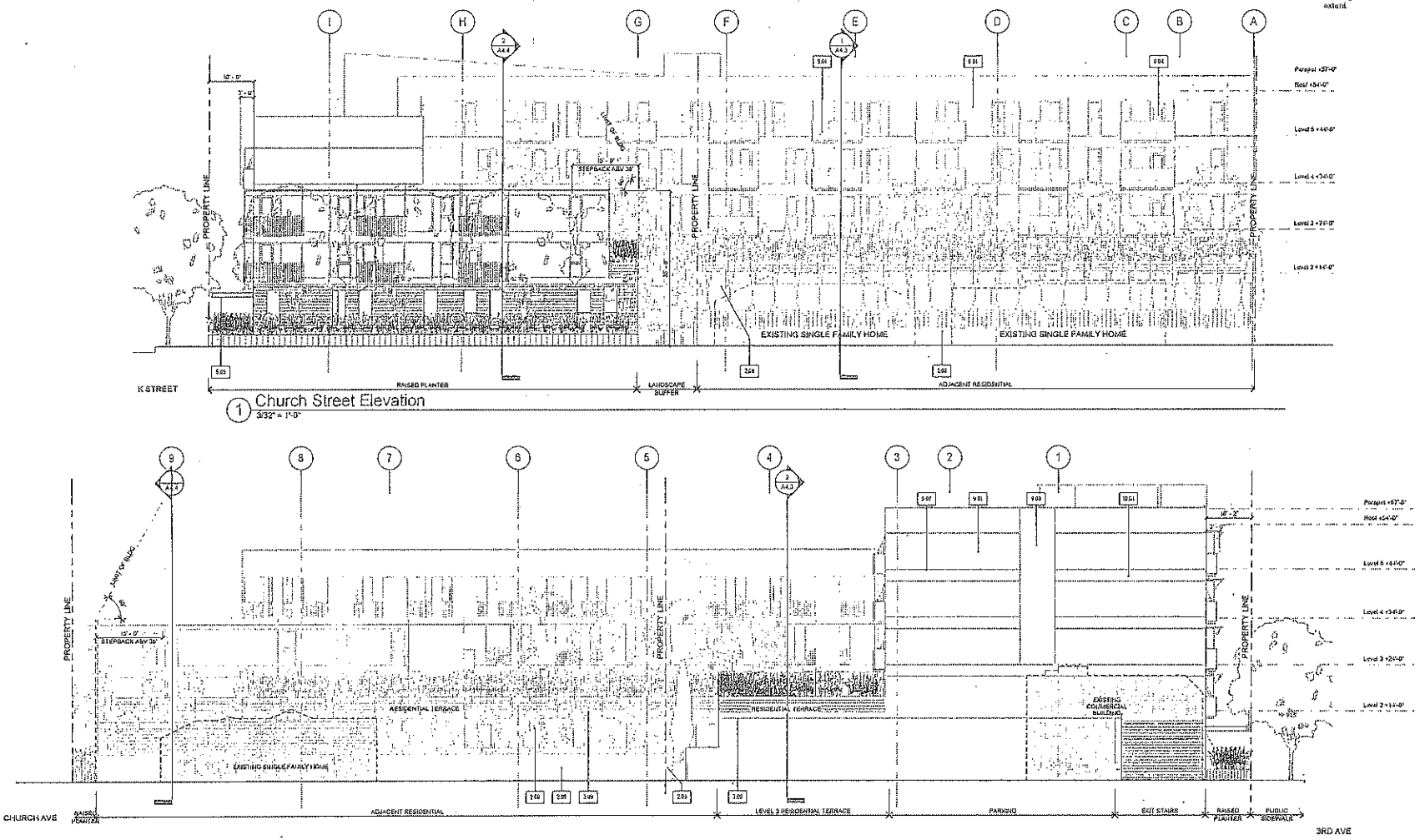
Elevations

A4.1



1 Church Street Elevation
3/32" = 1'-0"

2 Rear Elevation
3/32" = 1'-0"

Keynotes

2.05	Landscape buffer
2.09	6' high decorative concrete masonry wall and fence
3.08	Cast-in-place raised concrete planter for biofiltration
5.05	Suspended metal marquee
5.07	Anodized aluminum reveal
8.04	Aluminum or fiberglass frame patio door
9.01	Acrylic stucco, sand finish, warm white (SW, Pure White)
9.03	Acrylic stucco, sand finish, accent color (Glidden, Zesty Lime)
9.04	Tempered glass guardrail, sandblasted finish
10.01	Building mural, See 3D View on A5.1 for extent

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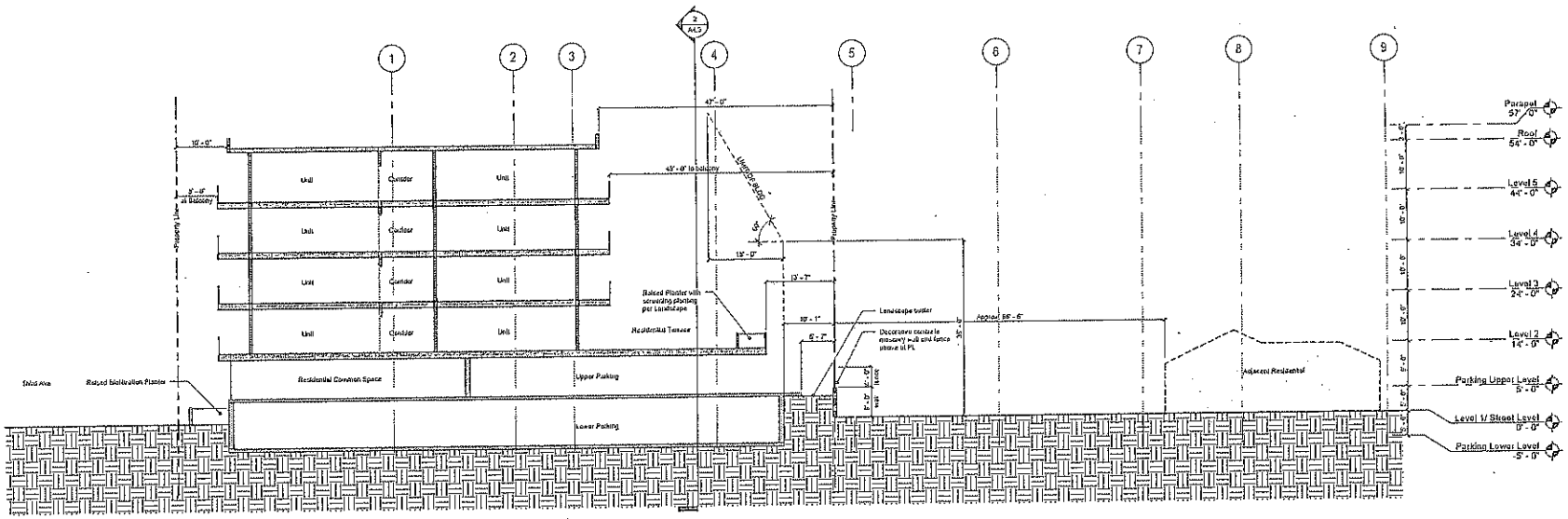
Project 14118

05/18/2015 Design Review
12/03/2015 Resubmittal
02/19/2016 Resubmittal
04/08/2016 Resubmittal

Elevations

A4.2



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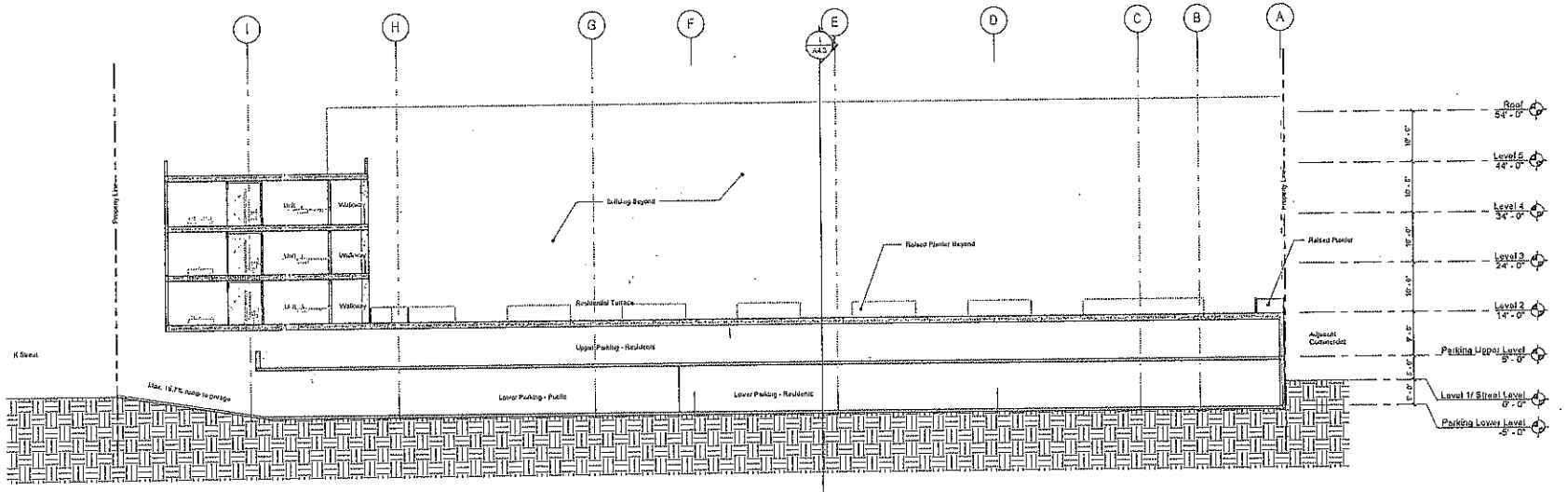

2 Section 2
3/32" = 1'-0"

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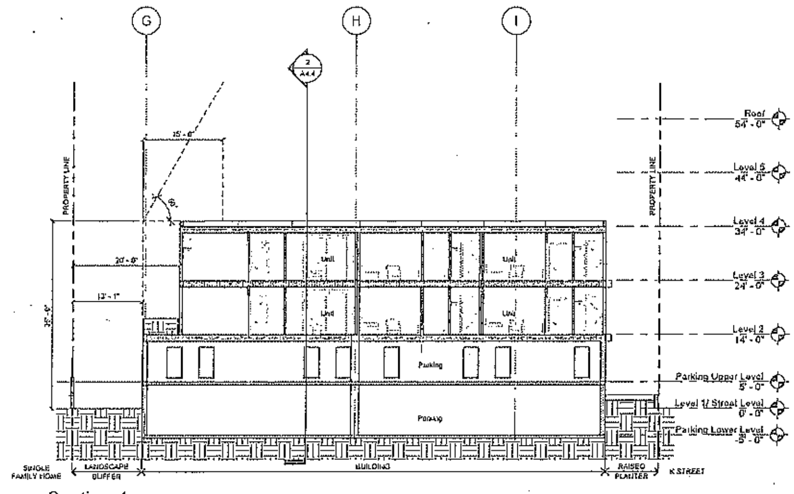
Building Sections

A4.3



1 Section 4
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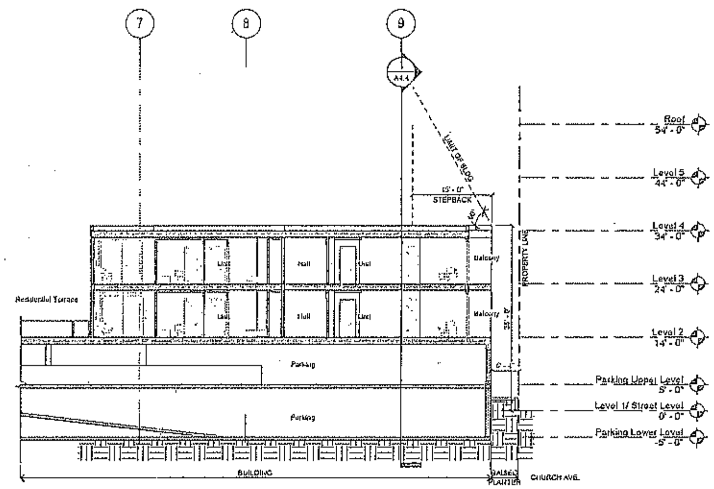

2 Section 5
3/32" = 1'-0"

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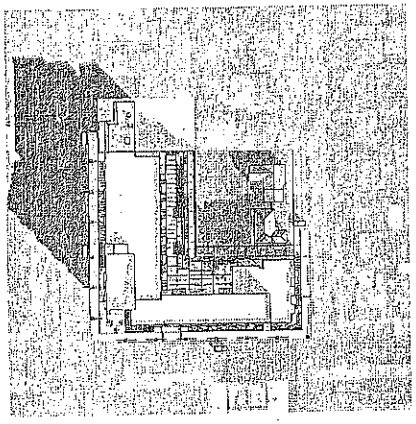
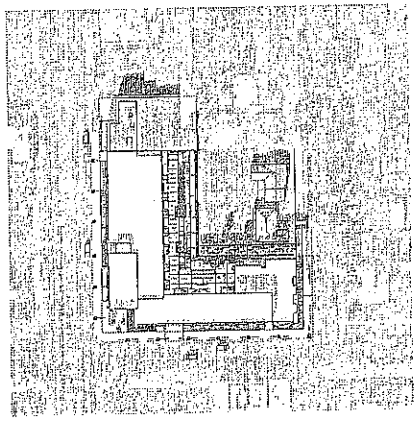
Building Sections

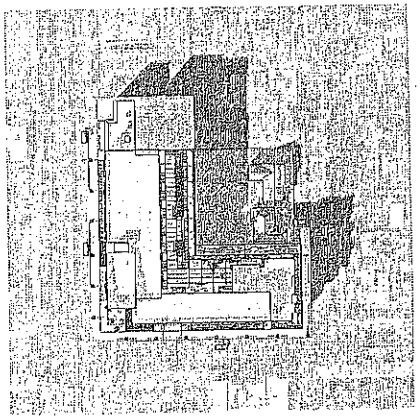
A4.4



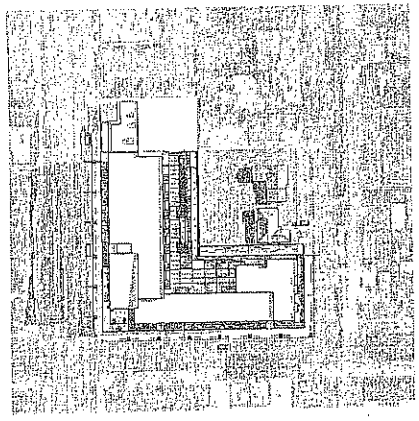
1 Shadow Study - winter solstice morning
NTS



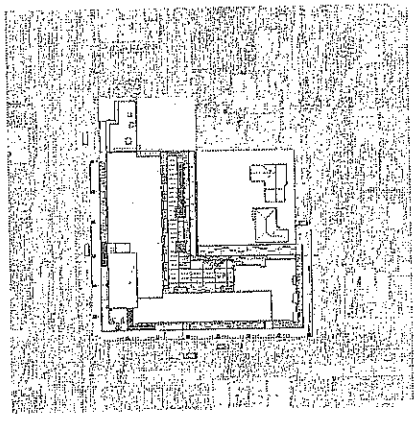
2 Shadow Study - winter solstice noon
NTS



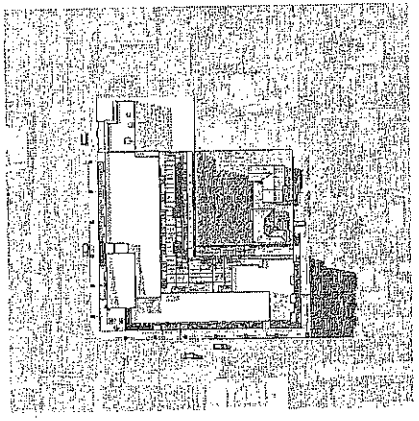
3 Shadow Study - winter solstice evening
NTS



4 Shadow Study - summer solstice morning
NTS



5 Shadow Study - summer solstice noon
NTS



6 Shadow Study - summer solstice evening
NTS

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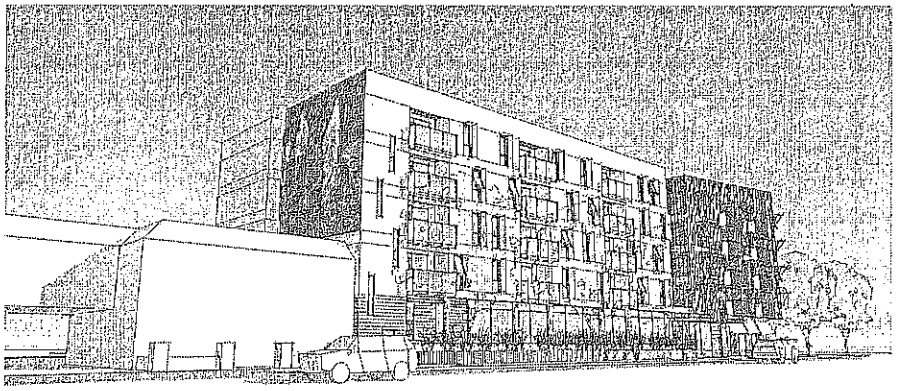
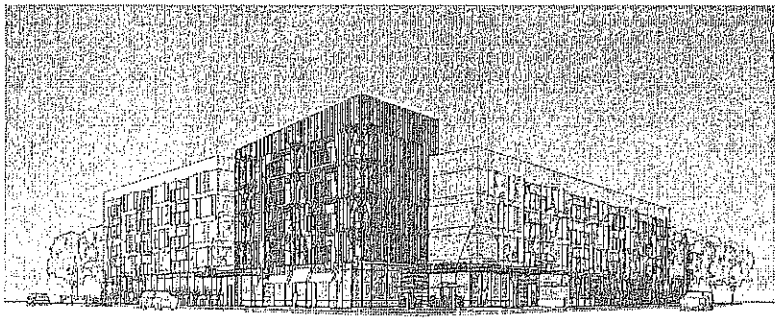
Shadow Studies

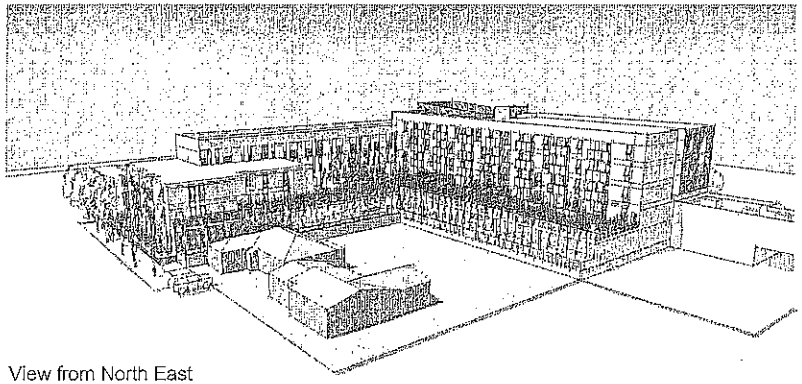
A5.0



View from North West



View at Third & K



View from North East

View from East on Church

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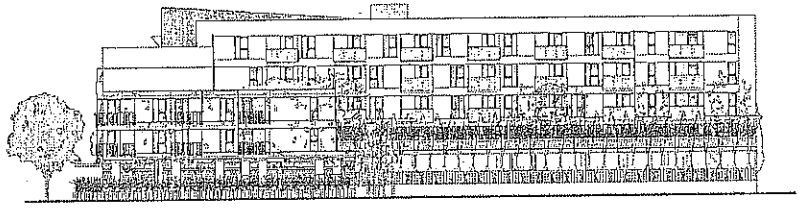
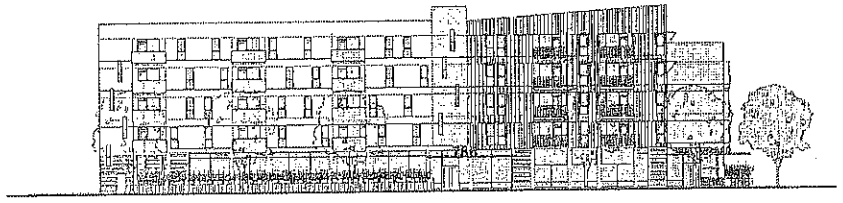
09/06/2016 Resubmittal

Views

A5.1



1 Church Street Elevation
1/4" = 1'-0"



2 Third Avenue Elevation
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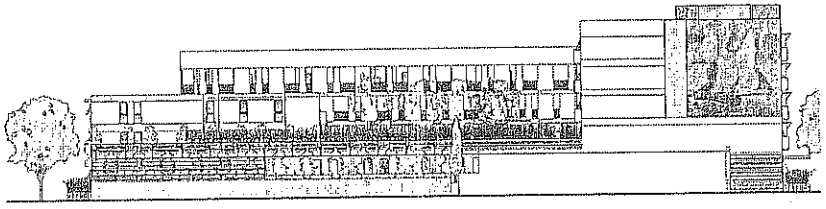
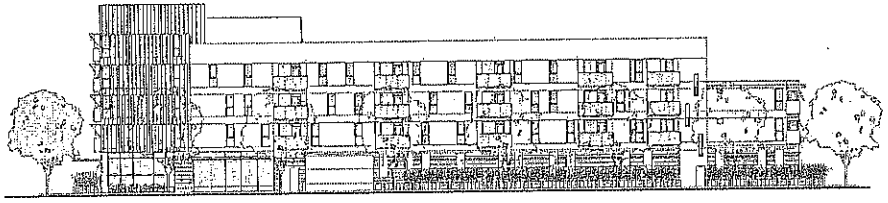


4 North Elevation
1/4" = 1'-0"



3 K Street Elevation
1/4" = 1'-0"

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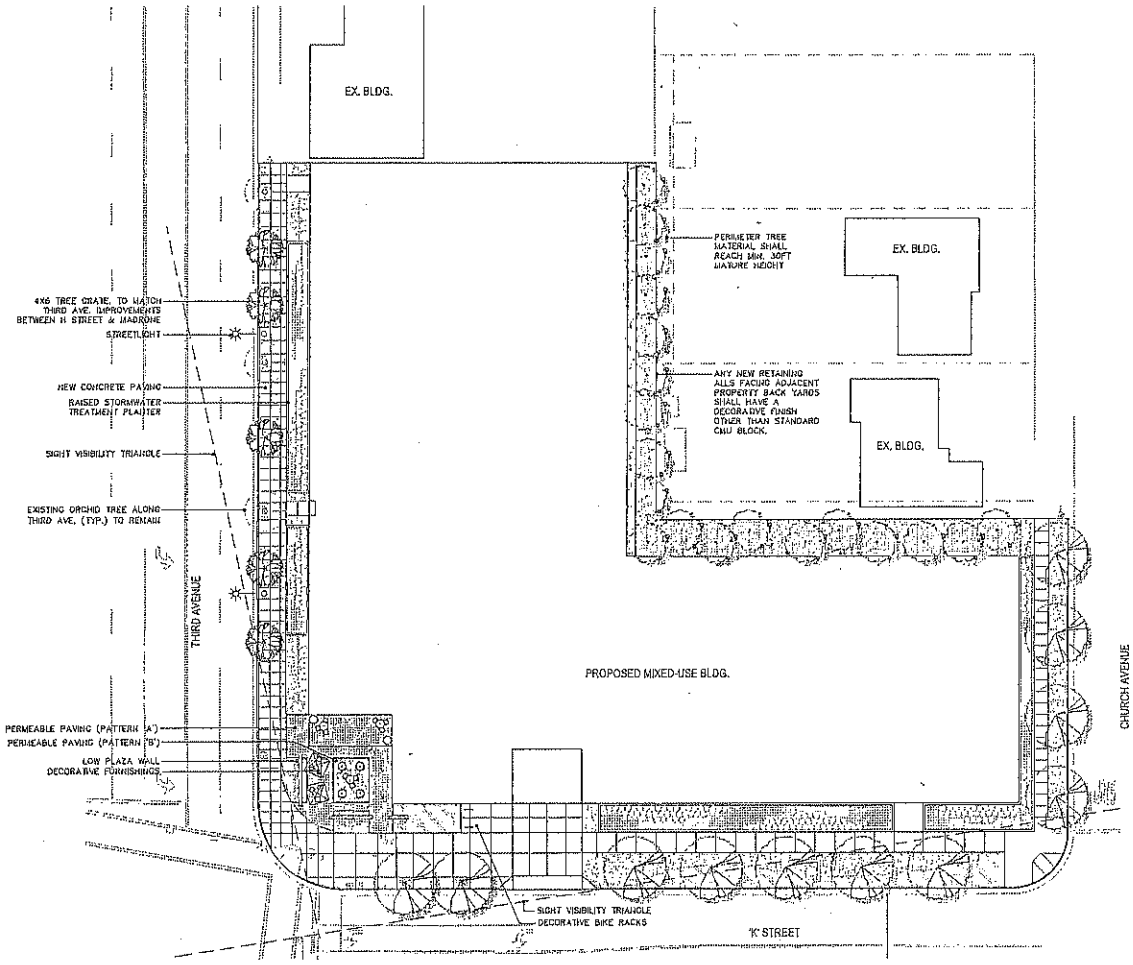
Color Elevations

A5.2



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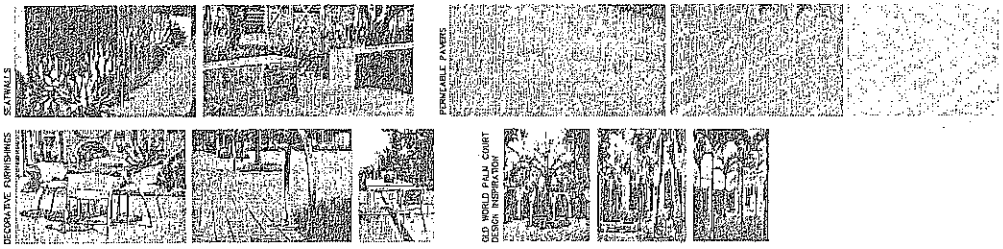

CANDIDATE PLANT LEGEND

SYMBOL	BOTANICAL & COMMON NAME	MIN. SIZE	WUCOLS III
EXISTING STREET TREE TO REMAIN–PROTECT IN PLACE			
	BAUHINIA PURPUREA –PURPLE ORCHID TREE		
PLAZA SPECIMEN TREE		18' BTH.	
	ARCHONTOPHOENIX CUNNINGHAMIANA –KING PALM		MOD
THIRD AVE STREET TREE		36" BOX	
	BAUHINIA PURPUREA –PURPLE ORCHID TREE		MOD
"K" STREET & CHURCH AVE STREET TREE		36" BOX	
	ULMUS P. 'DRAKE' –EVERGREEN ELM		MOD
	PISTACIA CHINENSIS –CHINESE PISTACHE		MOD
	RHUS LANCEA –AFRICAN SUMAC		LOW
VERTICAL ACCENT TREE		24" BOX	
	TRISTANIA CONFERTA –BRISBANE BOX		MOD
	LAGUNARIA PATERSONII –PRIJROSE TREE	(MIN. 12' HEIGHT @ INSTALL)	MOD
	BAMBUSA 'OLDHAMII' –TABER BAMBOO		MOD
COURTYARD ACCENT TREE		24" BOX	
	LAGERSTROEMIA INDICA –CRAPE MYRTLE		MOD
	ROBINIA 'PURPLE ROBE' –ROBINIA		LOW
	CERCIDIUM X. 'DESERT MUSEUM' –PALO VERDE		LOW
COURTYARD TREE		15 GAL.	
	PITTOSPORUM T. 'SILVER SHEEN' –SILVER SHEEN KOHUHU		MOD
	LAURUS N. 'SARATOGA' –SWEET BAY		MOD
PERENNIALS & GROUNDCOVERS		1 GAL.	
	CAREX PRAEGRACILIS/WESTERN MEADOW SEDGE		MOD
	DIETES VEGETA/FORTNIGHT LILY		MOD
	FESTUCA O. GLAUCA/BLUE FESCUE		MOD
	FESTUCA MAIREI/ATLAS FESCUE		LOW
	FESTUCA CALIFORNICA/FESCUE		MOD
	HELICTOTRICHON SEMPERVIRENS/BLUE OAT GRASS		MOD
	LANTANA MONTEVIDENSIS/TRAILING LANTANA		LOW
	MUHLENBERGIA RICENS/DEER GRASS		LOW
	MYOPORUM 'PACIFICA'/PACIFIC MYOPORUM		LOW
	POLYSTICHYUM MUNITUM/WESTERN SWORD FERN		MOD
	SEDUM SPP./STONECROP		LOW
	SENECIO MANDRALISCAE/BLUE CHALK STICKS		LOW
	SISYRINCHIUM BELLUM/BLUE EYED GRASS		LOW
	SALVIA SPP./SAGE		LOW
SHRUBS		5 GAL.	
	AGAVE SPP./AGAVE		LOW
	ALOE SPP./ALOE		LOW
	ARBUTUS UNEDO/DWF. STRAWBERRY MADRONE		LOW
	BERBERIS SPP./OREGON GRAPE VARIETIES		LOW
	CALLISTEMON 'LITTLE JOHN'/DWF BOTTLEBRUSH		LOW
	DODONEA V. PURPUREA/PURPLE HOP–BUSH		LOW
	ELAEAGNUS PUNGENS/SILVERBERRY		LOW
	GREVILLEA 'NOELLII'/NOEL'S GREVILLEA		LOW
	MYRICA CALIFORNICA/PACIFIC WAX MYRTLE		LOW
	MYRTUS COMMUNIS/MYRTLE		LOW
	OSMANTHUS FRAGRANS/SWEET OLIVE		MOD
	PRUNUS C. 'BRIGHT N' TIGHT'/CAROLINA LAUREL		MOD
	RHAMNUS C. 'MOUND SAN BRUNO'/COFFEEBERRY		V. LOW
VINES		5 GAL.	
	BOUGAINVILLEA SPP./BOUGAINVILLEA		LOW
	DISTICTIS BUCCINATORIA/BLOOD RED TRUMPET VINE		MOD
	FICUS REPENS/CREEPING FIG		MOD
	HANDENBERGIA VIOLACEA/LILAC VINE		MOD
	ROSMARINUS SPP./ROSEMARY		LOW

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Third Ave Parcel

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Third Ave & K St, Chula Vista

Project 14118

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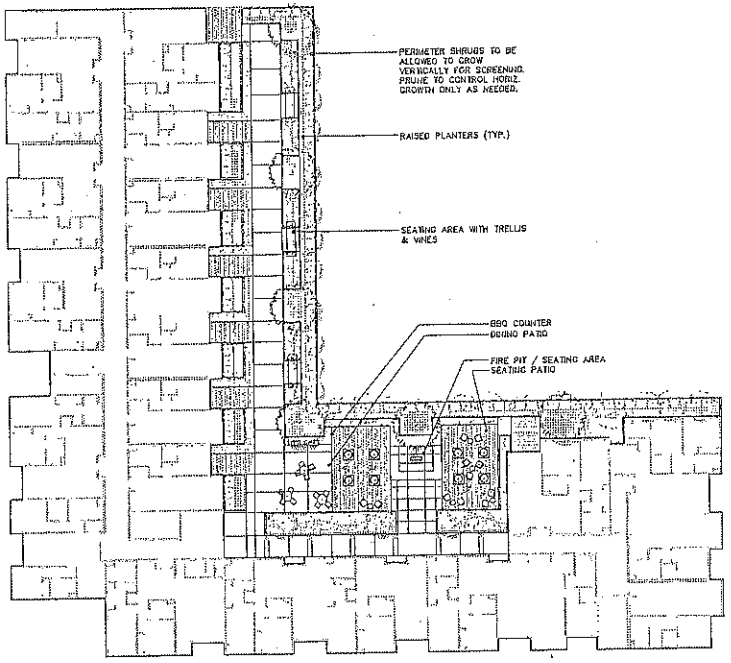
03/11/2016 Design Review
04/08/2016 Resubmittal

Conceptual Landscape Plan

L1.0



NORTH

SCALE 1"=20'-0"

PROJECT NOTES:

1) THE PROPOSED LANDSCAPE & IRRIGATION WILL COMPLY WITH THE CITY OF CHULA VISTA WATER CONSERVATION ORDINANCE, CHAPTER 20.12 OF THE MUNICIPAL CODE.
2) NO TURF/LAWN IS PROPOSED.
3) THE PROPOSED LANDSCAPE & IRRIGATION WILL BE DESIGNED IN ACCORDANCE WITH THE CITY OF CHULA VISTA LANDSCAPE MANUAL.
4) ALL PARKING AREAS WILL MEET THE REQUIREMENTS OF THE CITY OF CHULA VISTA SHADE TREE POLICY.
5) WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN ENCROACHMENT PERMIT AND SHALL BE MAINTAINED BY THE APPLICANT VIA AGREEMENT WITH THE CITY.
6) PER THE URBAN CORE SPECIFIC PLAN 20% OF TREES SHOULD BE PLANTED AS 36" BOX TREES.
7) TREES THAT ARE TO BE CLOSER THAN 10' FROM A HARD SURFACE SHALL BE PLANTED WITH ROOT BARRIER AT THE EDGE OF THE PLANTING AREAS TO PREVENT ROOT DAMAGE TO THE ADJACENT PAVING.
8) A FULL LANDSCAPE CONSTRUCTION PACKAGE MUST BE SUBMITTED AND APPROVED PRIOR TO ISSUANCE OF BUILDING PERMIT.
9) TREES SHOULD BE PLACED AS FOLLOWS:
   - A MIN. OF 6' BETWEEN THE CENTER OF THE TREES AND THE EDGE OF THE DRIVEWAY, 6' FROM WATER METER, GAS METER, AND SEWER LATERALS.
   - A MIN. OF 25' BETWEEN THE CENTER OF TREES AND THE POINT OF INTERSECTION OF DRIVEWAYS AND STREETS OR WALKWAYS.
   - A MIN. OF 15' BETWEEN THE CENTER OF THE TREES OR LARGE SHRUBS TO UTILITY POLES/STREET LIGHTS.
   - A MIN. OF 6' BETWEEN THE CENTER OF TREES OR LARGE SHRUBS AND FIRE HYDRANTS, FIRE DEPARTMENT SPRINKLER, AND STANDPIPE CONNECTIONS.
   - NO SPECIES OF TREE OR LARGE SHRUBS SHOULD BE PLANTED UNDER OVERHEAD LINES OR OVER UNDERGROUND UTILITIES IF PLANT GROWTH WITH THE INSTALLATION OR MAINTENANCE OF THESE UTILITIES.
   - IN ADDITION TO TREES, OTHER PLANT MATERIALS SHOULD BE SPACED SO THAT THEY DO NOT INTERFERE WITH THE LIGHTING OF THE PREMISES OR RESTRICT ACCESS TO EMERGENCY APPARATUS SUCH AS FIRE HYDRANTS OR FIRE ALARM BOXES.
   - TREES WITHIN SIGHT LINES SHALL REQUIRE MAINTENANCE OF 10' CLEAR TRUNK HEIGHT FOR VISIBILITY ONCE TREE ATTAINS A SUFFICIENT HEIGHT.

CANDIDATE PLANT LEGEND

SYMBOL	BOTANICAL & COMMON NAME	MIN. SIZE	WUCOLS III
EXISTING STREET TREE TO REMAIN-PROTECT IN PLACE			
	BAUHINIA PURPUREA -PURPLE ORCHID TREE		
PLAZA SPECIMEN TREE		18" BTH	
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"K" STREET & CHURCH AVE STREET TREE		36" BOX	
	ULMUS P. 'DRAKE' -EVERGREEN ELM		MOD
	PISTACIA CHINENSIS -CHINESE PISTACHE		MOD
	RHUS LANCEA -AFRICAN SUMAC		LOW
VERTICAL ACCENT TREE		24" BOX	
	TRISTANIA CONFERTA -BRISBANE BOX		MOD
	LAGUNARIA PATERSONII -PRIMROSE TREE	(MIN. 12' HEIGHT @ INSTALL)	MOD
	BAMBUSA 'OLDHAMII' -TIMBER BAMBOO		MOD
COURTYARD ACCENT TREE		24" BOX	
	LAGERSTROEMIA INDICA -CRAPE MYRTLE		MOD
	ROBINIA 'PURPLE ROBE' -ROBINIA		LOW
	CERCIDIUM X. 'DESERT MUSEUM' -PALO VERDE		LOW
COURTYARD TREE		15 GAL	
	PITTOSPORUM T. 'SILVER SHEEN' -SILVER SHEEN KOHUHU		MOD
	LAURUS N. 'SARATOGA' -SWEET BAY		MOD
PERENNIALS & GROUNDCOVERS		1 GAL	
	CAREX PRAEGRACILIS/WESTERN MEADOW SEDGE		MOD
	DIETES VEGETA/FORTNIGHT LILY		MOD
	FESTUCA G. GLAUCA/BLUE FESCUE		MOD
	FESTUCA MAIREI/ATLAS FESCUE		LOW
	FESTUCA CALIFORNICA/FESCUE		MOD
	HELICTOTRICHON SEMPERVIRENS/BLUE OAT GRASS		MOD
	LANTANA MONTEVIDENSIS/TRAILING LANTANA		LOW
	MUHLENBERGIA RIGENS/DEER GRASS		LOW
	MYOPORUM 'PACIFICA'/PACIFIC MYOPORUM		LOW
	POLYSTICHYUM MUNITUM/WESTERN SWORD FERN		MOD
	SEDUM SPP./STONECROP		LOW
	SENECIO MANDRALISCAE/BLUE CHALK STICKS		LOW
	SISYRINCHIUM BELLUM/BLUE EYED GRASS		LOW
	SALVIA SPP./SAGE		LOW
SHRUBS		5 GAL	
	AGAVE SPP./AGAVE		LOW
	ALOE SPP./ALOE		LOW
	ARBUTUS UNEDO/DWF. STRAWBERRY MADRONE		LOW
	BERBERIS SPP./OREGON GRAPE VARIETIES		LOW
	CALLISTEMON 'LITTLE JOHN'/DWF BOTTLEBRUSH		LOW
	DODONEA V. PURPUREA/PURPLE HOP-BUSH		LOW
	ELAEAGNUS PUNGENS/SILVERBERRY		LOW
	GREVILLEA 'NOELLII'/NOEL'S GREVILLEA		LOW
	MYRICA CALIFORNICA/PACIFIC WAX MYRTLE		LOW
	MYRTUS COMMUNIS/MYRTLE		LOW
	OSMANTHUS FRAGRANS/SWEET OLIVE		MOD
	PRUNUS C. 'BRIGHT N' TIGHT'/CAROLINA LAUREL		MOD
	RHAMNUS C. 'MOUND SAN BRUNO'/COFFEEBERRY		V. LOW
VINES		5 GAL	
	BOUGAINVILLEA SPP./BOUGAINVILLEA		LOW
	DISTICTIS BUCCINATORIA/BLOOD RED TRUMPET VINE		MOD
	FICUS REPENS/CREEPING FIG		MOD
	HARDENBERGIA VIOLACEA/LILAC VINE		MOD
	ROSMARINUS SPP./ROSEMARY		LOW

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Third Ave Parcel

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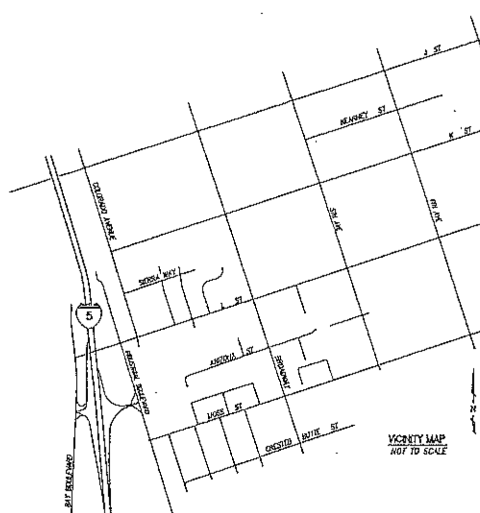
Project 14118

08/19/2015 Design Review
12/03/2015 Design Review
03/11/2016 Design Review
04/08/2016 Resubmittal ...

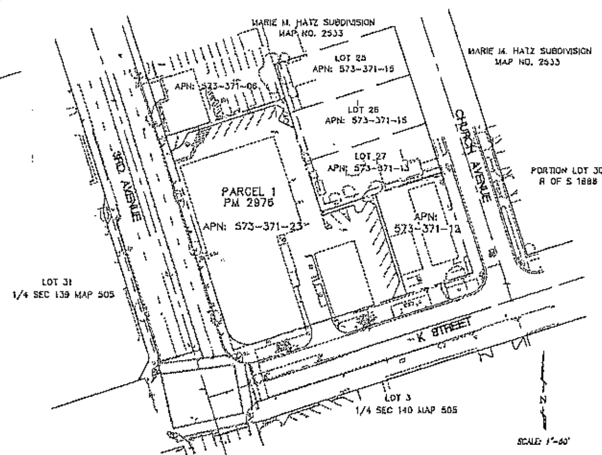
Conceptual Landscape Plan - 2nd Level

L2.0

TENTATIVE MAP
3RD AVENUE AND K STREET
CHULA VISTA, CALIFORNIA



VICINITY MAP
NOT TO SCALE



KEY MAP
SCALE: 1"=60'

CONDO MAP NOTE

THIS IS A MAP OF CONDOMINIUM PROJECT AS DEFINED IN SECTION 4125 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF RETAIL UNITS IS 1 COMMERCIAL SPACES WITH A TOTAL OF 71 UNITS RESIDENTIAL CONDOMINIUMS – FOR A TOTAL NUMBER OF 72 CONDO UNITS.

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 2976, IN THE CITY OF CHULA VISTA, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY, AUGUST 22, 1974 AS INSTRUMENT NO. 74-229244 OF OFFICIAL RECORDS.

THAT PORTION OF LOT 30 OF QUARTER SECTION 139 OF CHULA VISTA, IN THE CITY OF CHULA VISTA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 505, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

SOURCE OF TOPOGRAPHY

TOPOGRAPHY SHOWN ON THIS PROJECT ARE BASED UPON AN AERIAL SURVEY AND FIELD SURVEY DATED MARCH 22, 2015 BY PROJECT DESIGN CONSULTANTS.

ASSESSOR'S PARCEL NUMBER

573-371-12 AND 573-371-23

BASIS OF BEARINGS

CITY OF CHULA VISTA – THE BASIS OF BEARINGS AND COORDINATES AS DETERMINED BY SURVEY FOR THIS PROJECT IS THE NAD CALIFORNIA COORDINATE SYSTEM, CCS83, ZONE 6, EPOCH 1991.35 AND WAS DETERMINED BY G.P.S. MEASUREMENTS FROM G.P.S. STATION NO. 5014 AND G.P.S. NO. 5011 PER RECORD OF SURVEY (ROS) NO. 14811 HAVING A GRID BEARING OF NORTH 17°57'29" WEST AND A GRID DISTANCE OF 2097.66'.

BENCH MARK

CITY OF CHULA VISTA – A FOUND CHISELED CROSS AT THE TOP OF THE WEST END OF AN EXISTING CURB INLET AT THE SOUTHEAST CORNER OF "J" STREET AND THIRD AVENUE HAVING THE APPROXIMATE NAD-83 COORDINATES OF NORTHING 1609080, EASTING 6307850.

THE BENCHMARK HAS AN ELEVATION OF 103.71 FEET ON THE NAVD-88 VERTICAL DATUM PER THE CITY OF CHULA VISTA VERTICAL CONTROL REPORT.

OWNER AND APPLICANT

3RD AND K ST, LLC
2130 CALLE DEL ORO
LA JOLLA, CA 92037
CONTACT: DR. HAMID MANI

SITE ADDRESS

205 AND 265 K STREET
CHULA VISTA, CA 91910

FLOOD HAZARD AREA

FEMA FIRM MAP NUMBER 06073C2152 F
ZONE X: AREA OUTSIDE 500 YEAR FLOOD PLAIN

KETTLER ✣ LEWECK
ENGINEERING
303 A STREET, SUITE 302
SAN DIEGO, CA 92101
t: 619 269-3444 | f: 619 269-3438
www.kettlerleweck.com

EARTHWORK QUANTITIES

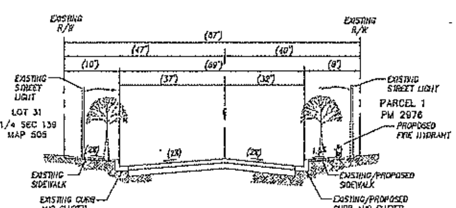
AREA TO BE GRADED = 35,490 SF

EXPORT:

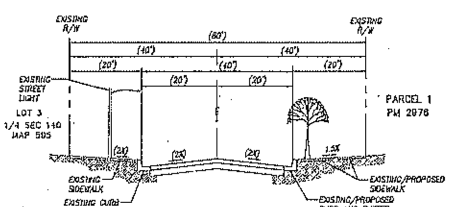
MAXIMUM CUT/FILL =9,750± CY

QUANTITIES SHOWN ARE FOR ESTIMATION PURPOSES ONLY. QUANTITIES ARE GEOMETRIC ONLY AND DO NOT INCLUDE SHRINKAGE AND BULKING FACTORS. THIS PROJECT PROPOSES EXPORT OF 9,750± CUBIC YARDS OF MATERIAL FROM THE PROJECT SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED INTO A LEGAL DISPOSAL SITE. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SALE OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT.

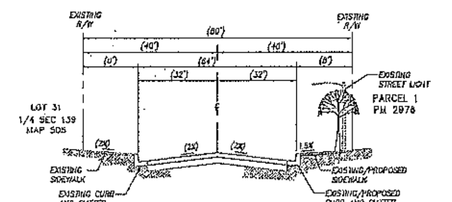
SHEET INDEX



3RD AVENUE
NOT TO SCALE



K STREET
NOT TO SCALE



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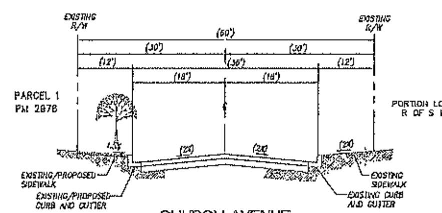
NOT TO SCALE



CHURCH AVENUE
NOT TO SCALE

GENERAL NOTES

1. GROSS PROJECT AREA IS 1.05 ACRES. TOTAL DISTURBED AREA IS 1.27 ACRES INCLUDING OFFSITE IMPROVEMENTS.
2. TOTAL NUMBER OF LOTS IS 1. TOTAL NUMBER OF RESIDENTIAL UNITS IS 71 AND COMMERCIAL UNITS 1.
   PARKING:
   RESIDENTIAL:
   STANDARD SPACES – 119 COMPACT SPACES – 12
   HANDICAP SPACES – 3

   COMMERCIAL/GUEST:
   STANDARD SPACES – 5 COMPACT SPACES – 2
   HANDICAP SPACES = 1
   TOTAL PARKING – 142
3. MINIMUM LOT COVERAGE: N/A /MAXIMUM LOT COVERAGE 70%
4. PUBLIC WATER SYSTEM IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH THE SWEETWATER AUTHORITY'S DESIGN STANDARDS AND STANDARD SPECIFICATIONS FOR CONSTRUCTION OF WATER FACILITIES. PUBLIC WATER SYSTEM SHALL BE MAINTAINED AND OPERATED BY SWEETWATER AUTHORITY.

   VALVE PLACEMENT SHALL BE INCORPORATED INTO THE DESIGN TO ENSURE THAT NO MORE THAN TWO (2) FIRE HYDRANTS OR FIRE SERVICES, OR COMBINATION THEREOF, ARE OUT OF SERVICE WHEN A VALVE IS CLOSED.
5. SPECIFIC METHODS OF HANDLING STORM DRAINAGE ARE SUBJECT TO DETAILED APPROVAL BY THE CITY ENGINEER AT THE TIME OF SUBMISSION OF IMPROVEMENT AND GRADING PLANS. DESIGN SHALL BE ACCOMPLISHED ON THE BASIS OF THE SUBDIVISION MANUAL. DRAINAGE EASEMENTS SHALL BE PROVIDED AS REQUIRED BY THE CITY ENGINEER.
6. SANITARY SEWER TO BE PROVIDED AND CONNECTED TO THE CITY OF CHULA VISTA SEWERS. SEWER MAINS ARE 8" P.V.C. MINIMUM.
7. EXISTING ZONING IS C-L, PROPOSED USAGE – MIXED COMMERCIAL-RESIDENTIAL.
8. EVIDENCE SHALL BE PROVIDED OF HAVING OBTAINED SLOPE RIGHTS UPON ADJACENT PROPERTY WHERE REQUIRED.
9. TREE DEPOSITS SHALL BE PAID IN ACCORDANCE WITH ORDINANCE NO. 1369 AND NO. 1687 OF THE CITY OF CHULA VISTA.
10. UTILITIES SHALL ALL BE UNDERGROUND. EASEMENTS TO BE PROVIDED AS NECESSARY.
11. SUBDIVIDER TO PROVIDE AND INSTALL APPROVED STREET LIGHT STANDARDS AND FIXTURES IN THE TYPE AND NUMBER APPROVED BY THE CITY ENGINEER.
12. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF CHULA VISTA LANDSCAPE MANUAL.
13. GRADING SHALL BE CONSTRUCTED IN ACCORDANCE WITH ORDINANCE NO. 1797 AS AMENDED BY ORDINANCE NO. 1877 OF THE CITY OF CHULA VISTA.
14. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE SAN DIEGO AREA REGIONAL STANDARD DRAWINGS AND THE DESIGN AND CONSTRUCTION STANDARDS OF THE CITY OF CHULA VISTA.
15. UTILITIES:
    SEWER – CITY OF CHULA VISTA
    WATER – SWEETWATER AUTHORITY (619-420-1413)
    TELEPHONE – COX COMMUNICATIONS OR AT&T
    GAS & ELECTRIC – SAN DIEGO GAS & ELECTRIC COMPANY
    CABLE T.V. – COX COMMUNICATIONS OR TIME WARNER CABLE
16. SCHOOLS:
    ELEMENTARY – CHULA VISTA ELEMENTARY SCHOOL DISTRICT
    HIGH SCHOOL – SWEETWATER UNION HIGH SCHOOL DISTRICT
17. FIRE HYDRANTS TO BE INSTALLED PER SWEETWATER AUTHORITY STANDARD DRAWINGS 6, 7, AND 8.
18. PRESENT LAND USE – COMMERCIAL AND PARKING LOT.
19. PRELIMINARY SOILS TESTS MADE BY: GROUP DELTA CONSULTANTS, INC. REFER TO PRELIMINARY GEOTECHNICAL ASSESSMENT UPDATE, MIXED-USE PODIUM BUILDING, 3RD AVENUE AND K STREET, CHULA VISTA, CALIFORNIA DATED MARCH 5, 2015.
20. GRADING SHOWN HEREON IS PRELIMINARY AND IS SUBJECT TO MODIFICATION AT FINAL DESIGN.
21. STORM DRAIN AND SEWER SHOWN HEREON IS PRELIMINARY AND IS SUBJECT TO MODIFICATION AT FINAL DESIGN.

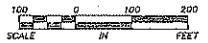
LEGEND

EXISTING IMPROVEMENTS

ITEM	SYMBOL
EXISTING CENTERLINE	
PROPERTY LINE/ TM BOUNDARY	
EXISTING LOT LINE	
EXISTING CONTOUR	105
EXISTING SPOT ELEVATION	
EXISTING CURB & GUTTER	
EXISTING CURB RAMP	
EXISTING DRIVEWAY	
EXISTING BLOCK WALL	
EXISTING TREE	
EXISTING PALM TREE	
EXISTING TREE WELL	
EXISTING STREET LIGHT	
EXISTING PARKING LIGHT	
EXISTING CHAINLINK FENCE	
EXISTING SEWER MAIN	
EXISTING SEWER MANHOLE	
EXISTING WATER MAIN	
EXISTING FIRE HYDRANT	
EXISTING ELECTRICAL LINE	
EXISTING GAS LINE	
EXISTING TELEPHONE LINE	
EXISTING CABLE LINE	
EXISTING TRAFFIC SIGNAL LINE	
EXISTING EASEMENT LINE	
EXISTING TRAFFIC SIGNAL LIGHT	
EXISTING STREET NAME SIGN AND TRAFFIC SIGN	
EXISTING TRAFFIC SIGN	

PROPOSED IMPROVEMENTS

ITEM	SYMBOL
PROPOSED 6" TYPE 'G' CURB & GUTTER	
PROPOSED CURB RAMP PER SDRSD SDG-132	
PROPOSED DRIVEWAY PER SDRSD SDG-163	
PROPOSED DOMESTIC WATER SERVICE PER SWEETWATER AUTHORITY STANDARD SPECS/DRAWINGS 1 THRU 2A	W
PROPOSED FIRE SERVICE WITH BACK FLOW PREVENTION PER SWEETWATER AUTHORITY STANDARD SPECS/DRAWING 15-A	F
PROPOSED IRRIGATION SERVICE WITH BACK FLOW PREVENTION PER SWEETWATER AUTHORITY STANDARD SPECS/DRAWING 15-B	I
PROPOSED SEWER LATERAL	S
PROPOSED FIRE HYDRANT PER SWEETWATER AUTHORITY STANDARD DRAWINGS 6, 7, AND 8	
LANDSCAPE AREA/PLANTERS	
PROPOSED GARAGE OUTLINE	
PROPOSED SIDEWALK UNDERDRAIN-SDRSD D-27	
PARKING GARAGE	
BUILDING OUTLINE	

100 0 100 200
SCALE IN FEET
GRAPHIC SCALE

REGISTERED PROFESSIONAL ENGINEER
LISA M. LEWECK
No. C54320
Exp. 12-31-2015
CIVIL
STATE OF CALIFORNIA

ENGINEER OF WORK

BY: ____________________ DATE: __________

Revision 1:	12/03/2015
Revision 2:	3/11/2016
Revision 3:	4/8/2016
Revision 4:	
Revision 5:	
Original Date:	03/17/2015
Sheet	1 of 3

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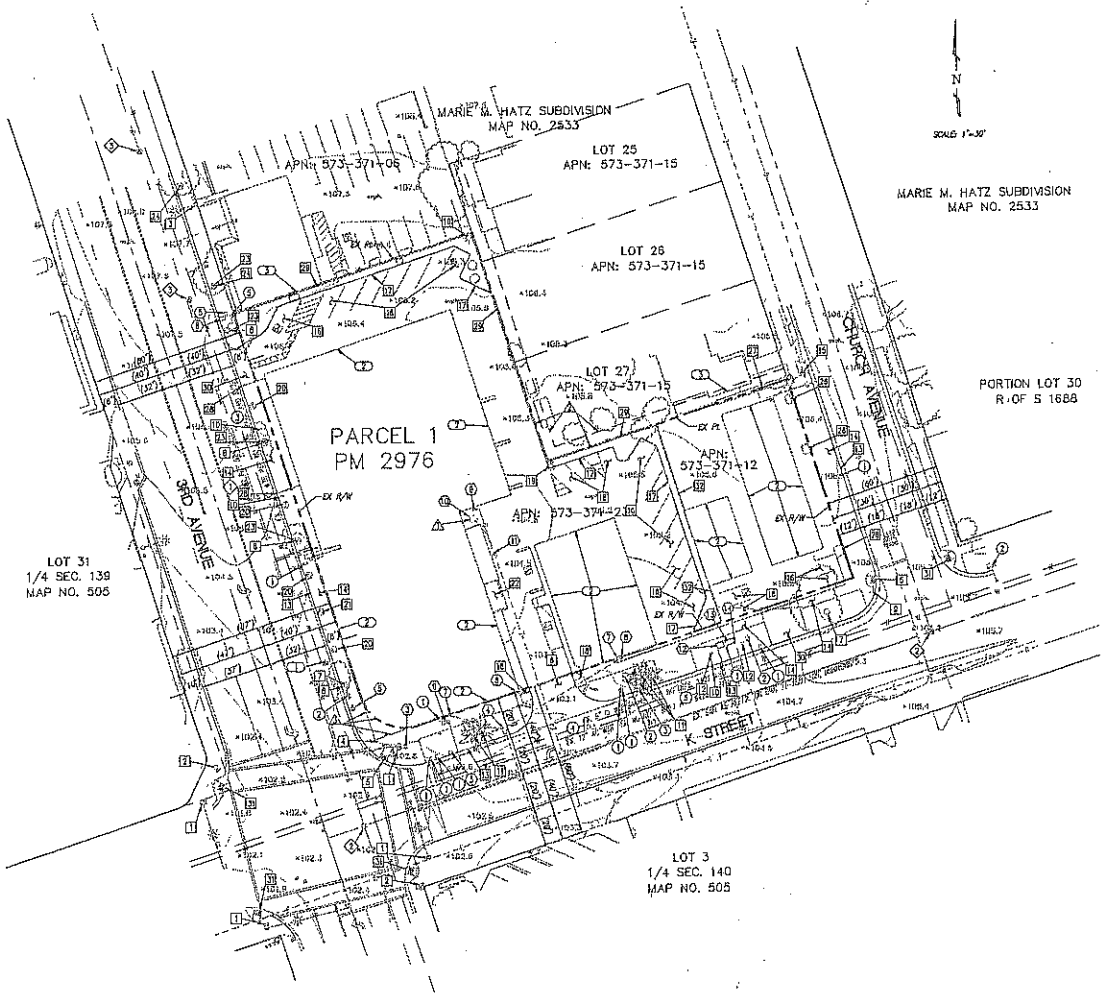

EXISTING CONDITION AND DEMOLITION PLAN
SCALE 1"=30'

KEY NOTES

SEWER

1. EXISTING 4" SEWER PER DWG NO. 71-1580
2. EXISTING SEWER MANHOLE PER DWG NO. 71-1580
3. EXISTING SEWER FLUSH TANK PER DWG NO. 71-1580

WATER

1. EXISTING WATER METER TO BE REMOVED
2. EXISTING FIRE HYDRANT TO REMAIN
3. EXISTING 8" AC WATER MAIN PER WO'S 9422 AND 9426. LOCATION IS APPROXIMATE, NEED TO FIELD VERIFY (POTHOLES)
4. ABANDONED 6" CI WATER MAIN PER WO'S 9422 AND 9426. LOCATION IS APPROXIMATE, NEED TO FIELD VERIFY
5. EXISTING 12" AC WATER MAIN PER WO'S 9422 AND 9426. LOCATION IS APPROXIMATE, NEED TO FIELD VERIFY (POTHOLES)

SURFACE IMPROVEMENT

1. EXISTING TRAFFIC SIGNAL LIGHT TO REMAIN
2. EXISTING TRAFFIC SIGNAL POLE TO REMAIN
3. EXISTING STREET LIGHT (COBRA) TO REMAIN
4. EXISTING PEDESTRIAN BUTTON POLE TO REMAIN
5. EXISTING CURB RAMP (WITH TRUNCATED DOME) TO BE REMOVED AND REPLACED
6. EXISTING DRIVEWAY TO REMOVED AND REPLACED
7. EXISTING TREE TO BE REMOVED AND REPLACED
8. EXISTING TREE WELL TO BE REMOVED AND REPLACED
9. EXISTING STREET NAME SIGN AND TRAFFIC SIGN TO REMAIN
10. EXISTING TRAFFIC SIGN TO REMAIN
11. EXISTING PALM TREE TO BE REMOVED AND REPLACED
12. EXISTING BOLLARD TO REMAIN
13. EXISTING CURB AND GUTTER TO BE REMOVED AND REPLACED
14. EXISTING CONCRETE SIDEWALK TO BE REMOVED AND REPLACED
15. EXISTING POWER POLE TO REMAIN
16. EXISTING PARKING STALL TO BE REMOVED
17. EXISTING CURB TO BE REMOVED
18. EXISTING CURB RAMP (WITHOUT TRUNCATED DOME) TO BE REMOVED
19. EXISTING PARKING LIGHT TO BE REMOVED
20. EXISTING CONCRETE PATCH TO BE REMOVED
21. EXISTING ABANDONED TREE WELL TO BE REMOVED
22. EXISTING SHED TRASH ENCLOSURE TO BE REMOVED
23. EXISTING TREE TO REMAIN
24. EXISTING TREE WELL TO REMAIN
25. EXISTING DRIVEWAY TO REMAIN
26. EXISTING SHRUB TO BE REMOVED
27. EXISTING CHAINLINK FENCE TO REMAIN
28. EXISTING SIDEWALK UNDERDRAIN TO BE REMOVED
29. EXISTING BLOCK WALL
30. EXISTING DRIVEWAY TO BE REMOVED
31. EXISTING CURB RAMP TO REMAIN
32. EXISTING BLOCK WALL TO BE REMOVED

DRY UTILITIES

1. EXISTING SDG&E JOINT PAD TO REMAIN
2. EXISTING COMMUNICATION HANDHOLE TO REMAIN, ADJUST TO GRADE
3. EXISTING STREET LIGHT HANDHOLE TO REMAIN, ADJUST TO GRADE AS NEEDED
4. EXISTING SDG&E ELECTRICAL HANDHOLE TO REMAIN, PROTECT IN PLACE AND ADJUST TO GRADE
5. EXISTING COMMUNICATION VAULT TO REMAIN
6. EXISTING ELECTRICAL VAULT TO REMAIN
7. EXISTING ELECTRIC METER TO BE REMOVED
8. EXISTING COMMUNICATION PED TO BE RELOCATED
9. EXISTING GAS METER TO BE REMOVED
10. EXISTING SDG&E ELECTRICAL TRANSFORMER TO BE REMOVED
11. EXISTING SDG&E PRIMARY UNDERGROUND ELECTRIC TO BE REMOVED
12. EXISTING GAS METER TO REMAIN, PROTECT IN PLACE
13. EXISTING AT&T FIBER CABINET TO REMAIN, PROTECT IN PLACE
14. EXISTING ELECTRIC METER TO REMAIN, PROTECT IN PLACE

MISCELLANEOUS

1. EXISTING MONITORING WELL
2. EXISTING BUILDING TO BE REMOVED
3. EXISTING BUILDING TO REMAIN, PROJECT IN PLACE

EASEMENTS

- ELECTRIC EASEMENT TO SAN DIEGO GAS AND ELECTRIC PER F/P NO. 74-177750 O.R. RECORDED ON 07-02-74 TO BE QUIT CLAIMED
- 6-FOOT UTILITIES EASEMENT PER MAP NO. 2533
- GRANTED DEED TO THE CITY OF CHULA VISTA FOR STREET PURPOSES PER F/P NO. 74-234758 O.R. RECORDED ON 08-05-74

WATER LATERAL ABANDONMENT INFORMATION				
STREET	MATERIAL	SIZE	LATERAL #	METER SIZE
3RD	COPPER	1"	9102	5/8
K	COPPER	1"	28477	N/A
K	COPPER	3/4"	15132	5/8"
K	COPPER	3/4"	9525	5/8"
K	COPPER	3/4"	10074	5/8"
K	COPPER	3/4"	10333	5/8"
CHURCH	COPPER	1"	23170	5/8

SCALE 1" = 30' — 30 0 30 60 FEET
GRAPHIC SCALE

ENGINEER OF WORK

BY _____ DATE _____

Revision 1: 12/03/2015
Revision 2: 3/31/2016
Revision 3: 4/28/2016
Revision 4: _____
Revision 5: _____
Original Date: 06/22/2015

Sheet 2 of 3

KETTLER LEWECK ENGINEERING
302 A STREET, SUITE 302
SAN DIEGO, CA 92101
t 619.308.9444 | f: 619.308.9450
www.kettlerleweck.com

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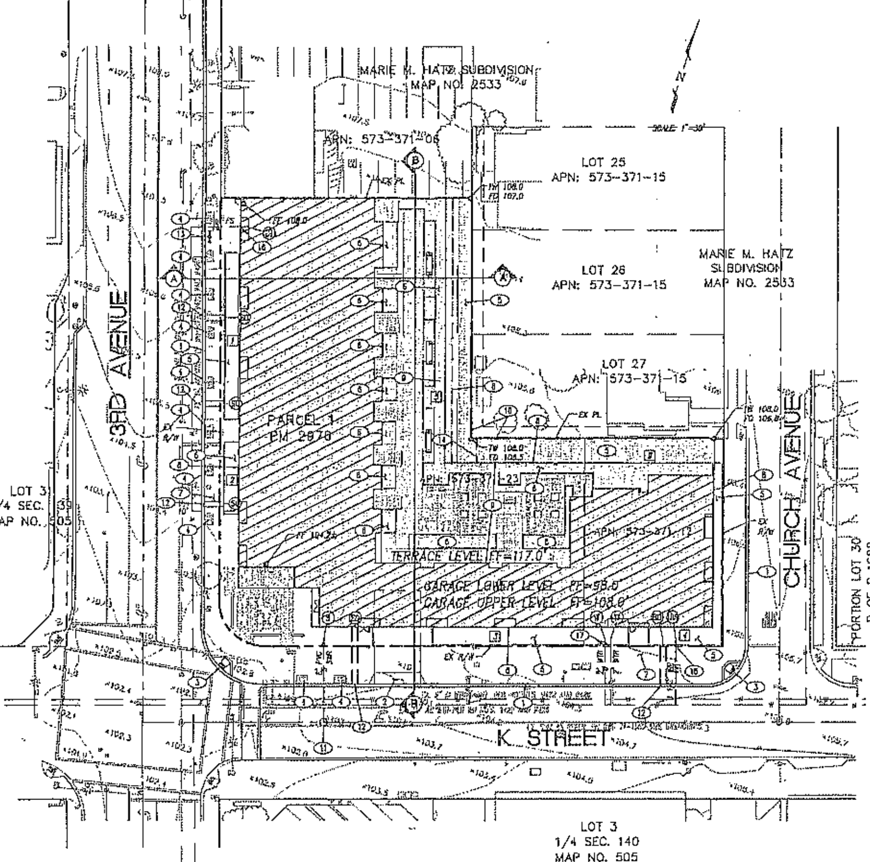


GRAPHIC SCALE
SCALE IN FEET

PROPOSED DEVELOPMENT PLAN
SCALE: 1"=30'

OFFSITE DRAINAGE NOTES

1. STORMWATER RUN-ON FROM THE COMMERCIAL PROPERTY TO THE NORTH (APN 573-371-06) SHALL BE CONVEYED THROUGH THE PROJECT SITE AND DISCHARGED TO THE PUBLIC RIGHT-OF-WAY. TREATMENT OF THE STORM WATER IS NOT REQUIRED.
2. STORMWATER RUN-ON FROM THE RESIDENTIAL PROPERTY TO THE NORTH (APN 573-37-15) DOES NOT CURRENTLY ENTER THE PROJECT SITE DUE TO THE EXISTING BLOCK WALL. A STORM DRAIN STUB WILL BE CAPPED AT THE PROPERTY LINE AND WILL ONLY BE USED IF THE BLOCK WALL IS REMOVED IN THE FUTURE.

MISC. UTILITY NOTES

1. UTILITY TRENCHING AND RESTORATION WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE PER CVCS-3&4.
2. UTILITY SIZES ARE APPROXIMATE AND WILL BE FINALIZED DURING FINAL ENGINEERING AND/OR THE PUBLIC IMPROVEMENT PLAN.

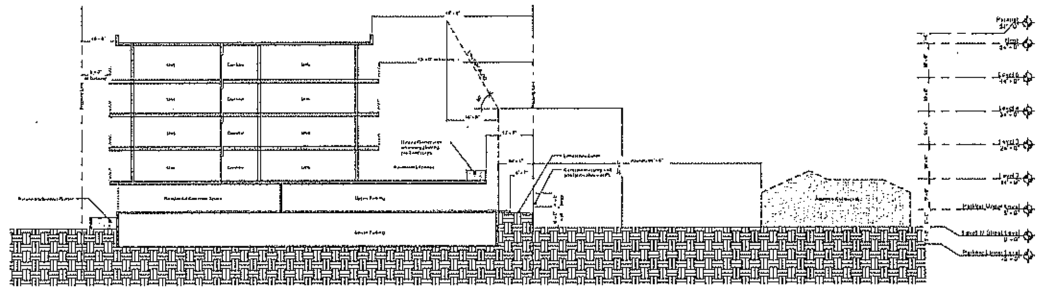
CONSTRUCTION KEY NOTES

1. PROPOSED CURB & GUTTER (SDRSD G-3)
2. PROPOSED 24" DRIVEWAY (CVCS-18)
3. PROPOSED CURB RAMP (CVCS-25)
4. PROPOSED TREE AND TREE GRATE
5. PROPOSED RAISED PLANTER/LANDSCAPE AREA AT STREET LEVEL
6. PROPOSED RAISED PLANTER/LANDSCAPE AREA AT LEVEL 2
7. PROPOSED 10' SIDEWALK (INCLUDING 2' NOT IN R/W) (SDRSD G-7)
8. PROPOSED GARAGE OUTLINE
9. PROPOSED RESIDENTIAL TERRACE
10. PROPOSED RETAINING WALL (MAX RETAINING HEIGHT 2.5'±)
11. PROPOSED SEWER MANHOLE (SDRSD S-2)
12. PROPOSED SIDEWALK UNDERDRAIN (SDRSD D-27)
13. PROPOSED 6" FIRE HYDRANT PER SWEETWATER AUTHORITY STANDARD DWGS. 6, 7, AND 8.
14. PROPOSED CAPPED STORM DRAIN LINE. SEE OFFSITE DRAINAGE NOTE #2.
15. PROPOSED SEWER CLEANOUT PER SDRSD SC-01.
16. PROPOSED PRIVATE 8" FIRE SERVICE, REDUCED PRESSURE DETECTION ASSEMBLY PER SWEETWATER STANDARD DRAWING 15-A.
17. PROPOSED DOMESTIC WATER SERVICE PER SWEETWATER STANDARD STANDARD SPECS AND DRAWINGS 1-2A.
18. PROPOSED IRRIGATION SERVICE PER SWEETWATER STANDARD STANDARD SPECS AND DRAWING 15-B.

BMP SIZING INFORMATION

NO.	LOCATION (LEVEL)	REQ'D AREA	PROPOSED AREA
1	STREET LEVEL	488 SF	590 SF
2	STREET LEVEL	275 SF	274 SF
3	STREET LEVEL	805 SF	867 SF
4	STREET LEVEL	251 SF	481 SF
5	PODIUM	716 SF	2001 SF
6	STREET LEVEL	650 SF	813 SF

INFORMATION BASED ON THE PROJECT'S STORM WATER QUALITY MANAGEMENT PLAN. QUANTITIES SUBJECT TO CHANGE DURING FINAL ENGINEERING.



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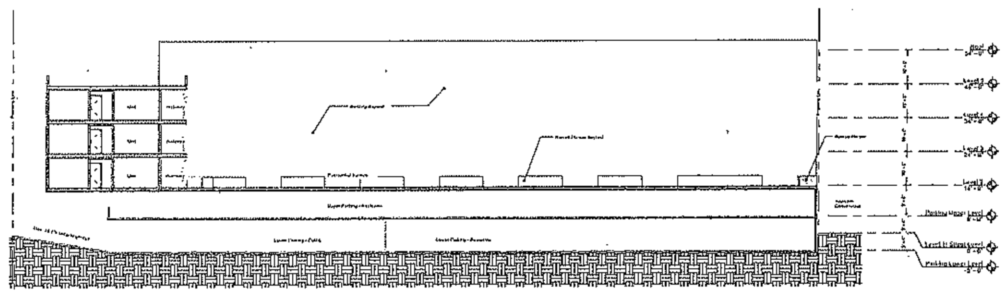

SECTION B-B
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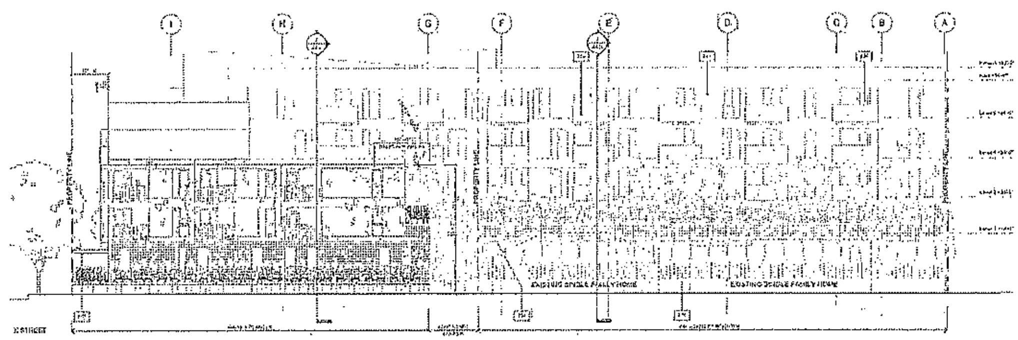

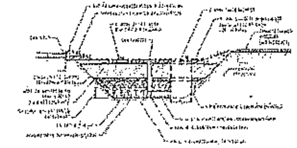

TYPICAL BIOFILTRATION BMP
NOT TO SCALE
NOTE: BMP DESIGN MAY BE MODIFIED SLIGHTLY DURING FINAL ENGINEERING

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ENGINEERING
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SAN DIEGO, CA 92101
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www.kettlerleweck.com

REGISTERED PROFESSIONAL ENGINEER LISA M. LEWECK No. C64320 Exp. 12-31-2015 CIVIL STATE OF CALIFORNIA

ENGINEER OF WORK

BY: ______ DATE ______

Revision 1: 12/03/2015
Revision 2: 3/11/2016
Revision 3: 4/8/2016
Revision 4:
Revision 5:
Original Date: 08/17/2015

Sheet 3 of 3

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CITY OF
CHULA VISTA

Urban Core Specific Plan

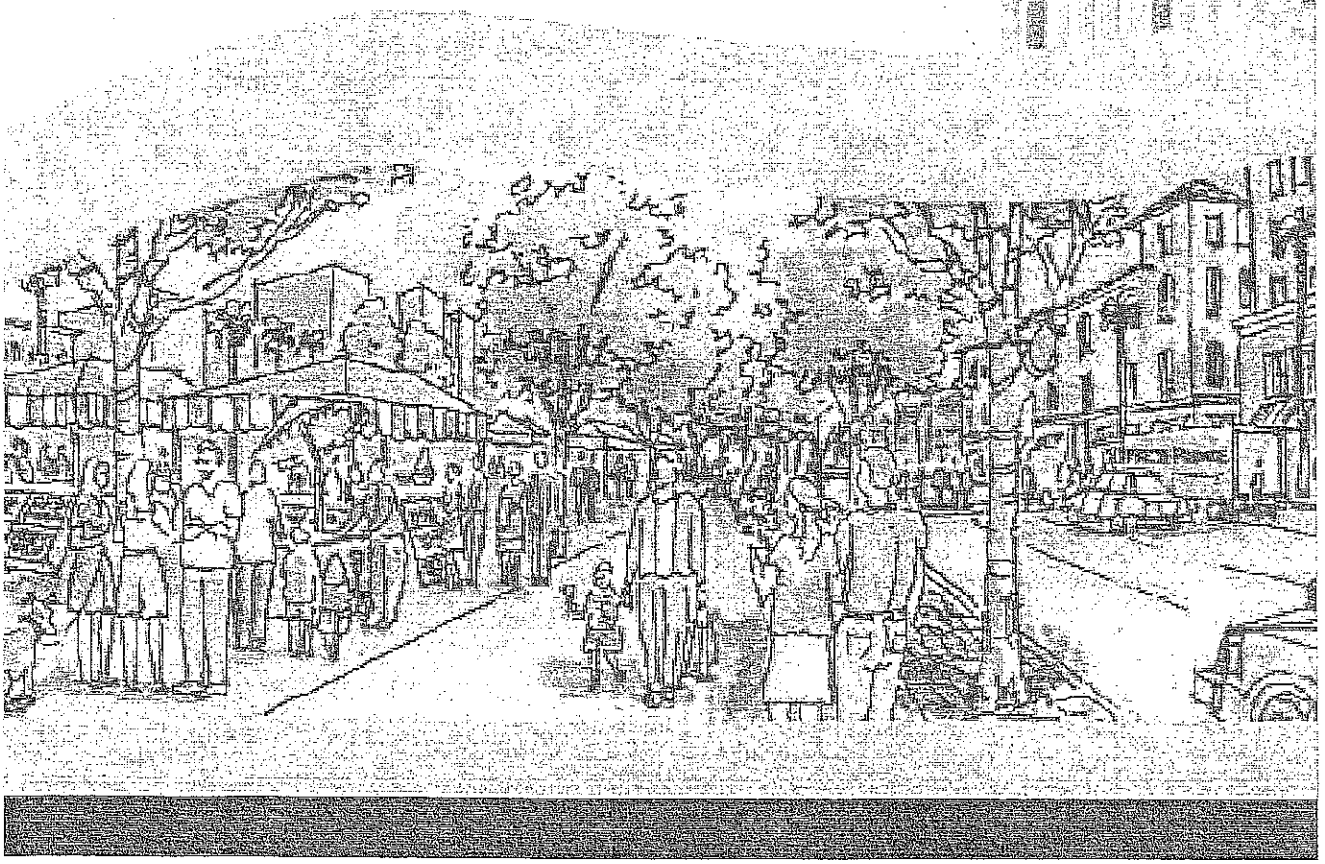

Exhibit B

CITY OF
CHULA VISTA

Urban Core Specific Plan

April 2007

City Council Ordinance No. 3070

Amended February 2011

City Council Ordinance No. 3184

Amended July 2011 (Minor)

Amended April 2015

Prepared for:

City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Originally Prepared by:

rrmdesigngroup

creating environments people enjoy.℠

CITY OF
CHULA VISTA

OFFICE OF THE MAYOR

CHERYL COX
MAYOR

As the City of Chula Vista approaches its 100th birthday in 2011, it is poised to embark upon the next chapter in its history. The 2005 General Plan update established a vision for the 21st century. The Urban Core Specific Plan provides the tools to see that vision become a reality. The Plan will create opportunities to renew the economic vitality of the City's urban core. With this stimulus, the urban core can enjoy the vitality of the early 1900s when lemon orchards thrived, through the transition to the 1950s and the flourishing of Rohr Industries.

Another lifecycle of the City's urban core is now set to emerge. We are ready to see more great things happen.

The City Council heard from the urban core's many stakeholders -- residents, property owners, business owners and investors. The Plan strikes a balance among more housing, additional shopping opportunities, greater emphasis on walking instead of driving, and new revenue sources for the public improvements necessary to the revitalized City's urban core.

Over the coming years, I look forward to seeing the gradual transformation of the City's urban core. Realization of that vision will take place over the next 20-25 years.

Today, the Urban Core Specific Plan is in its infancy, about ready to make that first step. You can expect to see new and exciting activity in the oldest parts of Chula Vista. Ultimately, the urban core will be strengthened so that it remains the heart of our city with places to live, work, shop and play.

Cheryl Cox
Mayor

276 Fourth Avenue • Chula Vista • California 91910 • (619) 691-5044 • Fax (619) 476-5379
ccox@chulavistaca.gov

Acknowledgements

City Council

Cheryl Cox, Mayor
Steve Castaneda, Councilmember
John McCann, Councilmember
Rudy Ramirez, Councilmember
Jerry R. Rindone, Councilmember

Planning Commission

Bryan Felber, Chair
Pamela Bensoussan
Joanne Clayton
Lisa Moctezuma
Michael Spethman
Bill Tripp
Scott Vinson

Urban Core Specific Plan Advisory Committee

Stephen C. Padilla, Former Mayor, Chair
Dr. Richard Freeman, Vice Chair
Nikki Clay
Diane Carpenter
Brett Davis
Sharon Floyd
Henri Harb
Tom Hom
Peter Mabrey
Greg Mattson
Gary Nordstrom
Manuel Oncina
Bill Ostrem
Debi Owen
Jerry Rindone, City Councilmember
Pedro Romero, Jr.
Dave Rowlands, Former City Manager
Colton Sudberry

City Staff

The following is a list of the core staff team involved in the original preparation of the Urban Core Specific Plan. It is acknowledged that many other staff members participated in the planning process.

Ann Hix, Acting Community Development Director
Mary Ladiana, Planning Manager
Brian Sheehan, Senior Community Development Specialist
Ray Pe, Senior Community Development Specialist
Jim Sandoval, Planning Director
Jim Hare, Assistant Planning Director
Luis Hernandez, Deputy Planning Director
Ed Batchelder, Deputy Planning Director
Alex Al-Agha, City Engineer
Frank Rivera, Deputy City Engineer
Samir Nuhaily, Senior Civil Engineer
Jim Newton, Civil Engineer
Dave Kaplan, Transportation Engineer
Ann Moore, City Attorney
Joe Gamble, Landscape Planner
Ed Hall, Principal Recreation Manager

Originally Prepared by:

rrmdesigngroup

creating environments people enjoy℠

downtown solutions

ERA
Economics Research Associates

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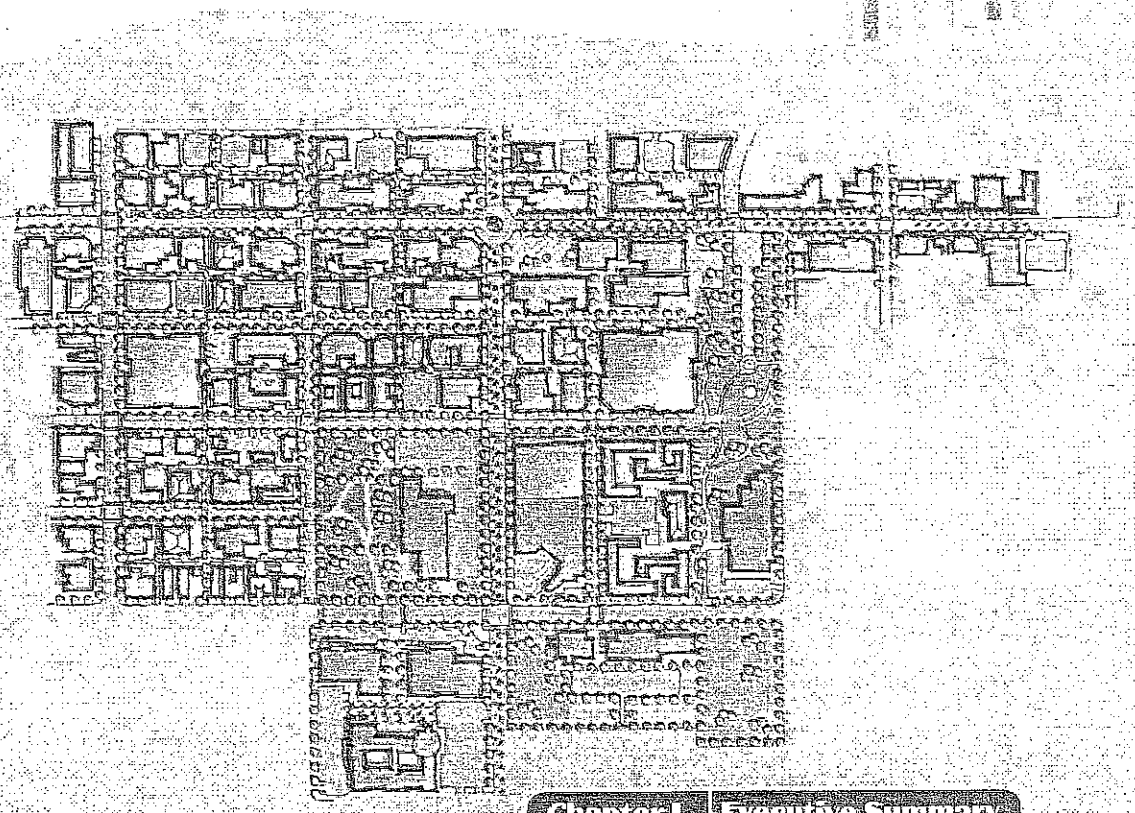
I. Executive Summary



I. Executive Summary

The City of Chula Vista has grown substantially over the years through annexations and development, and is the second largest city in San Diego County. Chula Vista continues to play a significant role in the region's growth and is emerging as the hub of civic and cultural activity in south San Diego County. Chula Vista is one of the most rapidly growing areas in the region with a projected population of approximately 300,000 by 2030. While much of the City's recent growth has occurred in large master planned communities developing on vacant land in the eastern portion of the City, demographic changes and other influences are bringing about population growth, renewed interest, and the need for revitalization and redevelopment in the western portion of the City.

The recent update to the City of Chula Vista General Plan focused primarily on revitalization and redevelopment within the older, developed area in the western portion of the City. The Urban Core Specific Plan follows the direction and vision provided in the City's General Plan and establishes a more detailed vision, guidelines, and regulations for future development and beautifi cation in the traditional downtown area. The Specific Plan area is generally located east of I-5, west of Second Avenue, north of L Street, and south of C Street. While there are approximately 1,700 acres within the Specifi c Plan boundary, it was determined that changes should be focused on areas more in need of redevelopment. Therefore, the Specific Plan focuses on the redevelopment of approximately 690 gross acres within the larger Specific Plan study area. The Specific Plan creates a framework to attract investment and be a catalyst for revitalization. The overall goal is to create pedestrian-friendly environments, gathering places, and public amenities through community development.

The Specific Plan considers marketplace realities to increase the economic viability of the downtown and surrounding areas to meet City, business, and community needs. The Specific Plan addresses land use mixes and distributions; zoning; urban and sustainable design; vehicular, bicycle and pedestrian circulation; parking; transit services and facilities; public improvements and infrastructure; gateways and image; street furniture and pedestrian amenities; parks and public spaces; implementation strategies and possible funding sources. The Specific Plan is based upon the valuable comments, and participation from residents, business leaders, and other community stakeholders, as well as the diligent and committed Urban Core Specifi c Plan Advisory Committee.

The intent of the Specific Plan is to facilitate and encourage development and improvements that will help realize the community's vision for the Urban Core area. The community wants the Urban Core to be a desirable San Diego County

destination for both visitors and residents alike, with an identity of its own. The community wants a downtown that is vibrant and forward thinking and alive with thriving businesses, attractive housing, and entertainment, cultural and recreational activities; but respectful of its past. The Specific Plan envisions a broad mixture of uses and business opportunities, as well as a wide range of residential housing types. The Urban Core is envisioned to be the "heart" of the community, where people gather to enjoy special events, farmers markets, street performances, shopping and outdoor dining. It is a downtown with a synergistic mix of land uses, attractive streetscapes and sidewalks and full of people; all interconnected with a series of plazas and pedestrian paseos. To this end, the Specific Plan includes a variety of recommendations to help obtain this vision including:

- Mobility recommendations
- Land Use Development Standards
- Development Design Guidelines
- Public Realm Design Guidelines
- Plan Implementation Strategies and Community Benefits Program

Mobility

The Urban Core Specific Plan mobility recommendations provide a variety of approaches and strategies to "get people from here to there." Improvements for the main thoroughfares and other streets within the Urban Core are identified in Chapter V - Mobility and address pedestrian, bicycle, transit, automobile and parking opportunities.

Traffic calming elements and pedestrian improvements are introduced to slow traffic flow and create a more pedestrian-friendly environment, along Third Avenue in the Village District. Improvements include bulbouts (sidewalk extensions), narrowed travel lanes, reducing the number of travel widths in some areas, special paving at crosswalks and median refuge islands. Paseos and pedestrian walkways are emphasized in the Specific Plan as well. The Mobility chapter includes recommendations for new, and upgraded bikeway facilities throughout the area for both recreational and commuting users to accommodate for bicycle transit.

Three transit focus areas within the Urban Core provide multi-modal opportunities for both local and regional transit. The transit stations located at I-5/H Street and I-5/E Street link to the San Diego Trolley's Blue Line. As a feature of the Specific Plan, a new shuttle loop system called the West Side Shuttle is proposed. The shuttle route will serve both the Urban Core Specific Plan and Bayfront Master Plan areas in western Chula Vista. This new service would complement existing and planned future transit improvements.

A program for improvements to the roadway network is proposed, especially reintroducing the street grid in areas where it has been interrupted over time. The Mobility chapter also addresses off-street parking within the Urban Core Districts and offers public parking strategies, including parking districts for portions of Third Avenue and strategically located parking structures particularly for the transit focus areas.

Land Use Development Standards

Chapter VI – Land Use and Development Standards, establishes three main Specific Plan Districts: Village, Urban Core and Corridors, as well as 23 subdistricts. Within these three main districts to allow for customized regulations and standards. The subdistricts regulations shape the building form and intensity, allowable land uses, and parking requirements. In summary, the land uses are customized to encourage a mix of pedestrian-oriented uses integrated with higher density residential. The development and parking standards have been relaxed to encourage investment in the Urban Core, including locating buildings closer to the street with parking behind or tucked under the building. The Specific Plan regulations stress fl exibility and provision of urban amenities such as streetscape improvements, parks, plazas, transit, cultural arts and mixed use development.

The tallest buildings are allowed in the transit focus areas located at I-5/H Street and I-5/E Street where support by alternative modes of transportation is readily available. Neighborhood Transition Combining Districts have been created for subdistricts adjacent to R-1 and R-2 zoning areas to protect existing residential neighborhoods and ensure compatible, stepped-back building heights and setbacks. Special provisions address live/work units, mixed-uses and parking structures. Zoning incentives are provided to entice developers to provide urban amenities such as parks and plazas beyond required levels.

Development Design Guidelines

In Chapter VII – Development Design Guidelines, comprehensive design guidelines are provided for development within the three Specific Plan Districts, as well as special guidelines for hotels, mixed-use projects, multi-family residential projects, and sustainability principles. The form-based guidelines supplement the Specific Plan development regulations, and the City's Zoning Ordinanceto create a more attractive, well-designed urban environment. The guidelines apply to construction, conservation, adaptive reuse, and enhancement of buildings and street scenes while preserving historical resources. Although no specific architectural style is prescribed, the quality of design is guided by policies addressing site planning, building height/form/mass, building materials/colors, storefront design, landscaping, lighting, parking, circulation, signs and other development considerations. The goal of the guidelines is to create a positive image for the Urban Core and frame the streets and sidewalks with inviting buildings, entrances, awnings and outdoor dining areas as well as other attractive features.

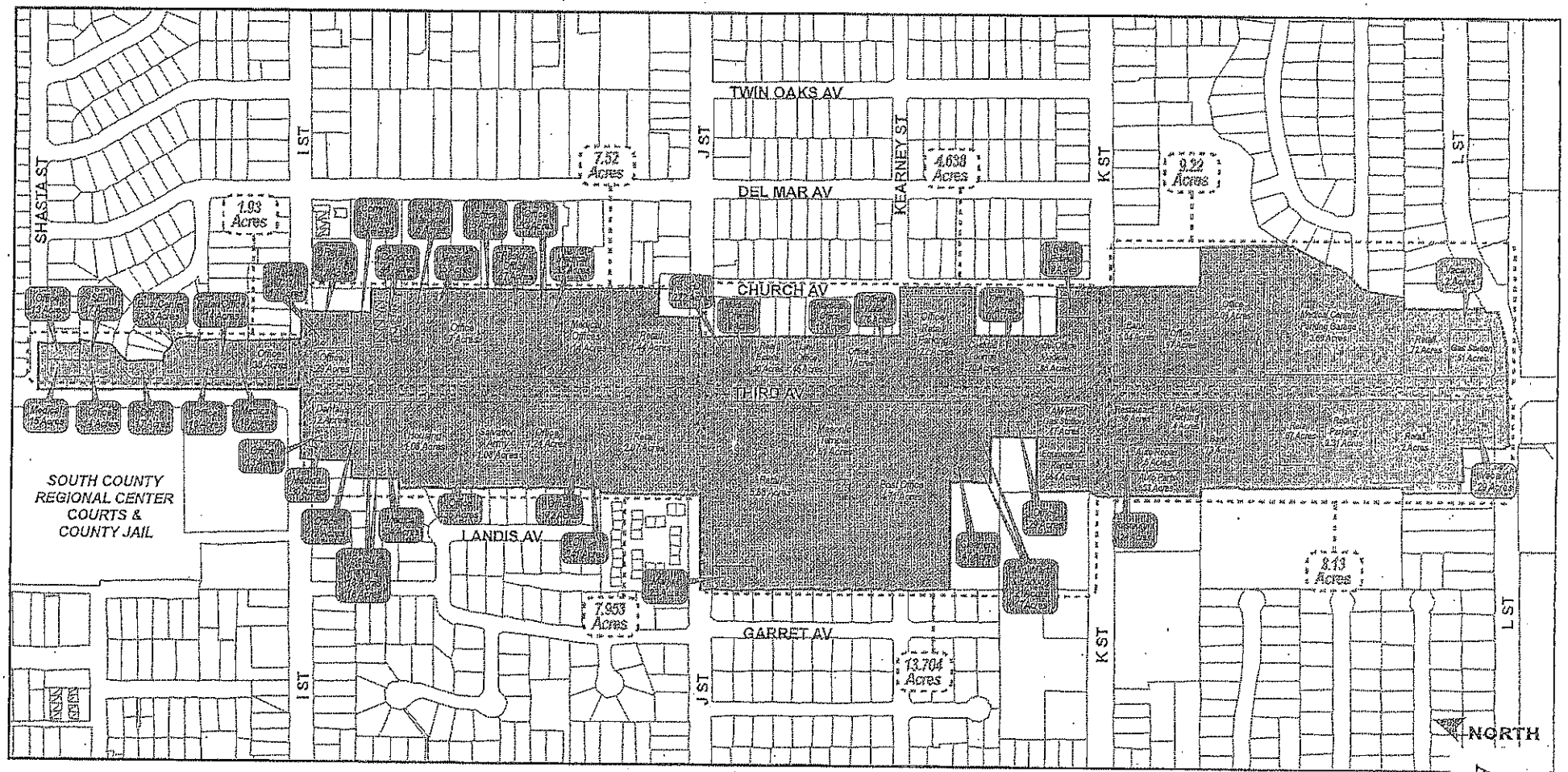
Public Realm Design Guidelines

Chapter VIII – Public Realm Design Guidelines focus on ways to create more attractive and pedestrian-friendly public environments and gathering places. Street furniture, landscaping, sidewalks, crosswalks, lighting, paseos, public art, parks, and plaza concepts are defined. Two main themes emerge within the Specific Plan: an art-deco inspired design theme along Third Avenue, building upon the era when much of the development along the street occurred, and a more contemporary theme for the remaining public realm areas in the Urban Core, indicative of a forward-looking Chula Vista. The Third Avenue Village Gateway entry sign at Third Avenue & Park Way welcomes the public to the village. Gateway treatments are proposed at other locations to welcome people to the Urban Core and to reinforce the identity of the Urban Core.

Plan Implementation Strategies and Community Benefits Program

One of the most important elements of the Specific Plan is identifying the implementation programs that will result in the desired changes emphasized for the Urban Core. The sole purpose of the Specific Plan is to improve the quality of life for Chula Vista in general, with a particular focus on the west side. Visual simulations of potential future conditions for four areas of the Specific Plan are provided to help illustrate the possible positive changes and community benefits envisioned.

The visions expressed in the Specific Plan include investments in streets, transit, parks, plazas, cultural facilities, protection and preservation of historic resources, schools, and improvements to City services such as utilities, police, fire, health and human services. These investments will be supported by a partnership between the City and the private sector as new development occurs. Chapter X – Plan Implementation and Community Benefits Program contains realization strategies and forms a critical link between the improvements the City desires, and how both the City and private investment will contribute to make the improvements happen. Specific improvements are identified, and financial tools and strategies are outlined.



C1 - Corridor District

Total Acrage: 53.095

C1 - Existing Uses & Acreage

ATTACHMENT 8

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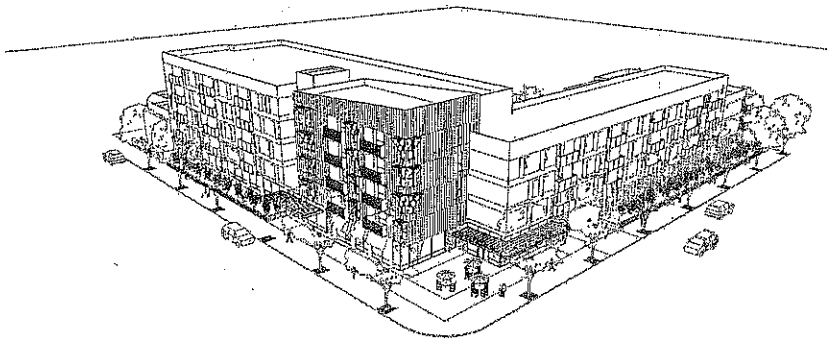
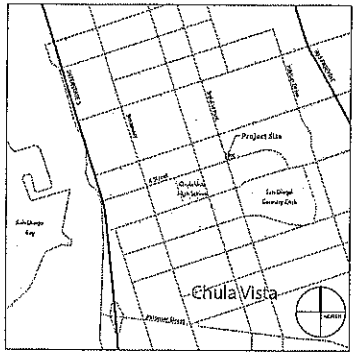
Vista del Mar

3rd & K Street, LLC





Vicinity Map

Project Team

Property Owner:	3rd & K Street LLC 2430 Calle del Oro La Jolla, CA 92037 Dr. Hamid Moni
Architect:	Studio E Architects 2258 First Avenue San Diego, CA 92101 619.235.9262 John Sheehan
Landscape:	Ivy Landscape Architects 1947 Fern Street, Suite 4 San Diego, CA 92102 619.235.6360 Michael Vad
Civil:	Keller Loweck Engineering 303 A Street, Suite 302 San Diego, CA 92101 619.269.3444 Lisa Loweck

Sheet Index

Waste Management Summary

TRASH & RECYCLING
Residents shall deposit waste and recyclables via separate chutes at each level. The two chutes terminate in a room at Level 1 with direct access to the exterior. Building Janitorial staff will move bins to directly inside the exterior door to K street for pickup on specified day and time. Bins will not be allowed to sit within the public right of way. The trash company will roll the bins from the trash room via the driveway approach to the street for pick up.

Calculation:
(0.35 yards³ per unit per week for 1-2 BR units)
76 units x 0.36 = 27.4
Assume 4 yard bin, 3x week pick up = 12
27.4/12 = 2.3

Residential Trash: 2 - 4 yard bins
Residential Recycling: 2 - 4 yard bins

388sf of bulk storage provided in Upper Parking Level, adjacent to Trash and Recycling Room (see Sheet A2.1). Building Janitorial staff shall move bulk items from this location, through the trash room to the curb for pickup on specified day and time.

GREEN WASTE:
Landscape maintenance contractor will remove all yard waste from the property at each visit and will be responsible for diverting it for reuse at a permitted compost facility or landfill.

Deviations Requested

Deviation 1: Floor Area Ratio
See zoning code data on this sheet
Base FAR: 1
Allowed FAR with increases: 1.50
Proposed FAR: 1.99

Fire Department Notes

Plans for the design and installation of the fire protection system(s) are a deferred submittal and shall be submitted and approved, prior to any installation work, to CVFD Fire Prevention Division located at 276 Fourth Ave, Bldg. C, (619) 691-5029
The water authority will be requested to perform a hydraulic flow analysis of their system to determine if the fire flow is available. No reductions in fire flow will be granted for buildings protected throughout by an approved automatic fire sprinkler system. The CVFD has preliminarily determined that a fire flow of 6906 gallons per minute for a 4-hour duration at 20 p.s.i.

Project Data

Project Name:	Vista del Mar
Project Address:	Intersection of Third Avenue and K Street Chula Vista, CA
Project Description:	Vista del Mar is an L-shaped mixed-use building, varying from 3 to 5 stories high, situated at the intersection of Third Avenue and K Street in Chula Vista. The Building contains 71 units of market rate apartments at levels 2-5. The street level will contain common areas associated with the residential use (1,770 SF Resident Fitness Center and 2,137 SF Resident Lounge, comprising community kitchen, small meeting room(s), management office) and separate commercial space for lease (616 SF) along 3rd Avenue. 134 resident parking spaces and 8 guest/commercial spaces are provided within a secured, enclosed parking garage. Residential amenity space in the form of a roof terrace is provided at level 2.
Assessor's Parcel Number (APN):	573-371-1200 & 2300
Site Area:	1.05 acres, 45,736 SF
Number of Units:	31 1-Bedroom 40 2-Bedroom
Typical Unit Areas:	+/- 730 SF 1-Bedroom +/- 1,150 SF 2-Bedroom
Proposed Building Height:	57'-0", (60'-0" at Elevator Tower)
Affordable Housing:	10% of total units will be reserved for affordable housing

Area Summary

Notes:
1. Gross areas are the overall areas of the building per level and includes parking areas and roof terrace at Level 2 and balconies.
2. FAR calculation shall include portions of balconies that are enclosed by building walls, but shall not include unenclosed portions of balconies. Since the gross areas below include the entire balconies, the projecting unenclosed portion may be removed from the calculation (1,552 sf)
3. For FAR calculations, parking area, roof terrace, unenclosed balconies and exterior egress walkways are excluded. Building Area for FAR = 167,433 - 31,781 - 1,552 - 42,755 = 91,345 SF
4. Terrace area listed below is gross and includes planter areas and should not be used for occupant load calculation.

Building Gross Area		
Name	Level	Area
Lower Parking Gross	Parking Lower Level	31781 SF
Level 1 Gross	Level 1/ Street Level	35774 SF
Level 2 Gross	Level 2	36130 SF
Level 3 Gross	Level 3	26275 SF
Level 4 Gross	Level 4	22251 SF
Level 5 Gross	Level 5	15222 SF
		167433 SF

Building Common Areas		
Name	Level	Area
Upper Parking	Parking Upper Level	28708 SF
Level 2 Gross Terrace	Level 2	11458 SF
Level 3 Exterior Walkway	Level 3	1050 SF
Level 4 Exterior Walkway	Level 4	1539 SF
		42755 SF

Unit Storage Summary

UNIT	BED ROOMS	AREA (sf)	STORAGE (ft³)*
UNIT A	2 BR	1146 sf	216 ft³
UNIT B	1BR	736 sf	198 ft³
UNIT B2	1BR	736 sf	207 ft³
UNIT C	2BR	1093 sf	207 ft³
UNIT D	2BR	1148 sf	216 ft³
UNIT E	2BR	1202 sf	378 ft³

* Minimum required storage space for a 1BR is 150 ft³ (see floor plans for storage space locations)
* Minimum required storage space for a 2BR is 200 ft³ (see floor plans for storage space locations)

Parking Data

Required Parking for Residential Use:
Per CVMC 19.62.050
Residential Parking: 1.5 spaces per 1-bedroom (31 sf)
2 spaces per 2-bedroom (40 sf)
127 spaces required
Assume parking will be assigned to residents

Required Parking for Commercial Use:
Per CV Urban Core Specific Plan, C-1 Third Ave South
Commercial Parking: 2 spaces per 1,000 SF (616 SF proposed)
1 space required.
Guest parking: None required, 7 provided
Total Guest & Commercial Parking Provided: 8 spaces at Lower Level (including 1 HC Van and 2 compact)

Total Resident Parking Provided: Lower Level North: 37 spaces (including 12 compact spaces)
Lower Level East: 29 spaces
Upper Level: 68 spaces (including 2 HC & 1 HC Van)
Total: 134 spaces (7 more than required)

Accessible Resident Spaces: 2% of resident spaces per CBC 11B-4
2% of 134 = 3 spaces, including 1 HC Van

Motorcycle Spaces Required: Not specified by zoning. 5 spaces (3' x 8') provided at upper parking

Bicycle Spaces Required: Not specified by zoning. Bike racks provided at public plaza for public use (6 bike capacity) and at lower level of parking for resident use (11 bike capacity)

Building Code Data

Applicable Codes:

2013 California Building Code (as amended CVMC 15.08)
2013 California Mechanical Code (as amended CVMC 15.16)
2013 California Plumbing Code (as amended CVMC 15.28)
2013 California Fire Code (as amended CVMC 15.36)
2013 California Electrical Code (as amended CVMC 15.24)
2013 California Energy Code (as amended CVMC 15.26)
2013 California Green Building Standards Code (as amended CVMC 15.12)
NFPA 13 Standard for the Installation of Sprinkler Systems
NFPA 72 National Fire Alarm and Signaling Code

Type of Construction:	Type V-A over Type I-A
Sprinklered:	Yes, NFPA 13
Primary Occupancy:	Residential R-2
Other Occupancies:	Residential Common Areas: A-3 Rental Offices: B Parking: S-2 Commercial Lease Space: A-2, B or M

Zoning Code Data

Planned District:	Chula Vista Urban Core Specific Plan
Zoning:	C-1 Third Ave South
Neighboring Zones:	North: C-1 Third Ave South East: R-1, single family residential
Site Area:	1.05 acres, 45,736 SF
Building Height:	Minimum 18', Maximum 60'
Actual Building Height:	3-5 stories, 57'-0" to top of parapet
Building Footprint:	Level 1 Gross: 35,774 SF Level 3: 24,915 SF
Base FAR:	Maximum 1.0 = 45,736 SF (no minimum)
FAR Increases:	From Urban Amenities Table: 10% FAR increase if all parking provided within building 10% FAR increase if public outdoor space provided 30% FAR increase for LEED Gold
Allowable FAR:	1.50
Actual FAR:	See Area Summary 91,345 / 45,736 = 1.99, Deviation requested
Open Space Required:	Assume similar to zone R-3-H, 200 SF dwelling unit 71 units x 200 = 14,200 SF (can include private balconies and patios in addition common open space)
to	
Open Space Provided:	
Common Open Space:	Roof Terrace: 11,458 SF (gross) Public Plaza: 1,700 SF
Private Open Space:	Assume average balcony size of 78 SF 71 units x 78 = 5,538 SF
Landscape Open Space:	At setbacks: 8,500 SF approx.

Required Setbacks
Street: 10' minimum, 20' maximum
Side: Not listed for C-1 zoning
Side, Interior: Not listed for C-1 zoning,except where adjacent to R-1 or R-2
Rear: Not listed for C-1 zoning, except where adjacent to R-1 or R-2
Side and Rear: (adjacent to R-1) Dependent on building height
10' minimum for < 45' high
15' minimum for 46' < 56' high
20' minimum for 56' < 65' high

Provided Setbacks & Stepbacks
Front (West, Third Ave): 10'
Side, Street (South, K St): 10'
Rear, Street (East, Church Ave): 5'-4", acceptable per Chapter VI-D 2a where contiguous to public right of way, with building wall stepback above 35' (per Figure 6.61 of Chapter VI-D). See 2/A4.4 for compliance.

Interior Side, to C-1 (North): 0'
Interior Side, to R-1 (North): 13'-1" to wall of parking garage and residential terrace (level 2), 20' at building wall with building stepback above 35' (per Figure 6.61 of Chapter VI-D). See 1/A4.4 for compliance

Interior Rear, to R-1 (East): 10'-1" to wall of parking garage, 13'-7" to residential terrace (level 2), 47' to building wall with building stepback above 35' (per Figure 6.61 of Chapter VI-D). See 1/A4.3 for compliance

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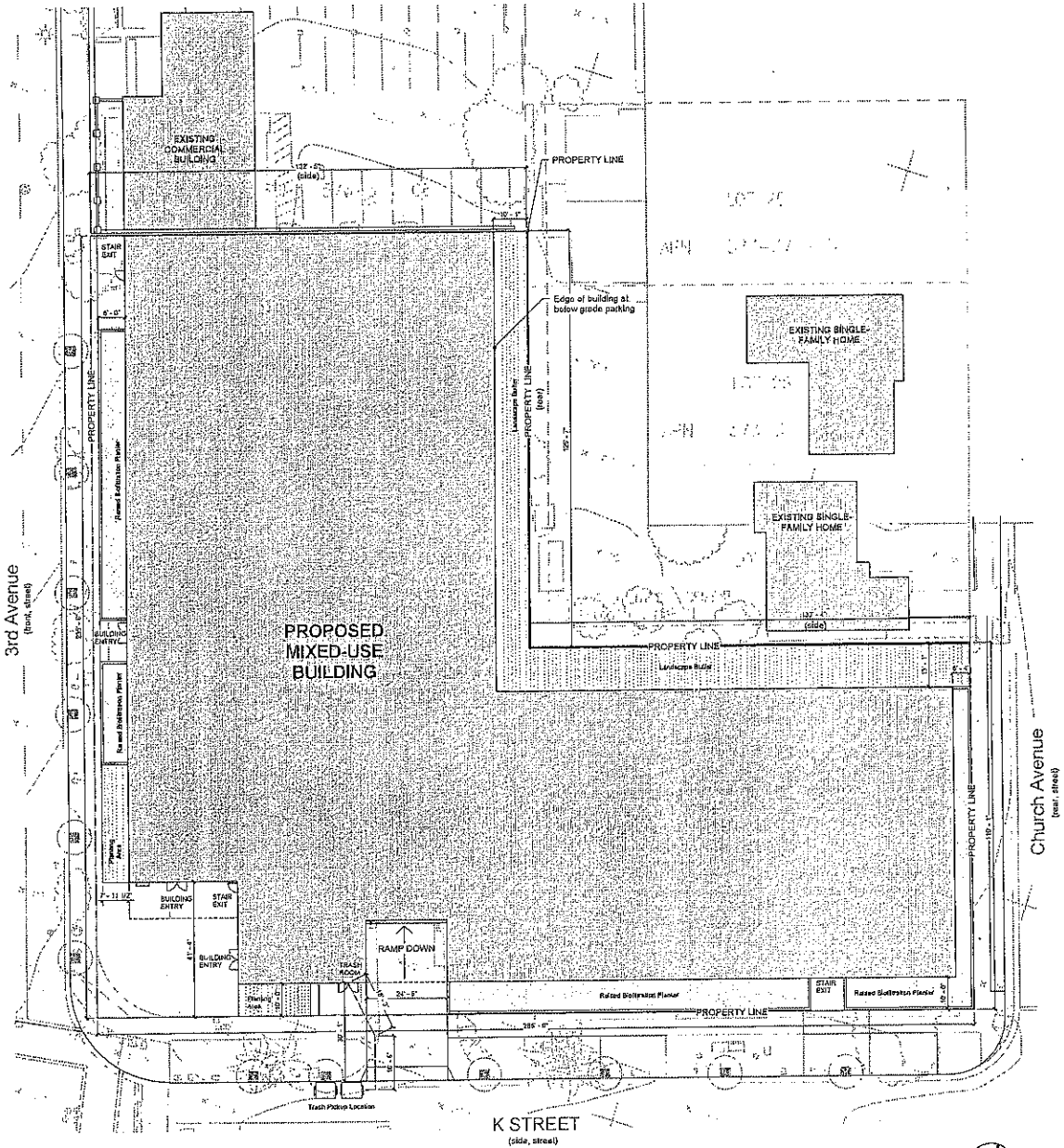
Project 14118

06/18/2015 Design Review
12/03/2015 Resubmittal
02/10/2016 Resubmittal
04/08/2016 Resubmittal

Title Sheet

TS1



1 Architectural Site Plan
1/16" = 1'-0"

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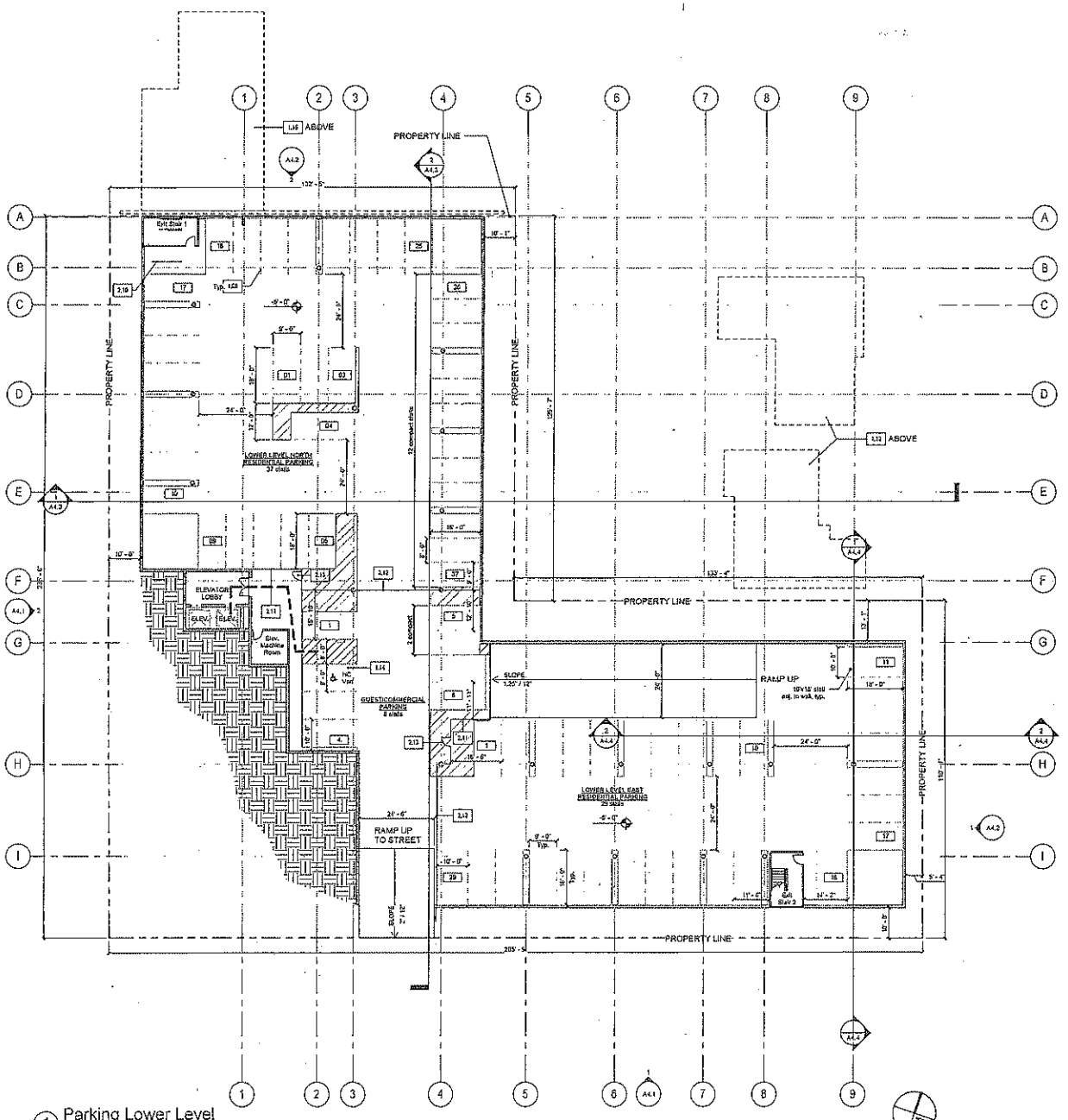
Architectural Site Plan

A1.0



1 Parking Lower Level
1/16" = 1'-0"

Keynotes

1.08	Standard parking stall (9' x 18'), typ.
1.12	Existing single family home
1.14	Handicap parking stall
1.16	Existing commercial building
2.10	Bicycle rack
2.11	Metal fence separating public & resident parking
2.12	Vehicle gate, swing up, automatic operation with Knox key switch per CVFD
2.13	Metal gate with panic hardware

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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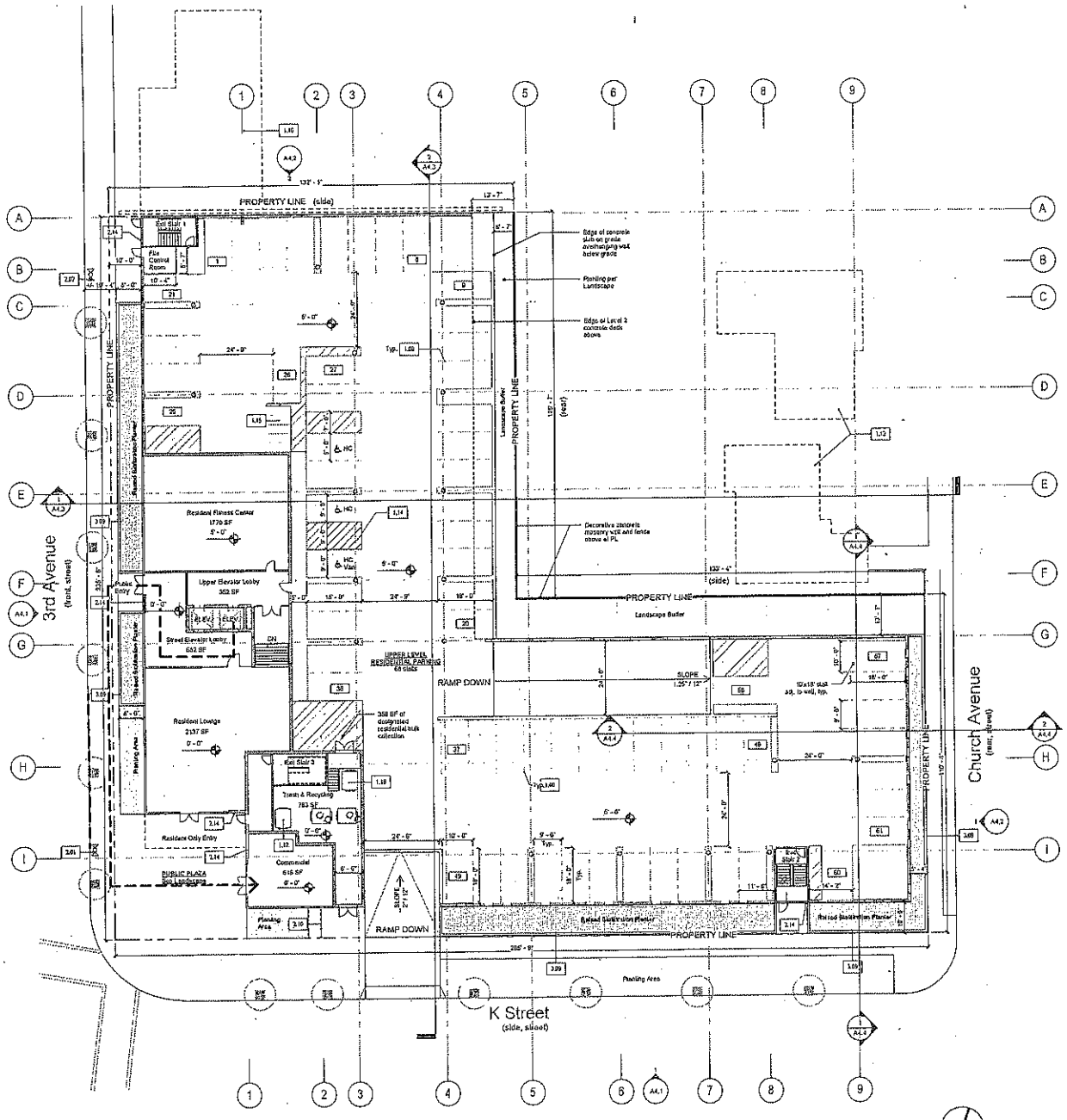
Parking Lower Level

A2.0



1 Parking Upper Level & Level 1
1/16" = 1'-0"

Keynotes

1.05	Standard parking stall (9' x 18'), typ.
1.12	Existing single family home
1.14	Handicap parking stall
1.15	Motorcycle parking stall (3' x 8')
1.16	Existing commercial building
1.17	4 cubic yard trash bin (2 of)
1.18	4 cubic yard recycling bin (2 of)
2.01	Existing fire hydrant to remain
2.02	Proposed fire hydrant
2.10	Bicycle rack
2.14	Recessed Knox Box per CVFD
3.09	Cast-in-place raised concrete planter for biofiltration

Floor Plan Legend & Notes

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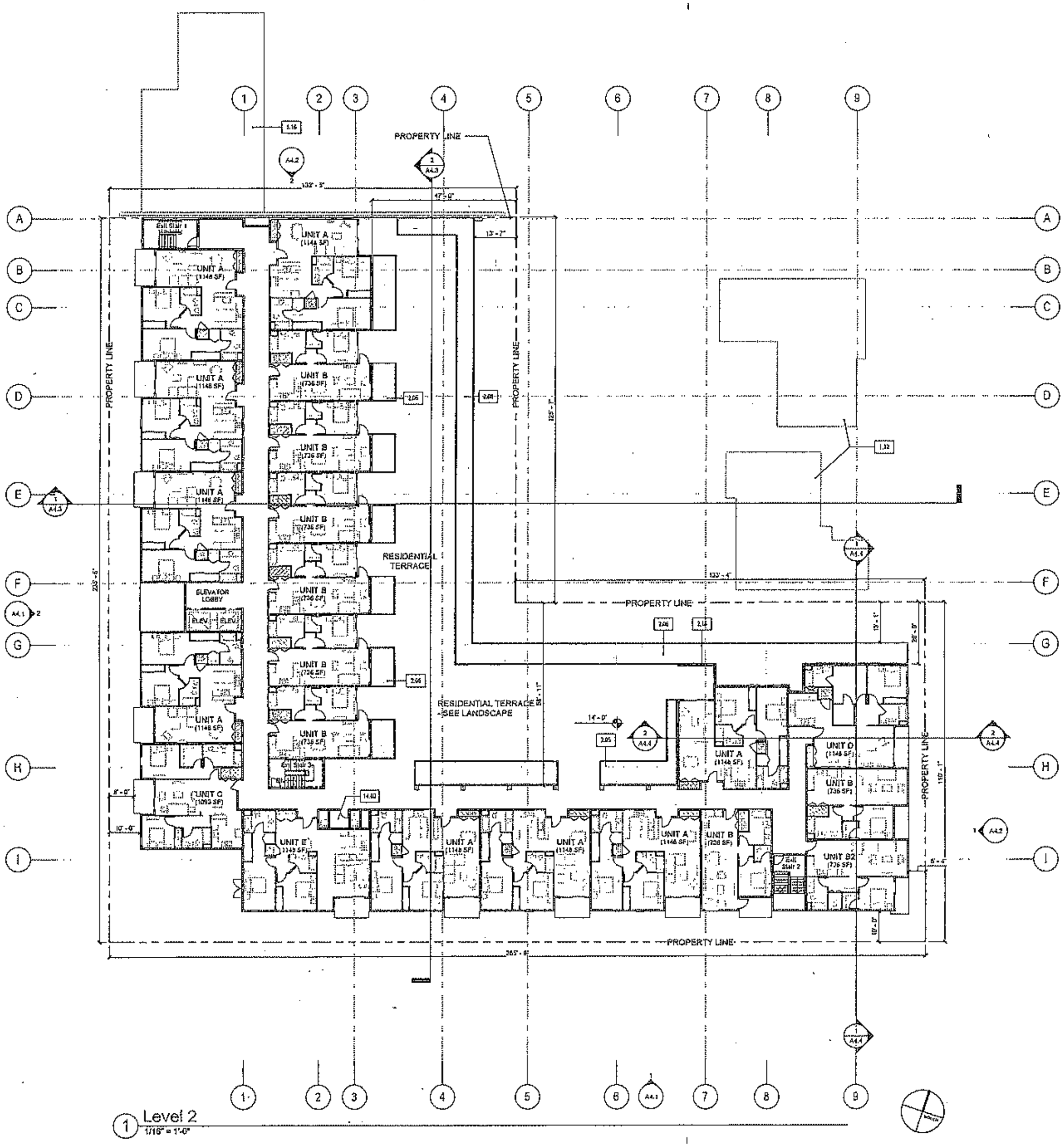
Parking Upper Level & Level 1

A2.1



1 Level 2
1/16" = 1'-0"

Keynotes

1.12	Existing single family home
1.16	Existing commercial building
2.05	Planter per landscape
2.06	Biofiltration planter per civil and landscape
2.16	Full height building wall to screen patio/ balcony from adjacent single family
14.03	Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
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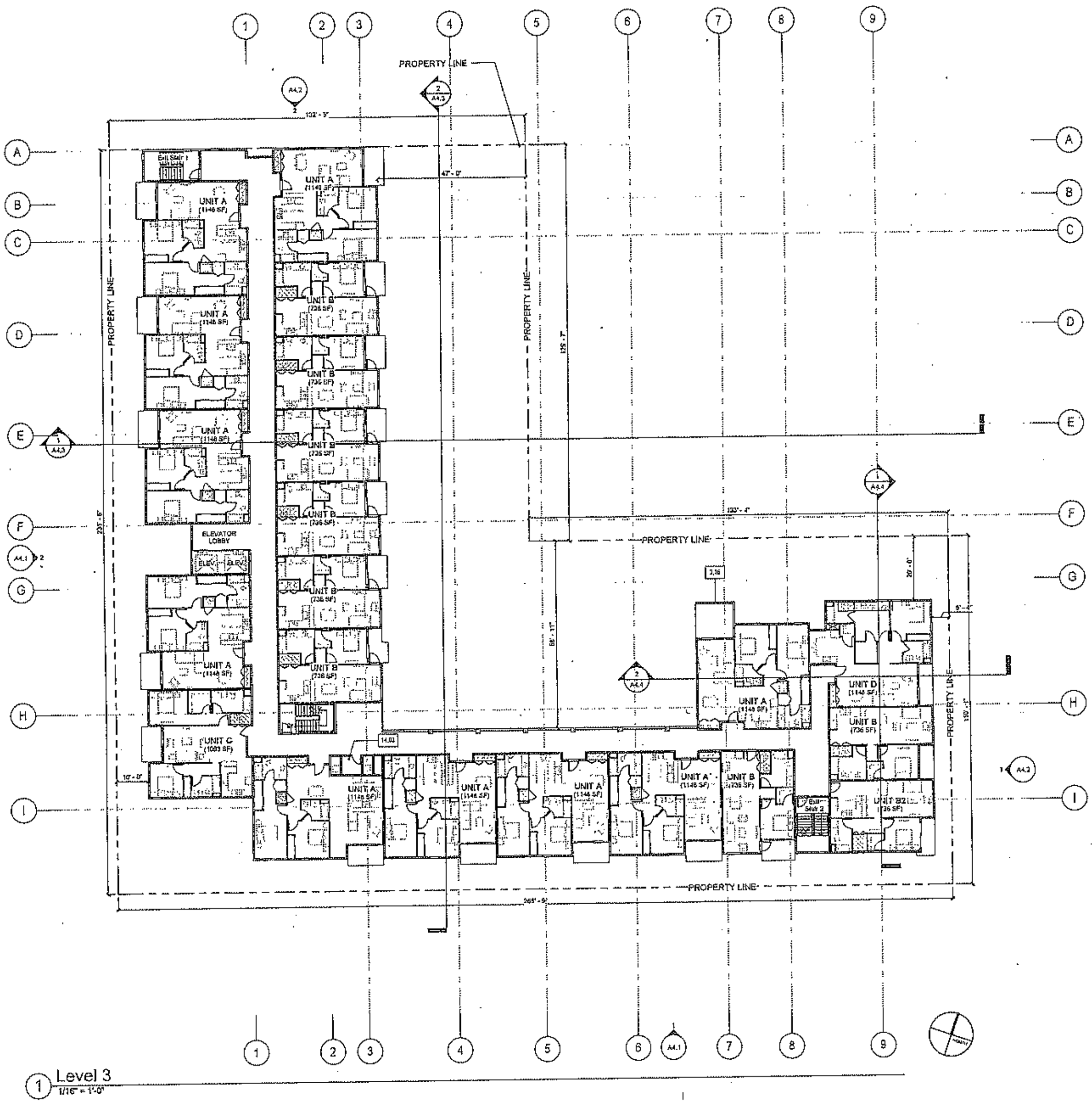
Second Floor Plan

A2.2



Keynotes

2.16 Full height building wall to screen patio/ balcony from adjacent single family

14.03 Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

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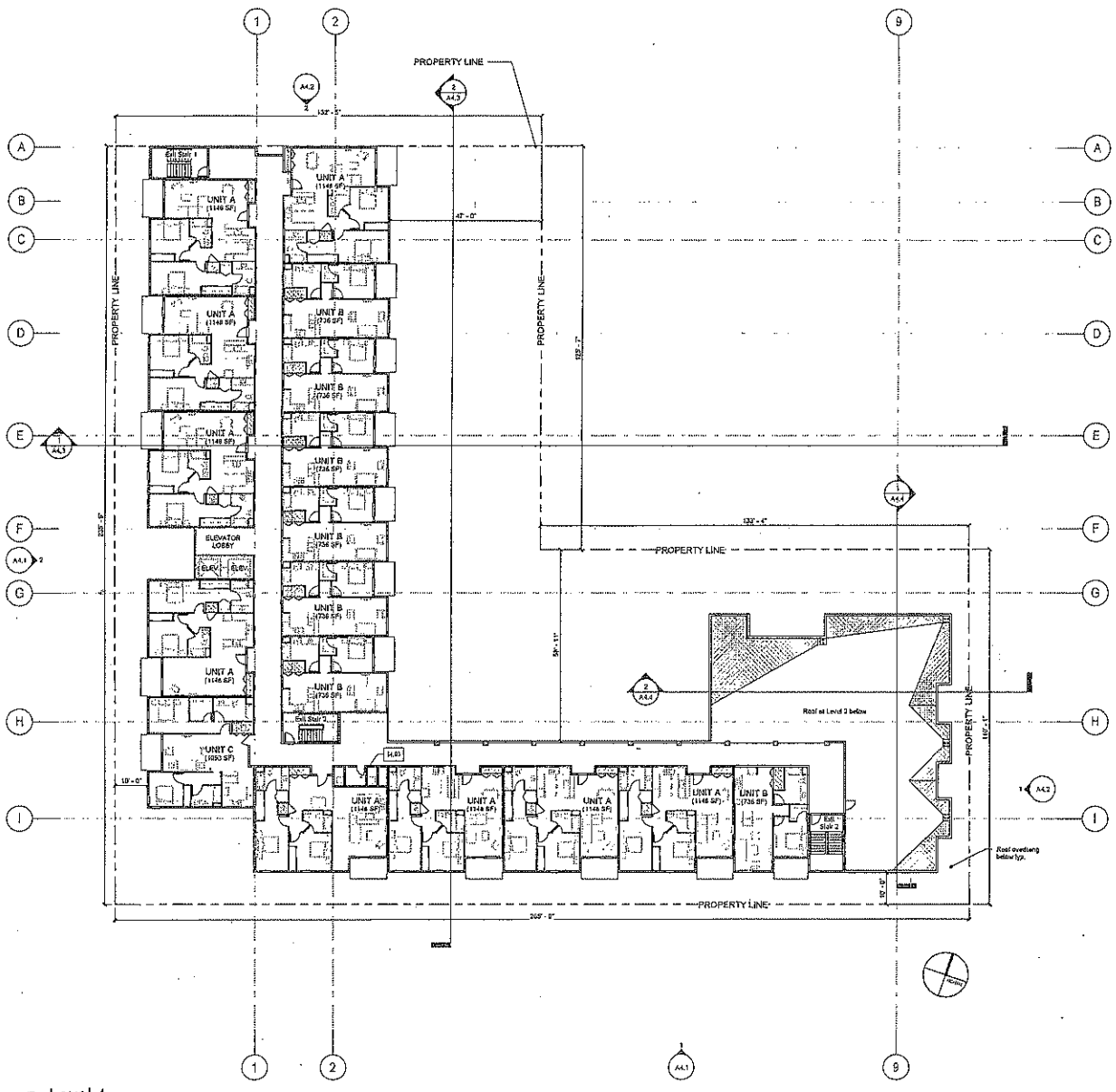
Third Floor Plan

A2.3



1 Level 4
1/16" = 1'-0"

Keynotes

14.03 Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet T01) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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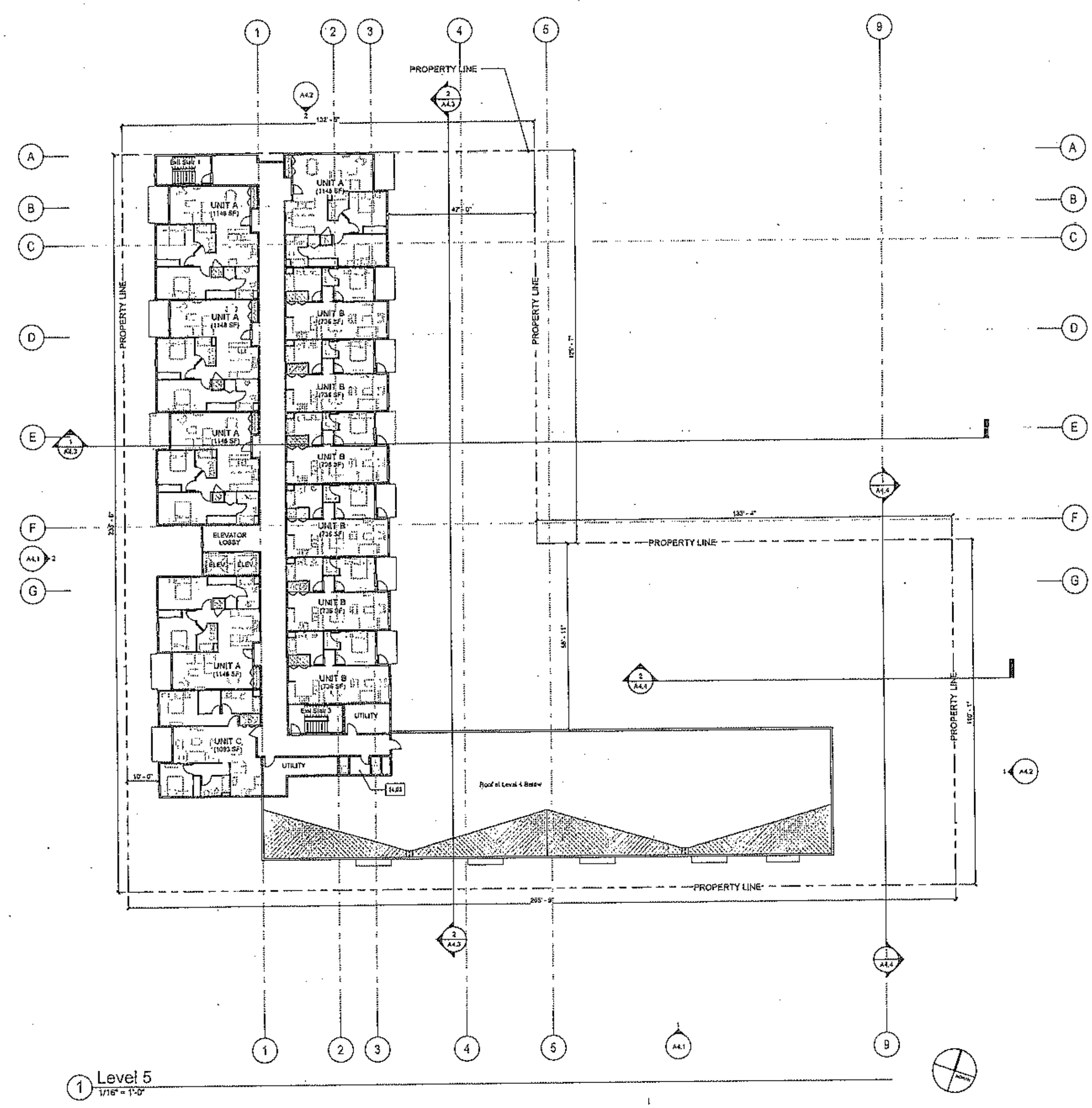
Fourth Floor Plan

A2.4



Level 5
1/16" = 1'-0"

Keynotes

14.03 Trash/recycling room; 2 chutes provided

Floor Plan Legend & Notes

Storage Area; refer to Title Sheet (Sheet TS1) for numerical summary

1. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with CVFD details. Any automatic gates that restrict vehicular access into the parking garage shall be provide with a Knox Key Switch.
2. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a)

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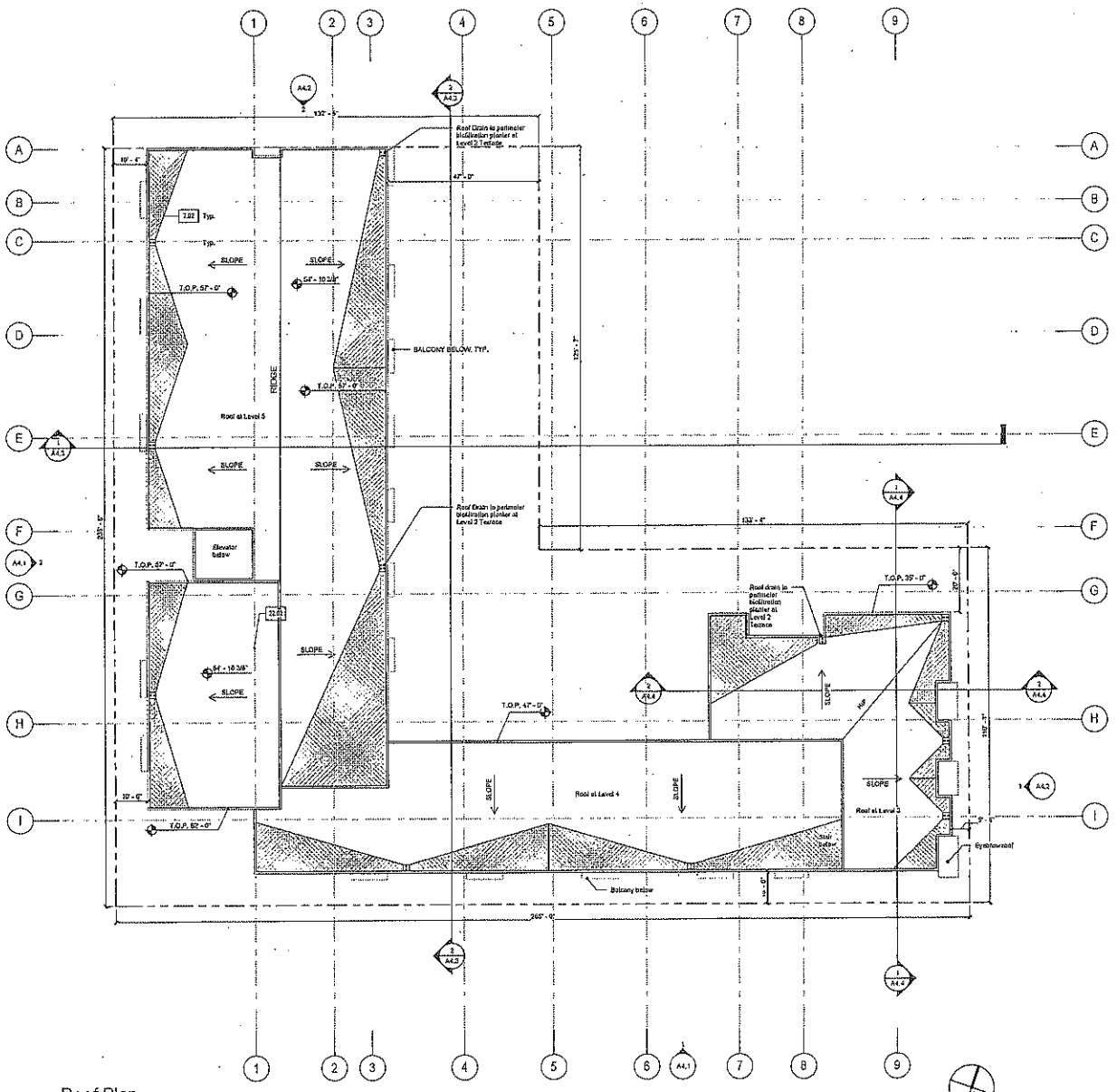
Fifth Floor Plan

A2.5



1 Roof Plan
1/16" = 1'-0"

Keynotes

7.02 Built-up cricket, typ.

22.02 Roof drain. Typical drains at street side of roof to biofiltration planters at street level at building perimeter

Legend

Areas w/ cricket framing, drainage to roof drain slope 1/4" per ft. minimum

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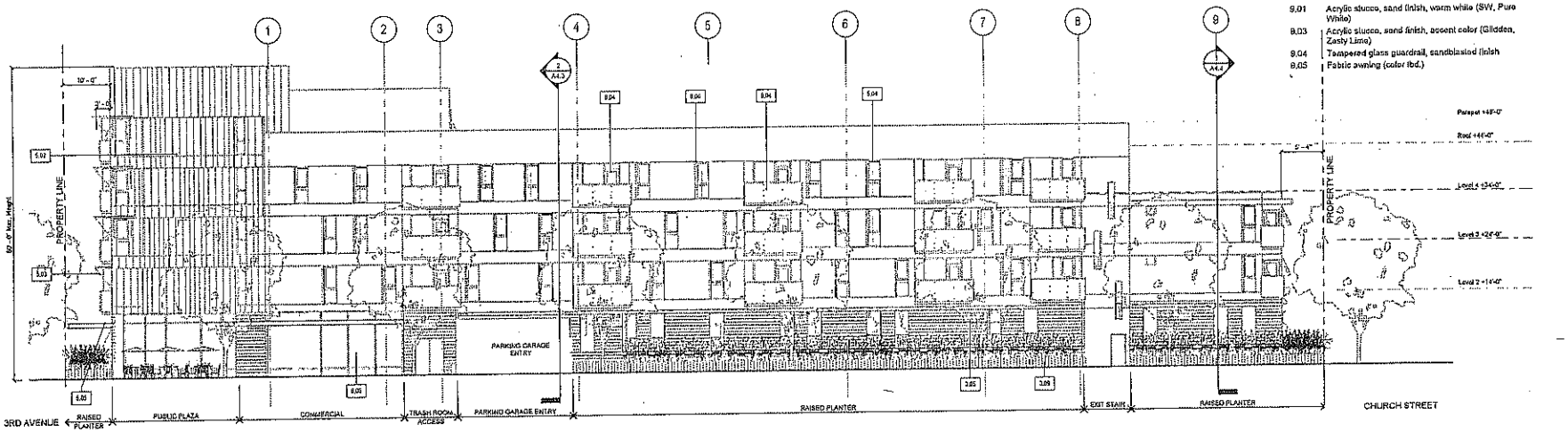
Roof Plan

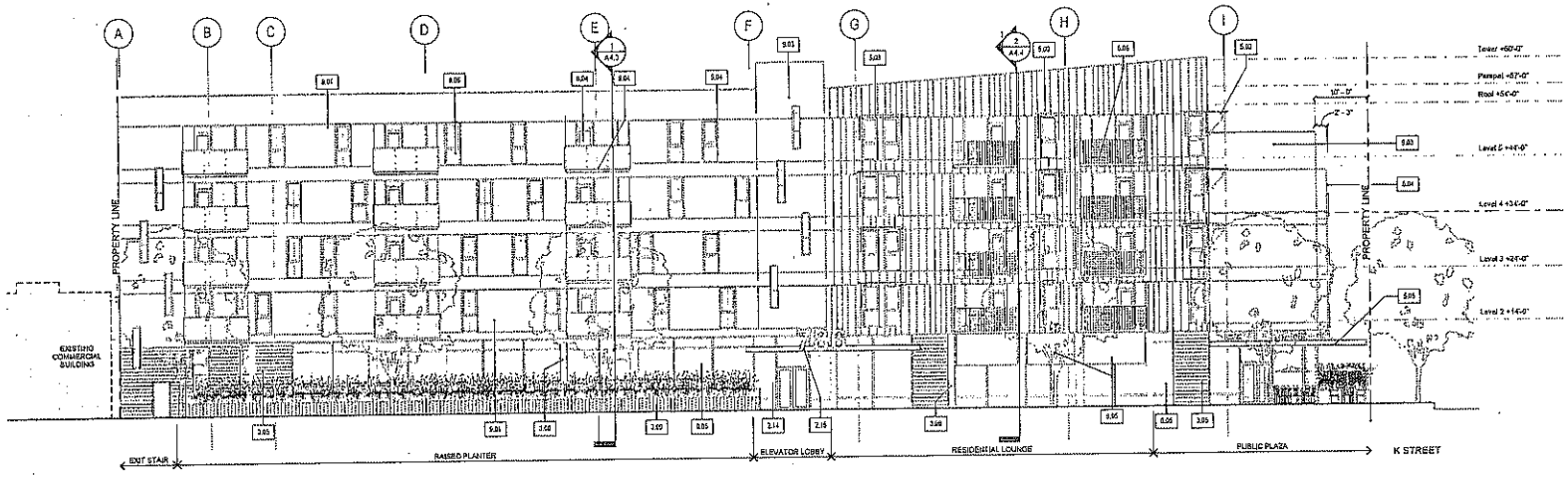
A2.6

Keynotes

2.14	Recessed Knox Box per CVFD
2.15	Building address letters 8" high with 1" stroke
3.05	Cast-in-place concrete wall
3.08	Cast-in-place concrete column
3.09	Cast-in-place raised concrete planter for biofiltration
5.02	Prefinished metal panel siding (Metal Sales, Mirilique Plus)
5.03	Painted metal awning
5.04	Perforated metal sun shade (Anodized Aluminum)
5.05	Suspended metal marquee
5.06	Painted metal balcony guardrail (Glidden, Grey Tabby)
8.04	Aluminum or fiberglass french patio door
8.05	Aluminum storefront system with clear, non-reflective glass
8.06	Aluminum window, recessed, with clear, low-e, dual glazing. Windows at residential units shall have sound ratings such that interior noise complies with the City's noise ordinance, CVMC Chapter 19.68
9.01	Acrylic stucco, sand finish, warm white (SW, Pure White)
9.03	Acrylic stucco, sand finish, accent color (Glidden, Zesty Lime)
9.04	Tempered glass guardrail, sandblasted finish
9.05	Fabric awning (color tbd.)



1 K Street Elevation
3/32" = 1'-0"



2 Third Avenue Elevation
3/32" = 1'-0"

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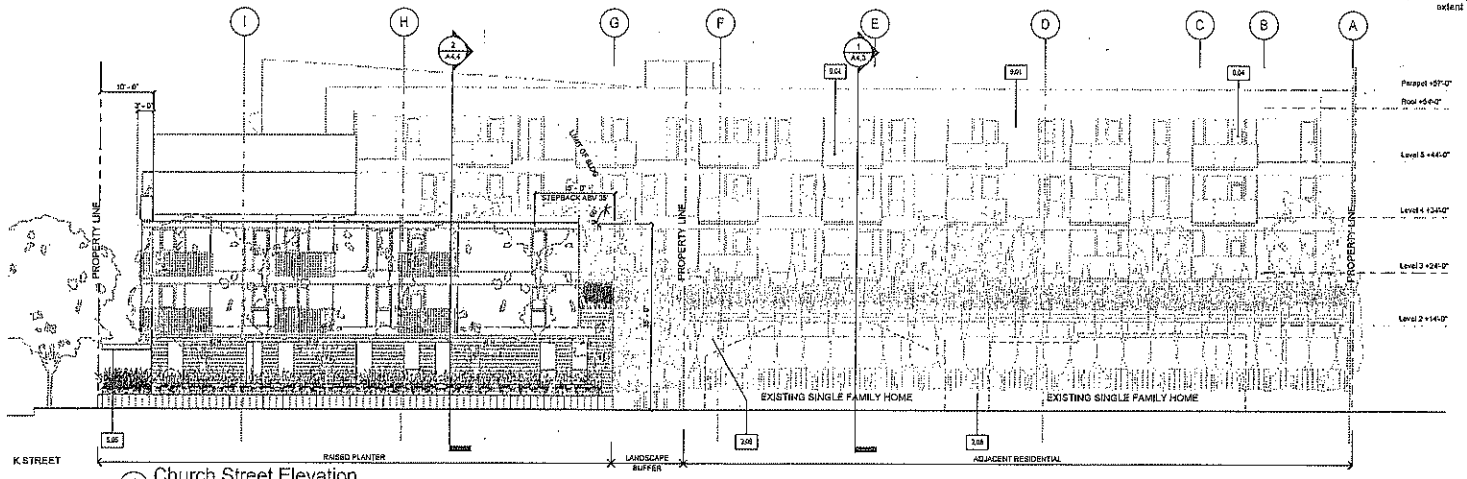
Elevations

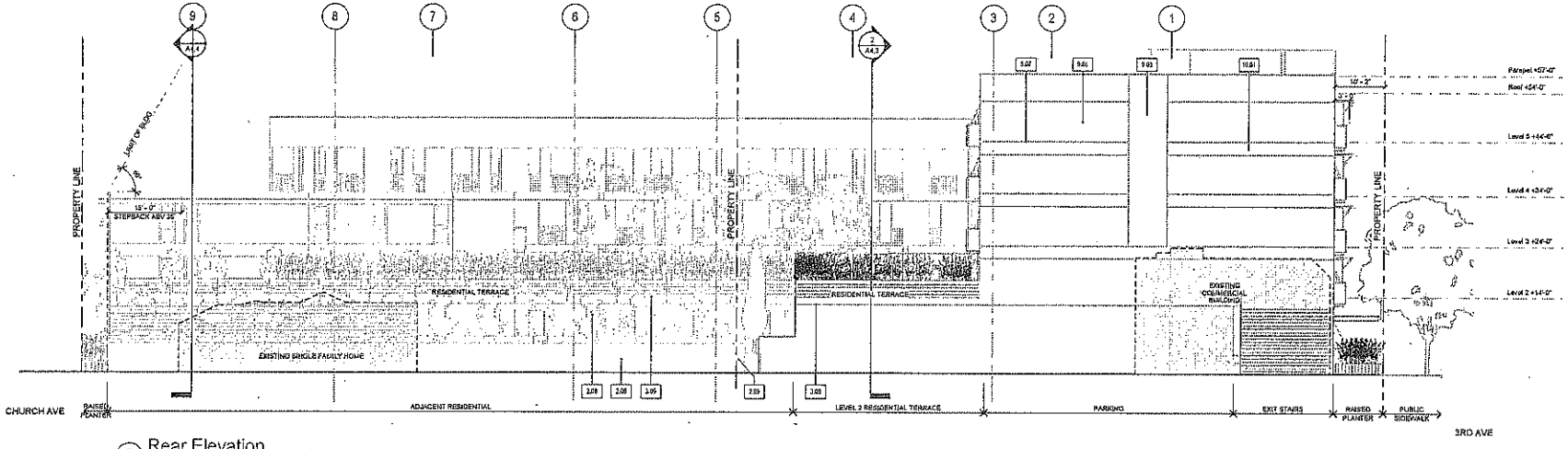
A4.1

Keynotes

2.08	Landscape buffer
2.09	6' high decorative concrete masonry wall and fence
3.09	Cast-in-place raised concrete planter for biofiltration
5.05	Suspended metal marquee
5.07	Anodized aluminum reveal
8.04	Aluminum or fiberglass french patio door
9.01	Acrylic stucco, sand finish, warm white (SW, Pure White)
9.03	Acrylic stucco, sand finish, accent color (Glidden, Zesty Lime)
9.04	Tempered glass guardrail, sandblasted finish
10.01	Building mural, See 3D View on A5.1 for extent



1 Church Street Elevation
3/32" = 1'-0"



2 Rear Elevation
3/32" = 1'-0"

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Elevations

A4.2

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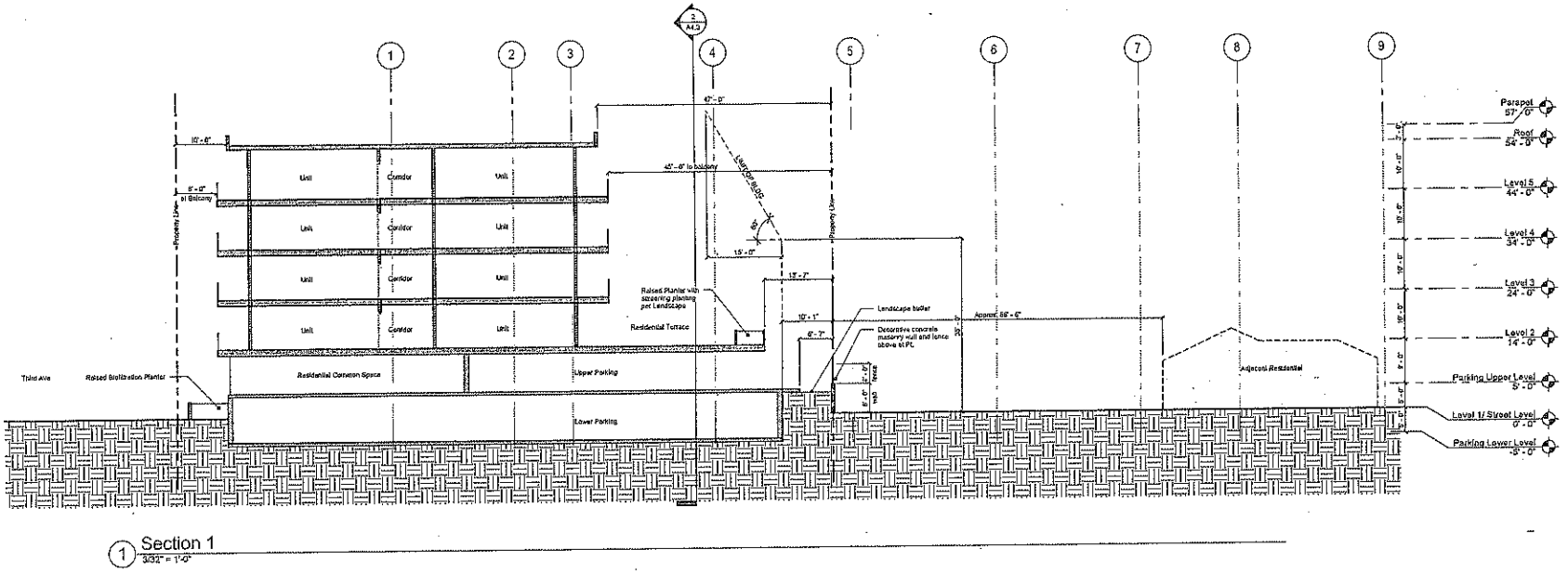

1 Section 1
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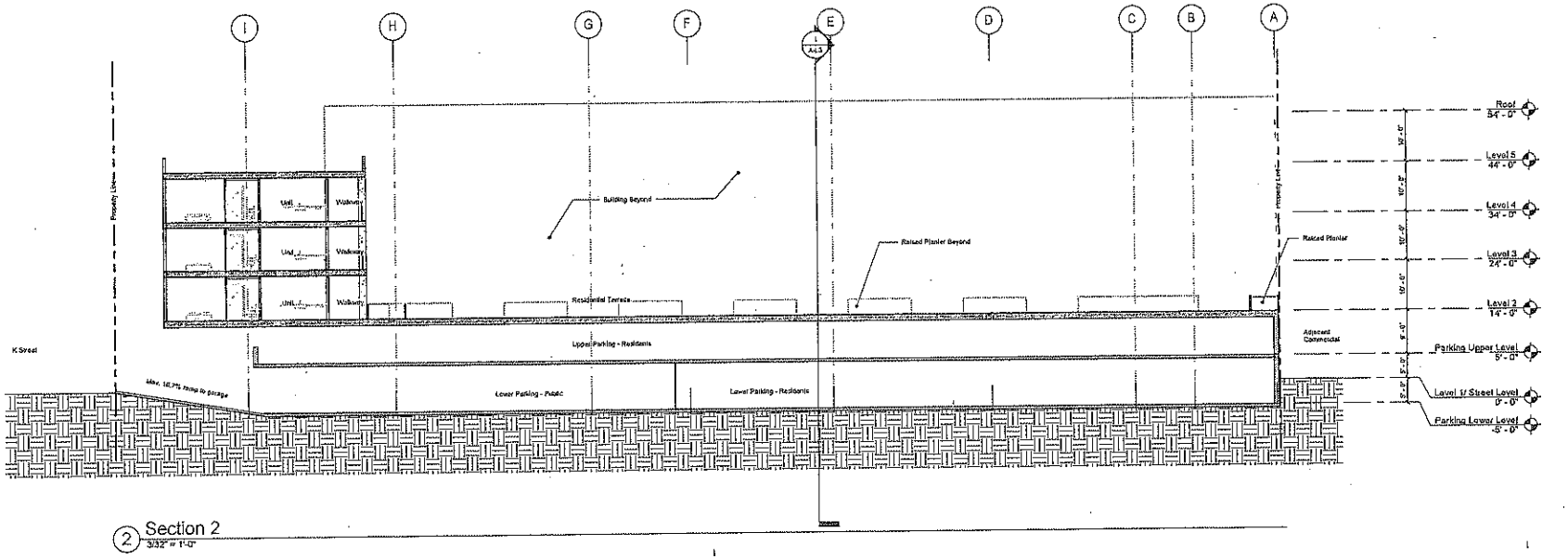

2 Section 2
3/32" = 1'-0"

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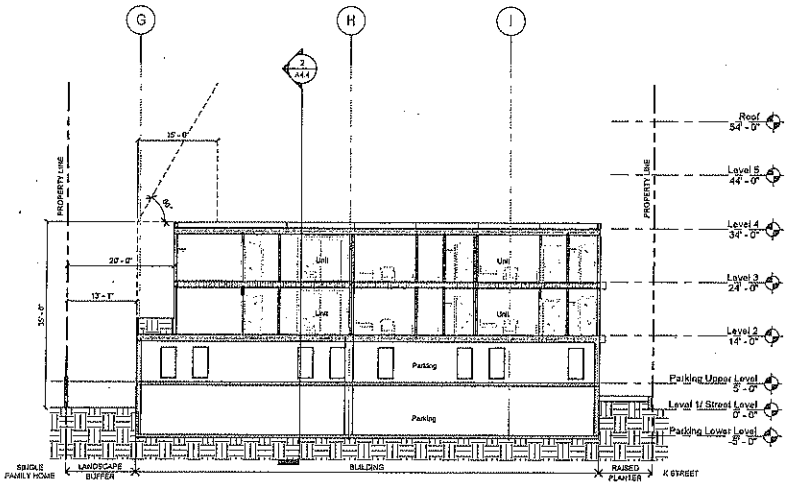
Building Sections

A4.3



1 Section 4
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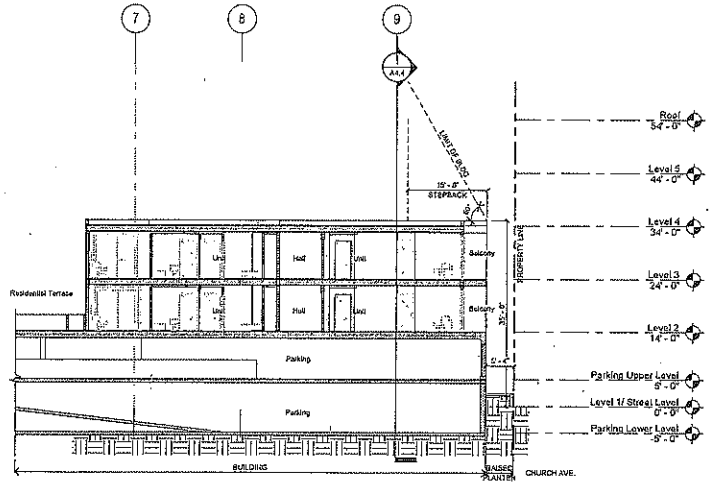

2 Section 5
3/32" = 1'-0"

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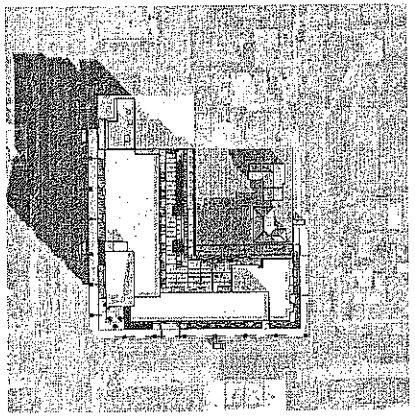
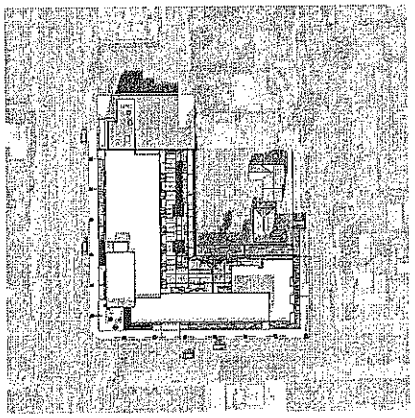
Building Sections

A4.4



1 Shadow Study - winter solstice morning
NTS



2 Shadow Study - winter solstice noon
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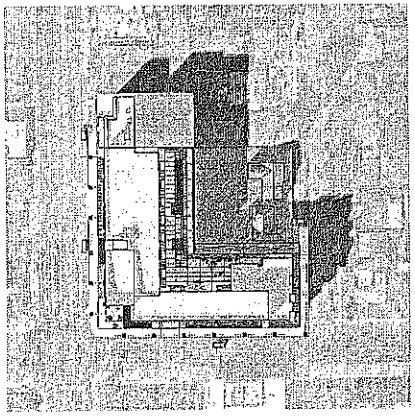
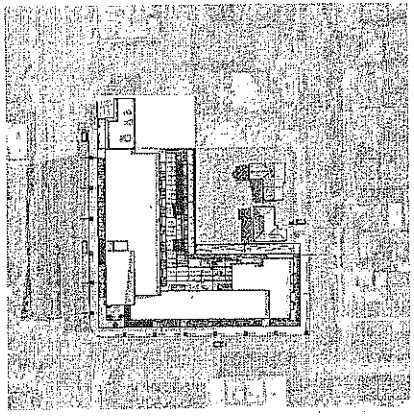
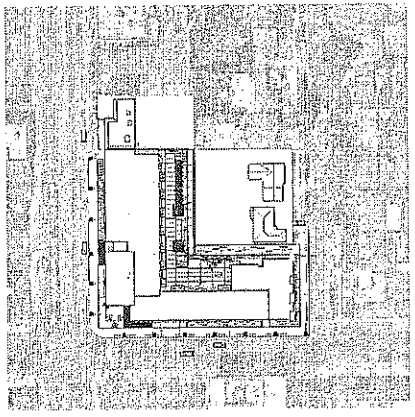


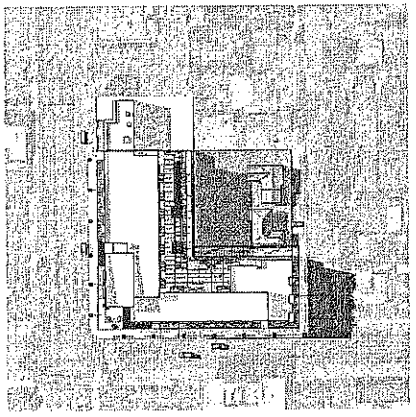
3 Shadow Study - winter solstice evening
NTS



4 Shadow Study - summer solstice morning
NTS



5 Shadow Study - summer solstice noon
NTS



6 Shadow Study - summer solstice evening
NTS

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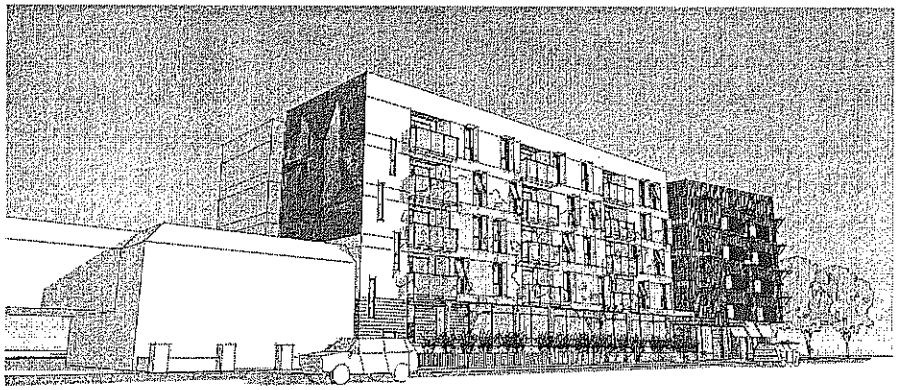
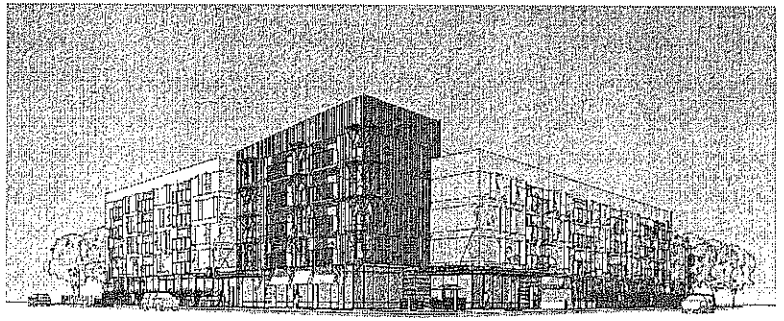
Shadow Studies

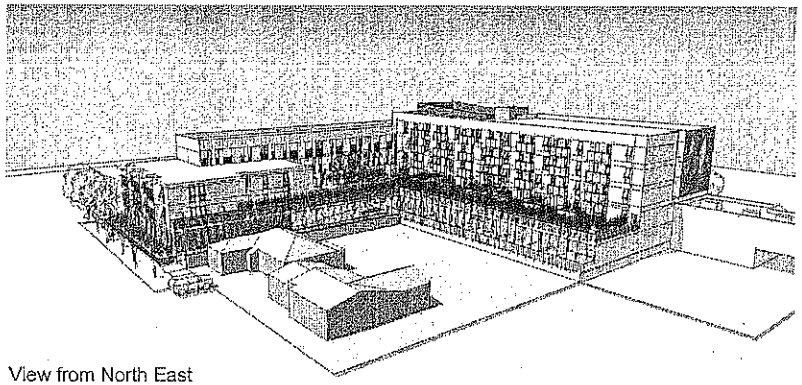
A5.0



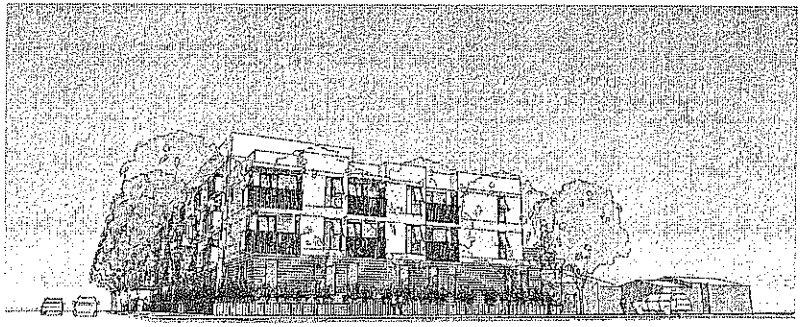
View from North West



View at Third & K



View from North East



View from East on Church

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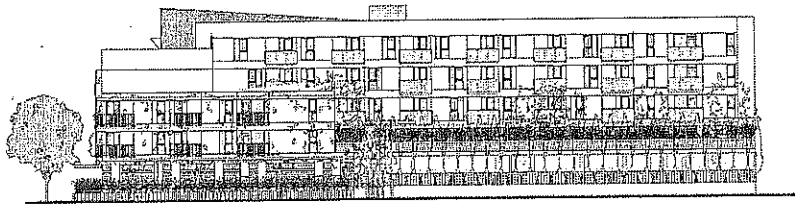
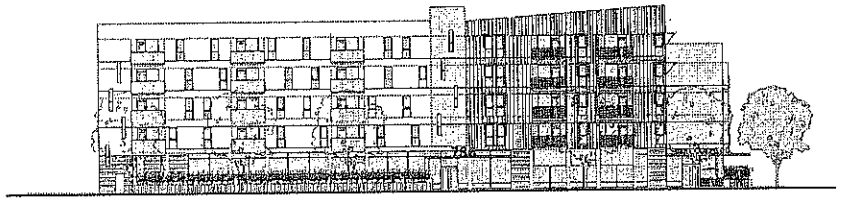
Views

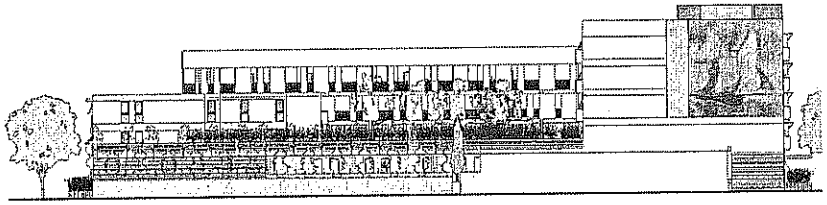
A5.1



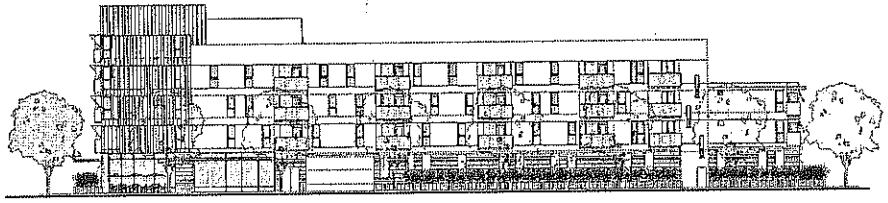
1 Church Street Elevation
1/4" = 1'-0"



2 Third Avenue Elevation
1/4" = 1'-0"



4 North Elevation
1/4" = 1'-0"



3 K Street Elevation
1/4" = 1'-0"

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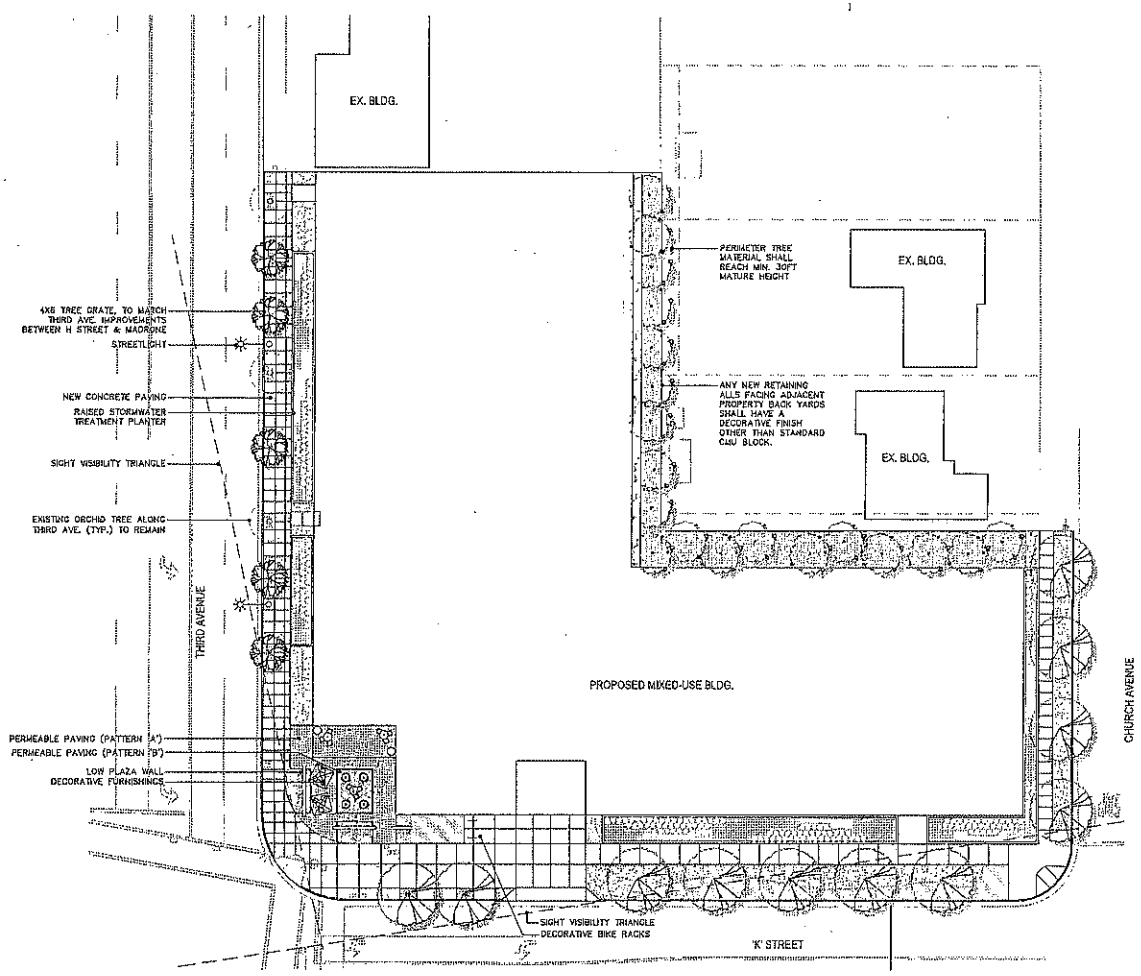
Color Elevations

A5.2



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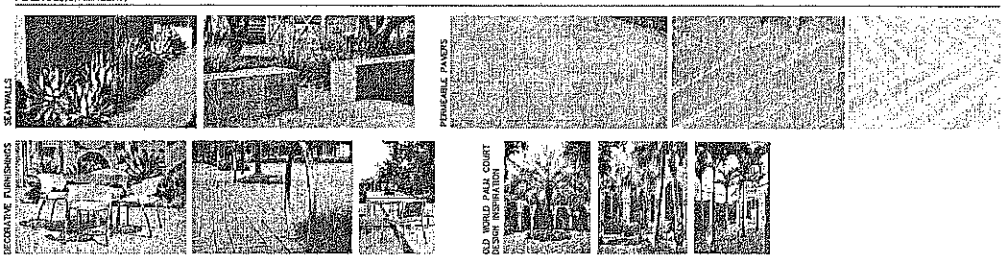

CANDIDATE PLANT LEGEND

SYMBOL	BOTANICAL & COMMON NAME	MIN. SIZE	WUCOLS III
EXISTING STREET TREE TO REMAIN–PROTECT IN PLACE			
	BAUHINIA PURPUREA –PURPLE ORCHID TREE		
PLAZA SPECIMEN TREE		18" BTH	
	ARCHONTOPHOENIX CUNNINGHAMIANA –KING PALM		MOD
THIRD AVE STREET TREE		36" BOX	
	BAUHINIA PURPUREA –PURPLE ORCHID TREE		MOD
"K" STREET & CHURCH AVE STREET TREE		36" BOX	
	ULMUS P. 'DRAKE' –EVERGREEN ELM		MOD
	PISTACIA CHINENSIS –CHINESE PISTACHE		MOD
	RHUS LANCEA –AFRICAN SUMAC		LOW
VERTICAL ACCENT TREE		24" BOX	
	TRISTANIA CONFERTA –BRISBANE BOX		MOD
	LAGUNARIA PATERSONII –PRIMROSE TREE	(MIN. 12' HEIGHT @ INSTALL)	MOD
	BAMBUSA 'OLDHAMII' –TIMBER BAMBOO		MOD
COURTYARD ACCENT TREE		24" BOX	
	LAGERSTROEMIA INDICA –CRAPE MYRTLE		MOD
	ROBINIA 'PURPLE ROBE' –ROBINIA		LOW
	CERCIDIUM X. 'DESERT MUSEUM' –PALO VERDE		LOW
COURTYARD TREE		15 GAL	
	PITTOSPORUM T. 'SILVER SHEEN' –SILVER SHEEN KOHUHU		MOD
	LAURUS N. 'SARATOGA' –SWEET BAY		MOD
PERENNIALS & GROUNDCOVERS		1 GAL	
	CAREX PRAEGRACILIS/WESTERN MEADOW SEDGE		MOD
	DIETES VEGETA/FORTNIGHT LILY		MOD
	FESTUCA G. GLAUCA/BLUE FESCUE		MOD
	FESTUCA MAIREI/ATLAS FESCUE		LOW
	FESTUCA CALIFORNICA/FESCUE		MOD
	HELICTOTRICHON SEMPERVIRENS/BLUE OAT GRASS		MOD
	LANTANA MONTEVIDENSIS/TRAILING LANTANA		LOW
	MUHLENBERGIA RIGENS/DEER GRASS		LOW
	MYOPORUM 'PACIFICA'/PACIFIC MYOPORUM		LOW
	POLYSTICHYUM MUNITUM/WESTERN SWORD FERN		MOD
	SEDUM SPP./STONECROP		LOW
	SENECIO MANDRALISCAE/BLUE CHALK STICKS		LOW
	SISYRINCHIUM BELLUM/BLUE EYED GRASS		LOW
	SALVIA SPP./SAGE		LOW
SHRUBS		5 GAL	
	AGAVE SPP./AGAVE		LOW
	ALOE SPP./ALOE		LOW
	ARBUTUS UNEDO/DWF. STRAWBERRY MADRONE		LOW
	BERBERIS SPP./OREGON GRAPE VARIETIES		LOW
	CALLISTEMON 'LITTLE JOHN'/DWF BOTTLEBRUSH		LOW
	DODONEA V. PURPUREA/PURPLE HOP-BUSH		LOW
	ELAEAGNUS PUNGENS/SILVERBERRY		LOW
	GREVILLEA 'NOELLII'/NOEL'S GREVILLEA		LOW
	MYRICA CALIFORNICA/PACIFIC WAX MYRTLE		LOW
	MYRTUS COMMUNIS/MYRTLE		LOW
	OSMANTHUS FRAGRANS/SWEET OLIVE		MOD
	PRUNUS C. 'BRIGHT N' TIGHT'/CAROLINA LAUREL		MOD
	RHAMNUS C. 'MOUND SAN BRUNO'/COFFEEBERRY		V. LOW
VINES		5 GAL	
	BOUGAINVILLEA SPP./BOUGAINVILLEA		LOW
	DISTICTIS BUCCINATORIA/BLOOD RED TRUMPET VINE		MOD
	FICUS REPENS/CREEPING FIG		MOD
	HARDENBERGIA VIOLACEA/LILAC VINE		MOD
	ROSMARINUS SPP./ROSEMARY		LOW

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Third Ave Parcel

Niki Properties LLC
Third Ave & K St, Chula Vista

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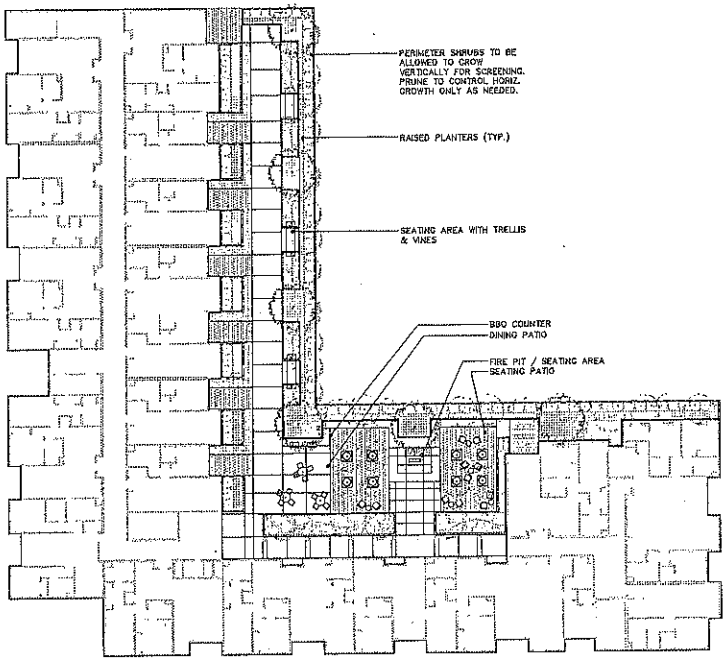
04/08/2016 Resubmittal

Conceptual Landscape Plan

L1.0



NORTH

0' 10' 20' 40'

SCALE 1"=20'-0"

PROJECT NOTES:

1) THE PROPOSED LANDSCAPE & IRRIGATION WILL COMPLY WITH THE CITY OF CHULA VISTA WATER CONSERVATION ORDINANCE, CHAPTER 20.12 OF THE MUNICIPAL CODE.
2) NO TURF/LAWN IS PROPOSED.
3) THE PROPOSED LANDSCAPE & IRRIGATION WILL BE DESIGNED IN ACCORDANCE WITH THE CITY OF CHULA VISTA LANDSCAPE MANUAL.
4) ALL PARKING AREAS WILL MEET THE REQUIREMENTS OF THE CITY OF CHULA VISTA SHADE TREE POLICY.
5) WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN ENCROACHMENT PERMIT AND SHALL BE MAINTAINED BY THE APPLICANT VIA AGREEMENT WITH THE CITY.
6) PER THE URBAN CORE SPECIFIC PLAN 20% OF TREES SHOULD BE PLANTED AS 36" BOX TREES.
7) TREES THAT ARE TO BE CLOSER THAN 10' FROM A HARD SURFACE SHALL BE PLANTED WITH ROOT BARRIER AT THE EDGE OF THE PLANTING AREAS TO PREVENT ROOT DAMAGE TO THE ADJACENT PAVING.
8) A FULL LANDSCAPE CONSTRUCTION PACKAGE MUST BE SUBMITTED AND APPROVED PRIOR TO ISSUANCE OF BUILDING PERMIT.
9) TREES SHOULD BE PLACED AS FOLLOWS:
   - A MIN. OF 6' BETWEEN THE CENTER OF THE TREES AND THE EDGE OF THE DRIVEWAY, 8' FROM WATER METER, GAS METER, AND SEWER LATERALS.
   - A MIN. OF 25' BETWEEN THE CENTER OF TREES AND THE POINT OF INTERSECTION OF DRIVEWAYS AND STREETS OR WALKWAYS.
   - A MIN. OF 15' BETWEEN THE CENTER OF THE TREES OR LARGE SHRUBS TO UTILITY POLES/STREET LIGHTS.
   - A MIN. OF 8' BETWEEN THE CENTER OF TREES OR LARGE SHRUBS AND FIRE HYDRANTS, FIRE DEPARTMENT SPRINKLER, AND STANDPIPE CONNECTIONS.
   - NO SPECIES OF TREE OR LARGE SHRUBS SHOULD BE PLANTED UNDER OVERHEAD LINES OR OVER UNDERGROUND UTILITIES IF PLANT GROWTH WITH THE INSTALLATION OR MAINTENANCE OF THESE UTILITIES.
   - IN ADDITION TO TREES, OTHER PLANT MATERIALS SHOULD BE SPACED SO THAT THEY DO NOT INTERFERE WITH THE LIGHTING OF THE PREMISES OR RESTRICT ACCESS TO EMERGENCY APPARATUS SUCH AS FIRE HYDRANTS OR FIRE ALARM BOXES.
   - TREES WITHIN SIGHT LINES SHALL REQUIRE MAINTENANCE OF 10' CLEAR TRUNK HEIGHT FOR VISIBILITY ONCE TREE ATTAINS A SUFFICIENT HEIGHT.

CANDIDATE PLANT LEGEND

SYMBOL	BOTANICAL & COMMON NAME	MIN. SIZE	WUCOLS III
EXISTING STREET TREE TO REMAIN--PROTECT IN PLACE			
	BAUHINIA PURPUREA --PURPLE ORCHID TREE		
PLAZA SPECIMEN TREE		15' BTH	
	ARCHONTOPHOENIX CUNNINGHAMIANA --KING PALM		MOD
THIRD AVE STREET TREE		36" BOX	
	BAUHINIA PURPUREA --PURPLE ORCHID TREE		MOD
"K" STREET & CHURCH AVE STREET TREE		36" BOX	
	ULMUS P. 'DRAKE' --EVERGREEN ELM		MOD
	PISTACIA CHINENSIS --CHINESE PISTACHE		MOD
	RHUS LANCEA --AFRICAN SUMAC		LOW
VERTICAL ACCENT TREE		24" BOX	
	TRISTANIA CONFERTA --BRISBANE BOX		MOD
	LAGUNARIA PATERSONII --PRIHROSE TREE	(MIN. 12' HEIGHT @ INSTALL)	MOD
	BAMBUSA 'OLDHAMII' --TIMBER BAMBOO		MOD
COURTYARD ACCENT TREE		24" BOX	
	LAGERSTROEMIA INDICA --CRAPE MYRTLE		MOD
	ROBINIA 'PURPLE ROBE' --ROBINIA		LOW
	CERCIDIUM K. 'DESERT MUSEUM' --PALO VERDE		LOW
COURTYARD TREE		15 GAL	
	PITTOSPORUM T. 'SILVER SHEEN' --SILVER SHEEN KOHUHU		MOD
	LAURUS N. 'SARATOGA' --SWEET BAY		MOD
PERENNIALS & GROUNDCOVERS		1 GAL	
	CAREX PRAEGRACILIS/WESTERN MEADOW SEDGE		MOD
	DIETES VEGETA/FORTNIGHT LILY		MOD
	FESTUCA O. CLAUCA/BLUE FESCUE		MOD
	FESTUCA MAIRE/ATLAS FESCUE		LOW
	FESTUCA CALIFORNICA/FESCUE		MOD
	HELICYTOTRICHON SEMPERVIRENS/BLUE OAT GRASS		MOD
	LANTANA MONTEVIDENSIS/TRAILING LANTANA		LOW
	MUHLENBERGIA RIGENS/DEER GRASS		LOW
	MYOPORUM 'PACIFICA'/PACIFIC MYOPORUM		LOW
	POLYSTICHYUM MUNITUM/WESTERN SWORD FERN		MOD
	SEDUM SPP./STONECROP		LOW
	SENECIO MANDRALISCAE/BLUE CHALK STICKS		LOW
	SISYRINCHIUM BELLUM/BLUE EYED GRASS		LOW
	SALVIA SPP./SAGE		LOW
SHRUBS		5 GAL	
	AGAVE SPP./AGAVE		LOW
	ALOE SPP./ALOE		LOW
	ARBUTUS UNEDO/DWF. STRAWBERRY MADRONE		LOW
	BERBERIS SPP./OREGON GRAPE VARIETIES		LOW
	CALLISTEMON 'LITTLE JOHN'/DWF BOTTLEBRUSH		LOW
	DODONEA V. PURPUREA/PURPLE HOP--BUSH		LOW
	ELAEAGNUS PUNGENS/SILVERBERRY		LOW
	GREVILLEA 'NOELLII'/NOEL'S GREVILLEA		LOW
	MYRICA CALIFORNICA/PACIFIC WAX MYRTLE		LOW
	MYRTUS COMMUNIS/MYRTLE		LOW
	OSMANTHUS FRAGRANS/SWEET OLIVE		MOD
	PRUNUS C. 'BRIGHT N' TIGHT'/CAROLINA LAUREL		MOD
	RHAMNUS C. 'MOUND SAN BRUNO'/COFFEEBERRY		V. LOW
VINES		5 GAL	
	BOUGAINVILLEA SPP./BOUGAINVILLEA		LOW
	DISTICRIS BUCCINATORIA/BLOOD RED TRUMPET VINE		MOD
	FICUS REPENS/CREEPING FIG		MOD
	HARDENBERGIA VIOLACEA/LILAC VINE		MOD
	ROSMARINUS SPP./ROSEMARY		LOW

IVY
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San Diego CA 92102
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619.235.5340 Fax
info@ivyla.com

Third Ave Parcel

Niki Properties LLC
Third Ave & K St, Chula Vista

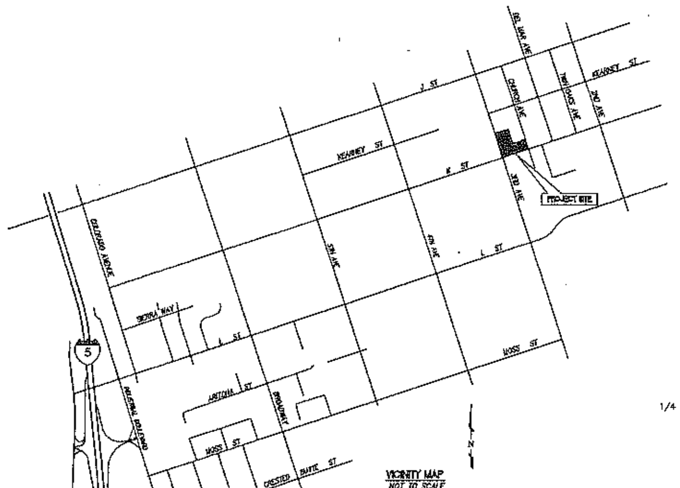
Project 14118

06/19/2015 Design Review
12/03/2015 Design Review
03/11/2016 Design Review
04/08/2016 Resubmittal

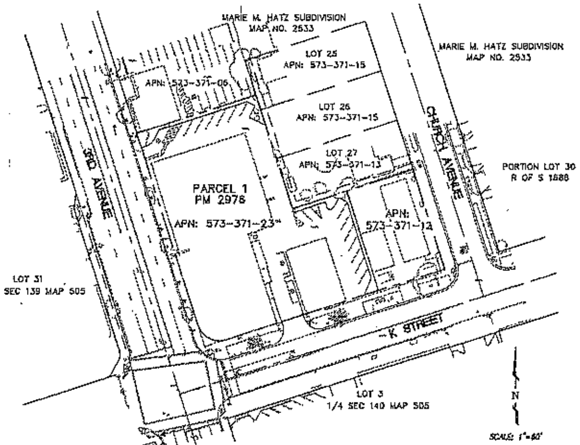
Conceptual Landscape Plan - 2nd Level

L2.0

TENTATIVE MAP
3RD AVENUE AND K STREET
CHULA VISTA, CALIFORNIA



VICINITY MAP
NOT TO SCALE



KEY MAP
SCALE: 1"=60'

CONDO MAP NOTE

THIS IS A MAP OF CONDOMINIUM PROJECT AS DEFINED IN SECTION 4125 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF RETAIL UNITS IS 1 COMMERCIAL SPACES WITH A TOTAL OF 71 UNITS RESIDENTIAL CONDOMINIUMS -- FOR A TOTAL NUMBER OF 72 CONDO UNITS.

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 2976, IN THE CITY OF CHULA VISTA, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY, AUGUST 22, 1974 AS INSTRUMENT NO. 74-229244 OF OFFICIAL RECORDS.

THAT PORTION OF LOT 30 OF QUARTER SECTION 139 OF CHULA VISTA, IN THE CITY OF CHULA VISTA, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 505, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

SOURCE OF TOPOGRAPHY

TOPOGRAPHY SHOWN ON THIS PROJECT ARE BASED UPON AN AERIAL SURVEY AND FIELD SURVEY DATED MARCH 22, 2015 BY PROJECT DESIGN CONSULTANTS.

ASSESSOR'S PARCEL NUMBER

573-371-12 AND 573-371-23

BASIS OF BEARINGS

CITY OF CHULA VISTA -- THE BASIS OF BEARINGS AND COORDINATES AS DETERMINED BY SURVEY FOR THIS PROJECT IS THE NAD CALIFORNIA COORDINATE SYSTEM, CCS83, ZONE 6, EPOCH 1991.35 AND WAS DETERMINED BY G.P.S. MEASUREMENTS FROM G.P.S. STATION NO. 5014 AND G.P.S. NO. 5011 PER RECORD OF SURVEY (ROS) NO. 14841 HAVING A GRID BEARING OF NORTH 17°37'29" WEST AND A GRID DISTANCE OF 2897.86'.

BENCH MARK

CITY OF CHULA VISTA -- A FOUND CHISELED CROSS AT THE TOP OF THE WEST END OF AN EXISTING CURB INLET AT THE SOUTHEAST CORNER OF "J" STREET AND THIRD AVENUE HAVING THE APPROXIMATE NAD-83 COORDINATES OF NORTHING 1809060, EASTING 6307850.

THE BENCHMARK HAS AN ELEVATION OF 103.71 FEET ON THE NAVD-88 VERTICAL DATUM PER THE CITY OF CHULA VISTA VERTICAL CONTROL REPORT.

OWNER AND APPLICANT

3RD AND K ST, LLC
2430 CALLE DEL ORO
LA JOLLA, CA 92037
CONTACT: DR. HAMID MANI

SITE ADDRESS

285 AND 295 K STREET
CHULA VISTA, CA 91910

FLOOD HAZARD AREA

FEMA FIRM MAP NUMBER 06073C2152 F
ZONE X: AREA OUTSIDE 500 YEAR FLOOD PLAIN.

EARTHWORK QUANTITIES

AREA TO BE GRADED = 55,490 SF

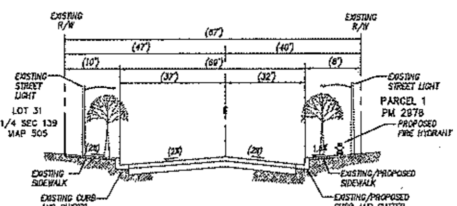
EXPORT:

MAXIMUM CUT/FILL =9,750± CY

QUANTITIES SHOWN ARE FOR ESTIMATION PURPOSES ONLY. QUANTITIES ARE GEOMETRIC ONLY AND DO NOT INCLUDE SHRINKAGE AND BULKING FACTORS. THIS PROJECT PROPOSES EXPORT OF 9,750± CUBIC YARDS OF MATERIAL FROM THE PROJECT SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED INTO A LEGAL DISPOSAL SITE. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SALE OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT.

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2: EXISTING CONDITIONS/DEMOLITION PLAN
SHEET 3: PROPOSED DEVELOPMENT PLAN



3RD AVENUE
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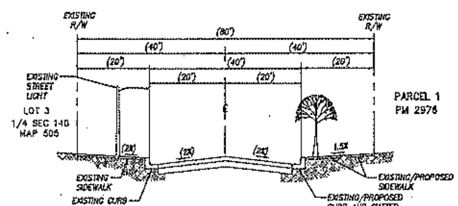
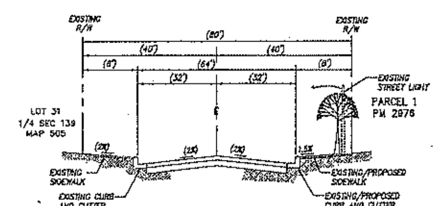
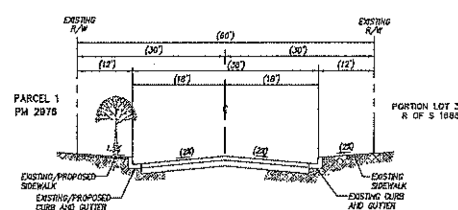


K STREET
NOT TO SCALE



3RD AVENUE
NOT TO SCALE



CHURCH AVENUE
NOT TO SCALE

GENERAL NOTES

1. GROSS PROJECT AREA IS 1.05 ACRES. TOTAL DISTURBED AREA IS 1.27 ACRES INCLUDING OFFSITE IMPROVEMENTS.
2. TOTAL NUMBER OF LOTS IS 1. TOTAL NUMBER OF RESIDENTIAL UNITS IS 71 AND COMMERCIAL UNITS 1.
   PARKING:
   RESIDENTIAL:
   STANDARD SPACES = 119 COMPACT SPACES = 12
   HANDICAP SPACES = 3
   COMMERCIAL/GUEST:
   STANDARD SPACES = 5 COMPACT SPACES = 2
   HANDICAP SPACES = 1
   TOTAL PARKING = 142
3. MINIMUM LOT COVERAGE: N/A /MAXIMUM LOT COVERAGE 70%
4. PUBLIC WATER SYSTEM IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH THE SWEETWATER AUTHORITY'S DESIGN STANDARDS AND STANDARD SPECIFICATIONS FOR CONSTRUCTION OF WATER FACILITIES. PUBLIC WATER SYSTEM SHALL BE MAINTAINED AND OPERATED BY SWEETWATER AUTHORITY.

   VALVE PLACEMENT SHALL BE INCORPORATED INTO THE DESIGN TO ENSURE THAT NO MORE THAN TWO (2) FIRE HYDRANTS OR FIRE SERVICES, OR COMBINATION THEREOF, ARE OUT OF SERVICE WHEN A VALVE IS CLOSED.
5. SPECIFIC METHODS OF HANDLING STORM DRAINAGE ARE SUBJECT TO DETAILED APPROVAL BY THE CITY ENGINEER AT THE TIME OF SUBMISSION OF IMPROVEMENT AND GRADING PLANS. DESIGN SHALL BE ACCOMPLISHED ON THE BASIS OF THE SUBDIVISION MANUAL. DRAINAGE EASEMENTS SHALL BE PROVIDED AS REQUIRED BY THE CITY ENGINEER.
6. SANITARY SEWER TO BE PROVIDED AND CONNECTED TO THE CITY OF CHULA VISTA SEWERS. SEWER MAINS ARE 8" P.V.C. MINIMUM.
7. EXISTING ZONING IS C-1.
   PROPOSED USAGE -- MIXED COMMERCIAL-RESIDENTIAL.
8. EVIDENCE SHALL BE PROVIDED OF HAVING OBTAINED SLOPE RIGHTS UPON ADJACENT PROPERTY WHERE REQUIRED.
9. TREE DEPOSITS SHALL BE PAID IN ACCORDANCE WITH ORDINANCE NO. 1369 AND NO. 1587 OF THE CITY OF CHULA VISTA.
10. UTILITIES SHALL ALL BE UNDERGROUND. EASEMENTS TO BE PROVIDED AS NECESSARY.
11. SUBDIVIDER TO PROVIDE AND INSTALL APPROVED STREET LIGHT STANDARDS AND FIXTURES IN THE TYPE AND NUMBER APPROVED BY THE CITY ENGINEER.
12. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF CHULA VISTA LANDSCAPE MANUAL.
13. GRADING SHALL BE CONSTRUCTED IN ACCORDANCE WITH ORDINANCE NO. 1797 AS AMENDED BY ORDINANCE NO. 1877 OF THE CITY OF CHULA VISTA.
14. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE SAN DIEGO AREA REGIONAL STANDARD DRAWINGS AND THE DESIGN AND CONSTRUCTION STANDARDS OF THE CITY OF CHULA VISTA.
15. UTILITIES:
    SEWER -- CITY OF CHULA VISTA
    WATER -- SWEETWATER AUTHORITY (619-420-1413)
    TELEPHONE -- COX COMMUNICATIONS OR AT&T
    GAS & ELECTRIC -- SAN DIEGO GAS & ELECTRIC COMPANY
    CABLE T.V. -- COX COMMUNICATIONS OR TIME WARNER CABLE
16. SCHOOLS:
    ELEMENTARY -- CHULA VISTA ELEMENTARY SCHOOL DISTRICT
    HIGH SCHOOL -- SWEETWATER UNION HIGH SCHOOL DISTRICT
17. FIRE HYDRANTS TO BE INSTALLED PER SWEETWATER AUTHORITY STANDARD DRAWINGS 6, 7, AND 8.
18. PRESENT LAND USE -- COMMERCIAL AND PARKING LOT.
19. PRELIMINARY SOILS TESTS MADE BY: GROUP DELTA CONSULTANTS, INC. REFER TO PRELIMINARY GEOTECHNICAL ASSESSMENT UPDATE, MIXED-USE PODIUM BUILDING, 3RD AVENUE AND K STREET, CHULA VISTA, CALIFORNIA DATED MARCH 5, 2015.
20. GRADING SHOWN HEREON IS PRELIMINARY AND IS SUBJECT TO MODIFICATION AT FINAL DESIGN.
21. STORM DRAIN AND SEWER SHOWN HEREON IS PRELIMINARY AND IS SUBJECT TO MODIFICATION AT FINAL DESIGN.

LEGEND

EXISTING IMPROVEMENTS

ITEM — SYMBOL

- EXISTING CENTERLINE
- PROPERTY LINE/ TRW BOUNDARY
- EXISTING LOT LINE
- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING CURB & GUTTER
- EXISTING CURB RAMP
- EXISTING DRIVEWAY
- EXISTING BLOCK WALL
- EXISTING TREE
- EXISTING PALM TREE
- EXISTING TREE WELL
- EXISTING STREET LIGHT
- EXISTING PARKING LIGHT
- EXISTING CHAINLINK FENCE
- EXISTING SEWER MAIN
- EXISTING SEWER MANHOLE
- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT
- EXISTING ELECTRICAL LINE
- EXISTING GAS LINE
- EXISTING TELEPHONE LINE
- EXISTING CABLE LINE
- EXISTING TRAFFIC SIGNAL LINE
- EXISTING EASEMENT LINE
- EXISTING TRAFFIC SIGNAL LIGHT
- EXISTING STREET NAME SIGN AND TRAFFIC SIGN
- EXISTING TRAFFIC SIGN

PROPOSED IMPROVEMENTS

ITEM — SYMBOL

- PROPOSED 6" TYPE 'G' CURB & GUTTER
- PROPOSED CURB RAMP PER SDRSD SDG-132
- PROPOSED DRIVEWAY PER SDRSD SDG-163
- PROPOSED DOMESTIC WATER SERVICE PER SWEETWATER AUTHORITY STANDARD SPECS/DRAWINGS 1 THRU 2A
- PROPOSED FIRE SERVICE WITH BACK FLOW PREVENTION PER SWEETWATER AUTHORITY STANDARD SPECS/DRAWING 15-A
- PROPOSED IRRIGATION SERVICE WITH BACK FLOW PREVENTION PER SWEETWATER AUTHORITY STANDARD SPECS/DRAWING 15-B
- PROPOSED SEWER LATERAL
- PROPOSED FIRE HYDRANT PER SWEETWATER AUTHORITY STANDARD DRAWINGS 6, 7, AND 8.
- LANDSCAPE AREA/PLANTERS
- PROPOSED GARAGE OUTLINE
- PROPOSED SIDEWALK UNDERDRAIN-SDRSD D-27
- PARKING GARAGE
- BUILDING OUTLINE

100 0 100 200
SCALE IN FEET
GRAPHIC SCALE

REGISTERED PROFESSIONAL ENGINEER
LISA M. LEWECK
No. C54320
Exp. 12-31-2015
CIVIL
STATE OF CALIFORNIA

ENGINEER OF WORK

BY: ____________ DATE ________

Revision 1: 12/03/2015
Revision 2: 3/11/2016
Revision 3: 4/8/2016
Revision 4:
Revision 5:
Original Date: 06/17/2015

Sheet 1 of 3

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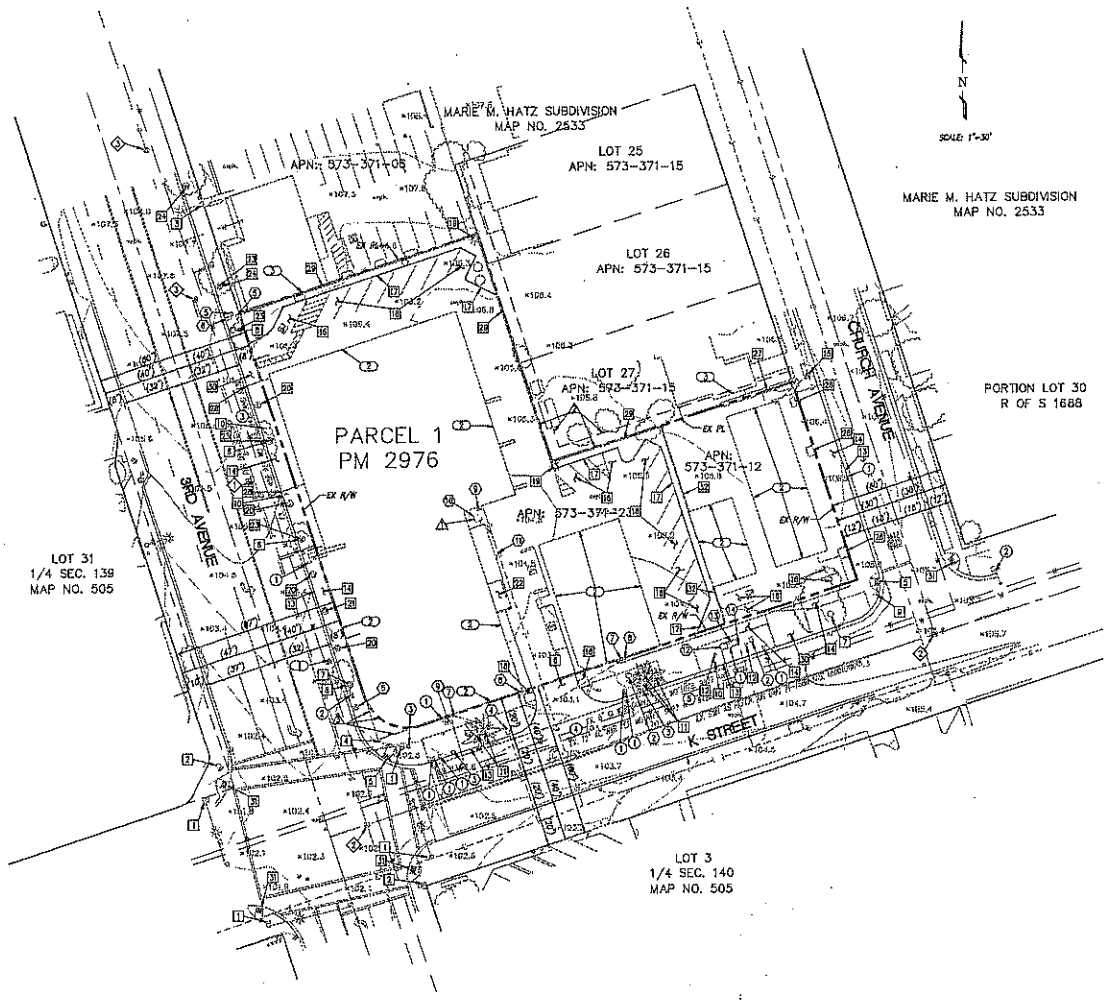
Z:\PROJECTS\0074 -- 3RD AND K -- CHULA VISTA\ENGR\PLANS\TENTATIVE MAP\0074-TM-SHT-01.DWG (04-08-16 11:42:23AM) Plotted by: User2



EXISTING CONDITION AND DEMOLITION PLAN
SCALE: 1"=30'

KEY NOTES

SEWER

1. EXISTING 4" SEWER PER DWG NO. 71-1560
2. EXISTING SEWER MANHOLE PER DWG NO. 71-1560
3. EXISTING SEWER FLUSH TANK PER DWG NO. 71-1560

WATER

1. EXISTING WATER METER TO BE REMOVED
2. EXISTING FIRE HYDRANT TO REMAIN
3. EXISTING 8" AC WATER MAIN PER WO'S 9422 AND 9426. LOCATION IS APPROXIMATE, NEED TO FIELD VERIFY (POTHOLES)
4. ABANDONED 8" CI WATER MAIN PER WO'S 9422 AND 9426. LOCATION IS APPROXIMATE, NEED TO FIELD VERIFY
5. EXISTING 12" AC WATER MAIN PER WO'S 9422 AND 9426. LOCATION IS APPROXIMATE, NEED TO FIELD VERIFY (POTHOLES)

SURFACE IMPROVEMENT

1. EXISTING TRAFFIC SIGNAL LIGHT TO REMAIN
2. EXISTING TRAFFIC SIGNAL POLE TO REMAIN
3. EXISTING STREET LIGHT (COBRA) TO REMAIN
4. EXISTING PEDESTRIAN BUTTON POLE TO REMAIN
5. EXISTING CURB RAMP (WITH TRUNCATED DOME) TO BE REMOVED AND REPLACED
6. EXISTING DRIVEWAY TO REMOVED AND REPLACED
7. EXISTING TREE TO BE REMOVED AND REPLACED
8. EXISTING TREE WELL TO BE REMOVED AND REPLACED
9. EXISTING STREET NAME SIGN AND TRAFFIC SIGN TO REMAIN
10. EXISTING TRAFFIC SIGN TO REMAIN
11. EXISTING PALM TREE TO BE REMOVED AND REPLACED
12. EXISTING BOLLARD TO REMAIN
13. EXISTING CURB AND GUTTER TO BE REMOVED AND REPLACED
14. EXISTING CONCRETE SIDEWALK TO BE REMOVED AND REPLACED
15. EXISTING POWER POLE TO REMAIN
16. EXISTING PARKING STALL TO BE REMOVED
17. EXISTING CURB TO BE REMOVED
18. EXISTING CURB RAMP (WITHOUT TRUNCATED DOME) TO BE REMOVED
19. EXISTING PARKING LIGHT TO BE REMOVED
20. EXISTING CONCRETE PATCH TO BE REMOVED
21. EXISTING ABANDONED TREE WELL TO BE REMOVED
22. EXISTING SHED TRASH ENCLOSURE TO BE REMOVED
23. EXISTING TREE TO REMAIN
24. EXISTING TREE WELL TO REMAIN
25. EXISTING DRIVEWAY TO REMAIN
26. EXISTING SHRUB TO BE REMOVED
27. EXISTING CHAINLINK FENCE TO REMAIN
28. EXISTING SIDEWALK UNDERDRAIN TO BE REMOVED
29. EXISTING BLOCK WALL
30. EXISTING DRIVEWAY TO BE REMOVED
31. EXISTING CURB RAMP TO REMAIN
32. EXISTING BLOCK WALL TO BE REMOVED

DRY UTILITIES

1. EXISTING SDG&E JOINT POLE TO REMAIN
2. EXISTING COMMUNICATION HANDHOLE TO REMAIN, ADJUST TO GRADE
3. EXISTING STREET LIGHT HANDHOLE TO REMAIN, ADJUST TO GRADE AS NEEDED
4. EXISTING SDG&E ELECTRICAL HANDHOLE TO REMAIN, PROTECT IN PLACE AND ADJUST TO GRADE
5. EXISTING COMMUNICATION VAULT TO REMAIN
6. EXISTING ELECTRICAL VAULT TO REMAIN
7. EXISTING ELECTRIC METER TO BE REMOVED
8. EXISTING COMMUNICATION PED TO BE RELOCATED
9. EXISTING GAS METER TO BE REMOVED
10. EXISTING SDG&E ELECTRICAL TRANSFORMER TO BE REMOVED
11. EXISTING SDG&E PRIMARY UNDERGROUND ELECTRIC TO BE REMOVED
12. EXISTING GAS METER TO REMAIN, PROTECT IN PLACE
13. EXISTING AT&T FIBER CABINET TO REMAIN, PROTECT IN PLACE
14. EXISTING ELECTRIC METER TO REMAIN, PROTECT IN PLACE

MISCELLANEOUS

1. EXISTING MONITORING WELL
2. EXISTING BUILDING TO BE REMOVED
3. EXISTING BUILDING TO REMAIN, PROTECT IN PLACE

EASEMENTS

A. ELECTRIC EASEMENT TO SAN DIEGO GAS AND ELECTRIC PER F/P NO. 74-177786 O.R. RECORDED ON 07-02-74 TO BE QUIT CLAIMED
B. 6-FOOT UTILITIES EASEMENT PER MAP NO. 2533
C. GRANTED DEED TO THE CITY OF CHULA VISTA FOR STREET PURPOSES PER F/P NO. 74-238758 O.R. RECORDED ON 09-03-74

WATER LATERAL ABANDONMENT INFORMATION

STREET	MATERIAL	SIZE	LATERAL #	METER SIZE
3RD	COPPER	3/4"	8102	5/8"
K	COPPER	1"	28477	N/A
K	COPPER	3/4"	10132	5/8"
K	COPPER	3/4"	8826	5/8"
K	COPPER	3/4"	10374	5/8"
K	COPPER	3/4"	10373	5/8"
CHURCH	COPPER	1"	22170	5/8"

GRAPHIC SCALE
30 0 30 60
SCALE IN FEET

ENGINEER OF WORK
BY: _____ DATE: _____

Revision 1: 12/03/2018
Revision 2: 3/21/2018
Revision 3: 4/8/2019
Revision 4: _____
Revision 5: _____
Original Date: 06/17/2015

Sheet 2 of 3

KETTLER LEWECK ENGINEERING
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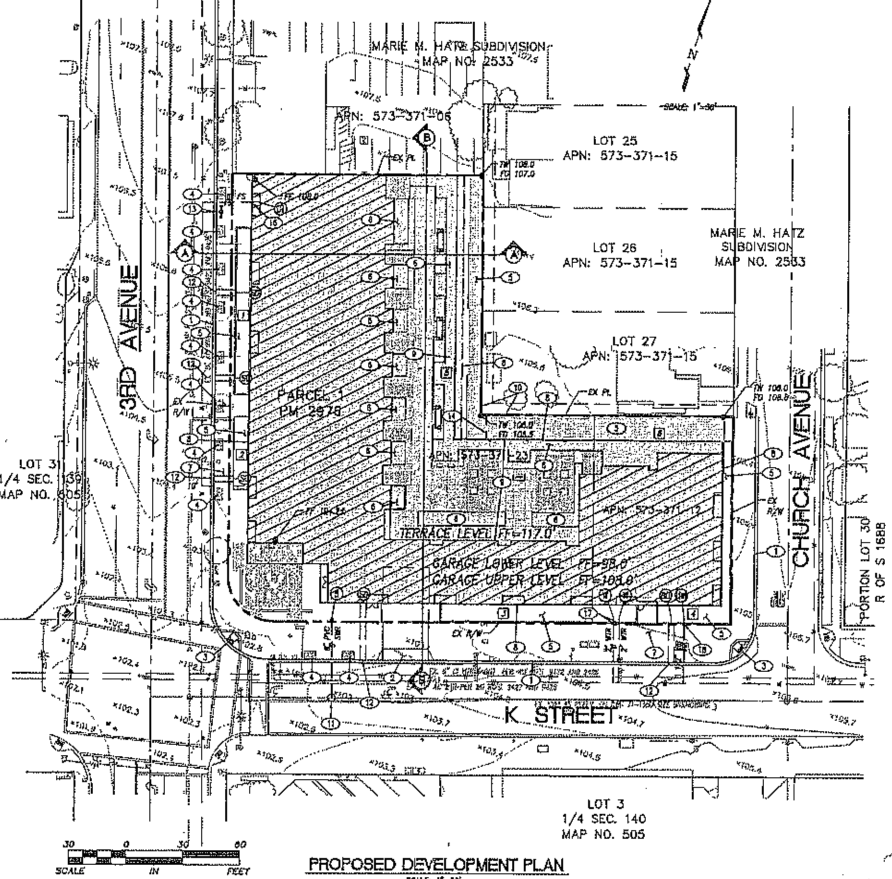

PROPOSED DEVELOPMENT PLAN

SCALE: 1"=30'

OFFSITE DRAINAGE NOTES

1. STORMWATER RUN-ON FROM THE COMMERCIAL PROPERTY TO THE NORTH (APN 573-371-06) SHALL BE CONVEYED THROUGH THE PROJECT SITE AND DISCHARGED TO THE PUBLIC RIGHT-OF-WAY. TREATMENT OF THE STORM WATER IS NOT REQUIRED.
2. STORMWATER RUN-ON FROM THE RESIDENTIAL PROPERTY TO THE NORTH (APN 573-37-15) DOES NOT CURRENTLY ENTER THE PROJECT SITE DUE TO THE EXISTING BLOCK WALL. A STORM DRAIN STUB WILL BE CAPPED AT THE PROPERTY LINE AND WILL ONLY BE USED IF THE BLOCK WALL IS REMOVED IN THE FUTURE.

MISC. UTILITY NOTES

1. UTILITY TRENCHING AND RESTORATION WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE PER CVCS-3&4.
2. UTILITY SIZES ARE APPROXIMATE AND WILL BE FINALIZED DURING FINAL ENGINEERING AND/OR THE PUBLIC IMPROVEMENT PLAN.

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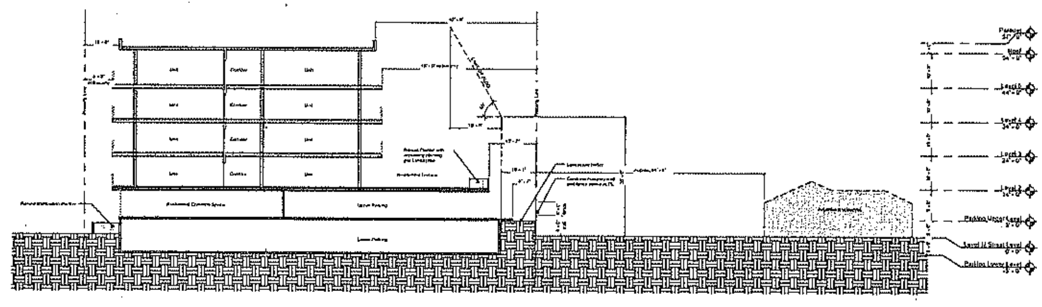
CONSTRUCTION KEY NOTES

1. PROPOSED CURB & GUTTER (SDRSD G-3)
2. PROPOSED 24' DRIVEWAY (CVCS-1B)
3. PROPOSED CURB RAMP (CVCS-25)
4. PROPOSED TREE AND TREE GRATE
5. PROPOSED RAISED PLANTER/LANDSCAPE AREA AT STREET LEVEL
6. PROPOSED RAISED PLANTER/LANDSCAPE AREA AT LEVEL 2
7. PROPOSED 10' SIDEWALK (INCLUDING 2' NOT WITHIN R/W) (SDRSD G-7)
8. PROPOSED GARAGE OUTLINE
9. PROPOSED RESIDENTIAL TERRACE
10. PROPOSED RETAINING WALL (MAX RETAINING HEIGHT 2.5'±)
11. PROPOSED SEWER MANHOLE (SDRSD S-2)
12. PROPOSED SIDEWALK UNDERDRAIN (SDRSD D-27)
13. PROPOSED 6" FIRE HYDRANT PER SWEETWATER AUTHORITY STANDARD DWGS. 6, 7, AND 8.
14. PROPOSED CAPPED STORM DRAIN LINE. SEE OFFSITE DRAINAGE NOTE #2.
15. PROPOSED SEWER CLEANOUT PER SDRSD SC-01.
16. PROPOSED PRIVATE 8" FIRE SERVICE, REDUCED PRESSURE DETECTION ASSEMBLY PER SWEETWATER STANDARD DRAWING 15-A.
17. PROPOSED DOMESTIC WATER SERVICE PER SWEETWATER STANDARD STANDARD SPECS AND DRAWINGS 1-2A.
18. PROPOSED IRRIGATION SERVICE PER SWEETWATER STANDARD STANDARD SPECS AND DRAWING 15-B.

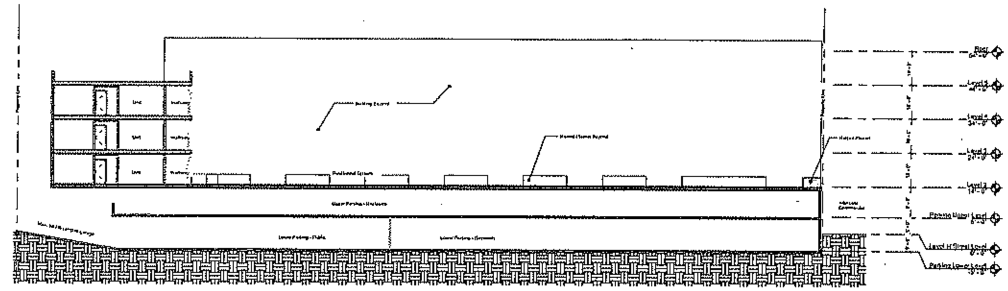
BMP SIZING INFORMATION			
NO.	LOCATION (LEVEL)	REQ'D AREA	PROVIDED AREA
1	STREET LEVEL	468 SF	590 SF
2	STREET LEVEL	273 SF	274 SF
3	STREET LEVEL	805 SF	867 SF
4	STREET LEVEL	251 SF	661 SF
5	PODIUM	716 SF	2001 SF
6	STREET LEVEL	650 SF	813 SF

INFORMATION BASED ON THE PROJECT'S STORM WATER QUALITY MANAGEMENT PLAN. QUANTITIES SUBJECT TO CHANGE DURING FINAL ENGINEERING.



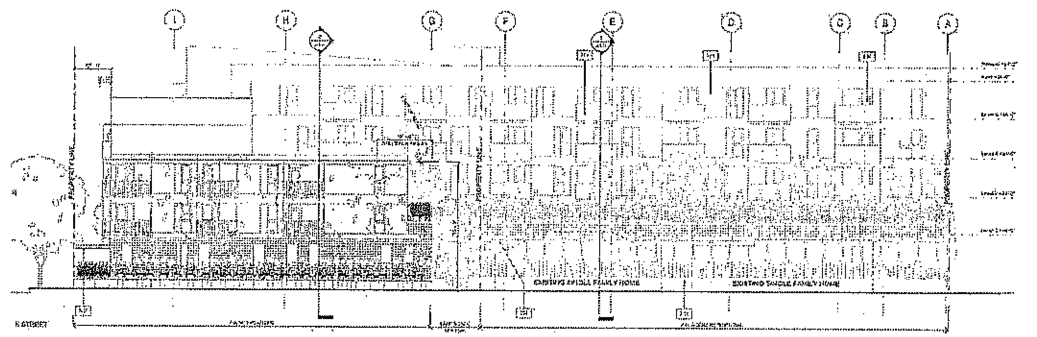
SECTION A-A

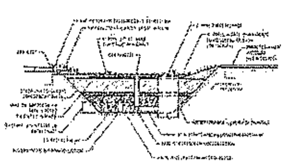
NOT TO SCALE



SECTION B-B

NOT TO SCALE





TYPICAL BIOFILTRATION BMP

NOT TO SCALE
NOTE: BMP DESIGN MAY BE MODIFIED SLIGHTLY DURING FINAL ENGINEERING

REGISTERED PROFESSIONAL ENGINEER
LISA M. LEWECK
No. C54320
Exp. 12-31-2016
CIVIL
STATE OF CALIFORNIA

ENGINEER OF WORK

BY: ______________ DATE ________

Revision 1: 12/03/2015
Revision 2: 3/11/2016
Revision 3: 4/8/2016
Revision 4:
Revision 5:
Original Date: 08/17/2015

Sheet 3 of 3

X:\PROJECTS\0074 - 3RD AND K - CHULA VISTA\ENGR\PLANS\TENTATIVE MAP\0074-TM-SHT-03.DWG (04-08-16 11:48:51AM) Plotted by: User2

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LEED v4 for Building Design and Construction: Multifamily Midrise

Project Checklist

Project Name: Vista del Mar Preliminary
Date: 03/28/16

Y	?	N			
			Credit	Integrative Process	2

13	2	0	Location and Transportation		15
			Prereq	Floodplain Avoidance	Required
				PERFORMANCE PATH	
			Credit	LEED for Neighborhood Development Location	15
				PRESCRIPTIVE PATH	
	1		Credit	Site Selection	8
	1		Credit	Compact Development	3
2			Credit	Community Resources	2
2			Credit	Access to Transit	2

4	3	0	Sustainable Sites		7
			Prereq	Construction Activity Pollution Prevention	Required
			Prereq	No Invasive Plants	Required
2			Credit	Heat Island Reduction	2
2	1		Credit	Rainwater Management	3
	2		Credit	Non-Toxic Pest Control	2

5	7	0	Water Efficiency		12
			Prereq	Water Metering	Required
				PERFORMANCE PATH	
5	7		Credit	Total Water Use	12
				PRESCRIPTIVE PATH	
			Credit	Indoor Water Use	6
			Credit	Outdoor Water Use	4

19	18	0	Energy and Atmosphere		37
			Prereq	Minimum Energy Performance	Required
			Prereq	Energy Metering	Required
			Prereq	Education of the Homeowner, Tenant or Building Manager	Required
15	15		Credit	Annual Energy Use	30
	1		Credit	Efficient Hot Water Distribution	5
	2		Credit	Advanced Utility Tracking	2

7	2	0	Materials and Resources		9
			Prereq	Certified Tropical Wood	Required
			Prereq	Durability Management	Required
1			Credit	Durability Management Verification	1
	2		Credit	Environmentally Preferable Products	5
			Credit	Construction Waste Management	3

12	6	0	Indoor Environmental Quality		18
			Prereq	Ventilation	Required
			Prereq	Combustion Venting	Required
			Prereq	Garage Pollutant Protection	Required
			Prereq	Radon-Resistant Construction	Required
			Prereq	Air Filtering	Required
			Prereq	Environmental Tobacco Smoke	Required
			Prereq	Compartmentalization	Required
2			Credit	Enhanced Ventilation	3
	1		Credit	Contaminant Control	2
2	1		Credit	Balancing of Heating and Cooling Distribution Systems	3
	3		Credit	Enhanced Compartmentalization	3
2			Credit	Enhanced Combustion Venting	2
1			Credit	Enhanced Garage Pollutant Protection	1
2			Credit	Low Emitting Products	3
	1		Credit	No Environmental Tobacco Smoke	1

3	3	0	Innovation		6
			Prereq	Preliminary Rating	Required
	3		Credit	Innovation	5
1			Credit	LEED AP Homes	1

3	1	0	Regional Priority		4
1			Credit	Regional Priority: Specific Credit	1
1			Credit	Regional Priority: Specific Credit	1
1			Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1

66	42	0	TOTALS	Possible Points:	110

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110

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STUDIO E
ARCHITECTS

2258 First Avenue
San Diego, California 92101
T 619.235.9262 F 619.235.0522

Project Memorandum

DATE: March 28, 2016
PROJECT: 14118 Vista del Mar
TO: Miguel Tapia, City of Chula Vista
FROM: Maxine Ward, Studio E Architects
SUBJECT: Preliminary LEED narrative
COPIES TO: File

MEMORANDUM:

Please review the narrative below in conjunction with the Preliminary LEED checklist (attached)

Location and Transportation

Floodplain avoidance – Prerequisite
The proposed development is not within a flood plain

Site Selection:
The proposed development utilizes a previously developed lot (4 points) and is considered infill development (2 points) and is located within an existing street network (1 point)

Compact Development:
The proposed development provides more than 55 Dwelling units/ acre (2 points)

Community Resources:
The proposed development is within ½ mile walking distance to more than 12 community uses such as supermarkets, community-serving retail, community services such as banks, civic and community facilities. 2 points are anticipated.

Access to Transit:
The proposed development is within 1/4 mile walking distance of a bus stop (Routes 929 and 704). The number of points is dependent on the minimum daily transit service based on the number of trips. 2 points are anticipated. At least 1 point will be obtained.

Sustainable Sites

Construction activity pollution prevention – Prerequisite
The proposed development will comply with local, state and federal regulations with regards to controlling soil erosion, waterway sedimentation and airborne dust during construction.

No invasive plants – Prerequisite
The proposed development will not use any invasive plant species

Heat Island Reduction:
The proposed development will have more than 75% of hardscape and roof surfaces either shaded or shall be of a light-colored, high-albedo material or vegetation covered (2 points)

Rainwater management:
The proposed development will utilize low-impact development (LID) techniques to minimize the amount of stormwater that leaves the site. By utilizing planters on roofs and at grade, infiltration planters and permeable paving, we anticipate 65-79% of the total lot area will comply (2 points)

Non-toxic pest control:
It is not anticipated that the project will attempt these 2 points at this time.

Water Efficiency

Water metering – Prerequisite
The proposed development will install a water submeter for each unit and residents will be aware of their individual water use.

Total water use:
The proposed development will utilize high efficiency plumbing fixtures and water efficient landscaping irrigation and drought tolerant plants. Of the 12 available points for this credit we anticipate obtaining 5 points by reducing overall indoor and outdoor water use by 30% over baseline.

Energy and Atmosphere

Minimum energy performance – Prerequisite
The proposed development will be 5% better than the baseline energy performance rating based on ASHRAE Standard 90.1-2010, as shown via a whole-building energy simulation. The development will be commissioned using Energy Star protocols or a prescriptive path.

Energy metering – Prerequisite
The proposed development will have an electric submeter for each unit and residents will be aware of their individual energy use.

Education of homeowner or tenant – Prerequisite
The developer shall create an operations and maintenance manual and provide to all tenants outlining the energy efficient features of their home.

Annual energy use:
Of the 30 available points for this credit we anticipate obtaining 15 points by improving the building's energy performance by 20% over baseline (ASHRAE 90.1-2010)

Efficient hot water distribution system:
The proposed development shall be designed with an energy efficient hot water distribution system based on maximum pipe length requirements or maximum pipe volume limits (2 points). In addition insulation will be provided on all domestic hot water piping (2 points)

Advanced utility tracking:
It is not anticipated that the project will attempt these points at this time.

Materials and Resources

Certified Tropical Wood – Prerequisite
The use of tropical wood in the building is not anticipated.

Durability Management – Prerequisite
The proposed development will take required interior moisture control measures such as water resistant flooring at kitchens and bathrooms, drain and drain pan at washers.

Durability Management Verification:
The development will be inspected to ensure compliance with each measure relating to durability management (1 point)

Environmentally preferable products:
Out of the total of 5 points available, the proposed development anticipates achieving 3 points through the use of local production such as aggregate and sand for concrete and through the use of reclaimed, bio-based FSC certified or recycled materials

Construction waste management:
The proposed development will reduce total construction waste 60% below the baseline by recycling materials and diverting from landfills (3 points)

Indoor Environmental Quality

Ventilation – Prerequisite
The proposed development will provide a whole-unit ventilation system that complies with ASHRAE Standard 62.2-2010

Combustion venting – Prerequisite
Any combustion appliances will be vented to the exterior, such as fireplaces, if they occur. Carbon monoxide sensors will be provided in each unit.

Garage Pollutant Protection – Prerequisite
All air-handling equipment and ductwork serving residential units shall be placed outside the garage envelope. Shared surfaces between the garage and residential units shall be tightly sealed.

Radon-Resistant Construction – Prerequisite
Since the proposed residential development is above a garage level, the development is inherently resistant to the transfer of radon gas from the soil to the occupants.

Air Filtering – Prerequisite
MERV 8 air filters shall be used at recirculating air conditioning systems per ASHRAE 62.2-2010

Environmental Tobacco Smoke – Prerequisite
The proposed development will prohibit smoking in all common areas. Any exterior designated smoking areas, including balconies where smoking is permitted, will be located at least 25 feet from entries, outdoor air intakes, and operable windows opening to common areas.

Compartmentalization – Prerequisite
Each residential unit will be compartmentalized from another to minimize air leakage between units by sealing penetrations, weatherstripping doors. Units shall be tested to demonstrate compliance.

Enhanced Ventilation:
The proposed development will utilize an occupancy sensor or delay timer or automatic humidistat controller or a continuously operating exhaust fan at the dwelling unit bathrooms to control the exhaust fan (1 point) Each dwelling unit will have a balanced whole-house ventilation system per ASHRAE 62.2-2010 and will not exceed the standard by more than 10% (2 points)

Contaminant Control:
The proposed development will have a pre-occupancy flush of the systems and air testing.

During construction all permanent ducts and vents will be sealed to minimize contamination from construction and upon completion of construction will be flushed with fresh air (0.5 points). Air testing will be performed at the end of construction to ensure that contaminants do not exceed maximum allowed levels (0.5 points)

Balancing of Heating and Cooling Distribution Systems
The proposed development will test supply air flow and pressure balance the ductwprk and HVAC system within each residential unit (2 points)

Enhanced Compartmentalization
It is not anticipated that the project will attempt these points at this time.

Enhanced Combustion Venting
The proposed development meets the requirements of this credit by not installing any fireplaces of wood stoves (2 points)

Enhanced Garage Pollutant Protection
The proposed development will provide an exhaust fan on controls within the multi-car garage per ASHRAE 62.2-2010 (1 point)

Low Emitting Products
The proposed development will use products for interior paints and coatings, flooring, insulation and adhesives and sealants that have been tested and found compliant with the California Department of Public Health Standard Method V1.1-2010, using CA Section 01350,Appendix B, New Single-Family Residence Scenario, for emissions testing guidance (3 points)

No Environmental Tobacco Smoke
It is not anticipated that the project will attempt these points at this time.

Innovation

Preliminary Rating - Prerequisite
Design and construction team will conduct a preliminary LEED meeting in the early stages of design to confirm and document LEED goals.

Innovation:
The proposed development anticipates receiving 2 points for innovation for measures such as green cleaning program, acoustical performance, solid waste management policy, green building education. Specific measures to be determined.

LEED AP Homes:
The project team will include a professional who is LEED AP Homes accredited (1 point)

Regional Priority

The proposed development anticipates receiving 3 additional points for credits which have a regional priority.

END OF MEMORANDUM

LEED v4 for Building Design and Construction: Multifamily Midrise

Project Checklist

Project Name: Vista del Mar Preliminary
Date: 03/28/16

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Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

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Date: June 22, 2016

To: Planning Commission of the City of Chula Vista

Via: Kelly Broughton, Director of Development Services

From: Miguel Z. Tapia, Senior Planner

Subject: Comment Letter from Ms. Evelyn Heidelberg/Mr. Earl Jentz on Vista del Mar Project

On April 15, 2016, City staff received a letter from Ms. Heidelberg with the law firm of Crosbie Gliner Schiffman Southhard & Swanson, LLP on behalf of Mr. Jentz (Authors) with a series of comments on the proposed Vista del Mar development project at 795 Third Avenue (Project). A copy of the letter is attached to this memorandum. The letter contains a set of comments on various aspects of the Project, including the proposed building's Floor Area Ratio (FAR), compliance with development regulations, consistency with design guidelines, and the applicability of California Environmental Quality Act (CEQA) provisions. The nature of the comments indicates that the Authors are opposed to the Project and that approval of the Project should be denied by the Planning Commission. This memorandum is in response to the comments in the letter and is being forwarded to the Planning Commission in conjunction with the City staff report to which it is attached.

The comment letter consists of fourteen pages of text and is generally divided into seven sections denoted by roman numerals. Section I is a Summary of Issues; Sections II thru VII contain a detailed description of each of those issues, although the issues summarized do not necessarily concur with the issues that are detailed in the rest of the Sections. Following is a list of the Sections of the letter with an abbreviated version of the Authors comments/issues that are discussed in each of the seven Sections.

I. Summary of Issues/FAR/Compounding Calculations
II. Project fails to comply with NTCD Provisions
III. Projected Build-Out Scenario in UCSP
IV. Degree of Public Benefit from increased FAR
V. Compounding of FAR
VI. Development Exemption should not be granted because it does not advance purpose of the development exemption provisions
    Introduction
    Project offers little in design
    Findings cannot be made to support exemption
VII. Streamlined review of the Application under CEQA will not suffice

Following are City staff responses to the comments in the letter; the responses are provided in the same order as the Sections and issues listed in the letter.

SECTION I. SUMMARY OF ISSUES

Review of the letter reveals that the Authors base their comments on outdated drafts of the Project plans, which have already been revised. The Project plans were revised by the Applicant in response to City and Residents' comments in November 2015, February 2016 and April 2016. The Authors start the Summary by discussing and speculating on the "compounding" calculation of the building FAR and include elaborate calculations on the building square footage and FAR based on outdated numbers.

The referred "compounding" calculation is not being used by the Applicant nor City staff, and the references to it on the first page of the Project plans have been removed. The first proposed approximate 50% increase in FAR, which is being requested through the provision of three amenities, is calculated by simply multiplying the site area by each of the amenities' percentage allowed (see Urban Core Specific Plan Chapter VI, Urban Amenities Table). The allowed increase in FAR through the provision of three amenities is 50%. Following are the calculations based on the Project's latest specifications:

- Project site area: 45,738 sq. ft.
- Net building area: 91,345 sq. ft.
- Total proposed building FAR: 1.997 = 2.0 (Total requested FAR increases include Urban Amenities & Development Exception)
- Proposed amenities and corresponding percentage increase in FAR are as follows:
    - Parking – 10% (4,574 sq. ft.)
    - Public Plaza – 10% (4,574 sq. ft.)
    - LEED Gold Certification – 30% (13,721 sq. ft.)

Total Amenities percentage and building square footage = 50% and 22,869 sq. ft.

The letter makes reference on Page 2 to an "unexplained deviation" of building square footage and speculates that the Applicant is requesting an exemption. There is nothing "unexplained" concerning the Applicant's request; the Applicant is requesting an exception of an additional approximate 50% increase in FAR above the Urban Amenities increase discussed above. The request is indicated on the first page of the Project plans along with all the Project specifications. The Applicant's request for an additional approximate 50% increase in FAR is based upon a Development Exception and brings the total building FAR to approximately 2.0 (see Urban Core Specific Plan Chapter VI, Section I, Development Exceptions). The request for an exception, as well as the request for an increase in the FAR based on the provision of amenities, is based on the aforementioned policies of the Urban Core Specific Plan (UCSP), which provide incentives to enhance the quality of life within the Urban Core by encouraging pedestrian friendly design, urban amenities, beautification, sufficient parking, mixed-uses, affordable housing, and access to public transit, parks, community facilities, and social services.

SECTION II. THE APPLICATION DOES COMPLY WITH THE NTCD REQUIREMENT THAT BUILDING DESIGN BE COGNIZANT OF ADJACENT LOW DENSITY USES AND AVOID BALCONIES OVERLOOKING REAR YARDS

The Authors' contention that the proposed Project does not meet the Neighborhood Transitioning Combining Districts (NTCD) requirements is incorrect. The NTCD provisions are intended to make sure that the design of projects addresses the issues associated with having taller structures adjacent to single-family areas. The proposed Project not only meets all the building setback requirements of the UCSP but also its design is cognizant of the adjacency of the single-family residences. The Project has been designed to address issues of privacy and security. To accomplish this, the building structure been designed to be farther away from the property line and the adjacent residences than the minimum requirement of the NTCD. The UCSP requires 10-foot setbacks from the northern and eastern property lines. The distance between the building and the eastern property line is 47 feet, while the distance between the building and the two closest houses is approximately 115 feet. The distance between the second floor terrace and the eastern and northern property lines are approximately 20 feet on both sides. The distance between the building that runs along K Street and the property line of the first house on the north side is 20 feet, while the building's distance to the actual house is 24 feet. Also, the Project has been designed to have two landscape buffers between the building/second floor terrace and the single-family homes, which are intended to block as much of the views from the building as possible. One landscape buffer is located along the property line and has a width of 10 to 13 feet and the other is located at the edge of the second floor terrace and has an approximate width of 13 feet. The building separation and the landscape buffers will address privacy issues associated with the balconies.

While the NTCD provisions note to "avoid balconies," they are not intended to prohibit balconies. On the contrary, balconies are encouraged by the UCSP design guidelines for mixed-use, multi-family buildings. While the NTCD provisions read that balconies be avoided, it is actually the issues potentially raised by the use of balconies that should be addressed; in the case of the Project the issue raised is privacy. Balconies are important design and functional elements of the Project. The UCSP provisions for multi-family projects encourage the use of balconies and other features to achieve quality building design. One of those provisions reads as follows:

> *"Three dimensional design features, such as balconies and bays should be incorporated into the building design."*

Balconies serve to provide building facade articulation and interest, and they serve to provide usable open/recreational space. Building façade articulation and interest are important elements for a project such as this one, which is part of an urban setting where the building architecture intends to improve the faces of the area and become a new architectural landmark. Balconies are also important as a source of private recreational space in an urban setting. The Chula Vista Municipal Code allows balconies to be used as open space toward meeting the Code's requirement for private and common open space. The provision of this type of recreational space as part of multi-family residential projects contributes toward meeting the demand for public

recreational facilities, particularly in the western part of the City. While balconies remain as part of the proposed building elevations, the design issue (particularly privacy) associated with them has been avoided through the building separation from the residential properties and by creating landscape buffers. Thus, the project is consistent with the NTCD provisions.

In this same Section, following up with their assertion that the Project does not comply with the NTCD provisions related to balconies, the Authors of the letter assert that three of the findings for granting an exception cannot be made. The error of this assertion is found in the assumption that the Project does not comply with the NTCD criteria. As discussed above, the Project complies with the NTCD requirement related to balconies because the intent of the NTCD provisions is not to prohibit balconies (nor the second floor terrace) but to make sure that the Project is designed to be cognizant of and address potential issues related to balconies, such as privacy. As indicated previously, the Project design addresses the issue of privacy by distancing the building, and thus the balconies, from the Single-family residences and establishing two rows of landscape buffers. Contrary to the Authors' assertion that the findings cannot be made, the findings for the FAR exception can be made and have indeed been made (see below). Another problem with the assertion that the findings for an exception cannot be made is that the Authors wrongly tie the findings, particularly the first and fourth findings (see below), to the single issue of non-compliance with the NTCD provisions. The first finding is related to the implementation of the goals and objectives of the General Plan and UCSP, which are in turn related to the encouragement and development of mixed use projects which will contribute to the creation of a vibrant environment within the District, with thriving businesses, attractive housing, entertainment, cultural and recreational activities. The General Plan and UCSP goals and objectives are more related to how the Project as a whole, with a variety of features, contributes to achieve those goals and objectives or how the Project does "not adversely affect the goals and objectives."

The four findings and their substantiating statements are contained in the Planning Commission Report and Resolutions, and are also incorporated herein in summarized form. The four findings for an exception along with their substantiating statements are as follows:

The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.

The proposed development will comply with all other regulations of the Specific Plan.

The proposed development will incorporate one or more of the Urban Amenities Incentives in Section F - Urban Amenities Requirements and Incentives, of this chapter.

The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.

In regard to the first finding, the Project as proposed does not adversely affect the General Plan and Specific Plan. The Project actually implements those goals and objectives by providing a mixed use residential/commercial use at the Corner of Third Avenue and K Street. The intent of the General and Specific Plans is to facilitate and encourage development and improvements that will help realize the community's vision for the Urban Core area. The Urban Core and the C1 District are envisioned to be vibrant, forward-thinking but respectful of its past and alive with thriving businesses, attractive housing and entertainment, cultural and recreational activities. The Urban Core Vision aims to create a uniquely identifiable Urban Core for Chula Vista that is an economically vibrant, pedestrian-oriented and multi-purpose destination. The Project would redevelop the subject Site, which currently has buildings that were built in the 1950's and are in need of replacement, with a residential and commercial Project. The Project will provide multi-family housing in this area of Chula Vista and will bring families and social and economic activity to the area. Those families would take advantage of and support the commercial base along Third Avenue, which provides a variety of goods and services in close proximity to the Project. More residents would contribute to create an active and vibrant atmosphere along Third Avenue as envisioned by the General Plan and the UCSP. The proposed public plaza at the corner of Third Avenue and K Street with art and furniture will provide an amenity that will activate the street and create opportunities for civic engagement. The wider and furnished sidewalks along Third Avenue and K Street will contribute to activate the street and create a pedestrian-safe and friendly environment.

In regard to the second finding, the project complies with all other development standards and regulations of the Specific Plan (except for FAR for which a valid exception is being requested by the Applicant). The building has a height that varies from 34 feet along K Street and a height of 57 feet along Third Avenue (the building parapets and elevator shaft achieve a height of 60 feet, which is the maximum permitted by the UCSP). The project provides all the required parking on-site and enclosed within the building structures in the underground and first floor levels, and provides 14 additional parking spaces for guests and residents. Open space and landscaped areas are also provided in excess of the minimum required.

The building form respects the properties in the adjacent R-1 Zone to the north and east of the Site along Church Avenue by locating the second floor terrace and balconies as far away as possible from the property lines (a distance that ranges between 20 and 115 feet), and provides substantial screening by landscaping the perimeter of the structure. The 3 to 5-story building structure was designed to place most of the bulk and mass along Third Avenue and K Street, and as far as possible from the property lines of the single-family homes. As required in the NTCD regulations, the building also steps back from the adjacent residential properties and along Church Avenue, resulting in a reduced building mass and height near the residential properties and distancing the building as much as possible from the residential properties.

In regard to the third finding, the project incorporates the following three Urban Amenities elements (see Urban Core Specific Plan Chapter VI, Urban Amenities Table):

- All required parking (on-site and enclosed), plus fourteen resident and guest parking spaces beyond the spaces required by the UCSP;

- Public outdoor space in the form of a plaza (approximately 1,700 square-feet in area) with an art feature and furniture located at the corner of the building and Third Avenue and K Street, just outside the commercial suite; and

- LEED Gold Certification with a variety of elements and amenities to reduce global warming and enhance the natural environment.

Each of these amenities is more fully described and analyzed in the Planning Commission Staff Report.

Regarding the fourth finding, the additional FAR of 0.5 is appropriate for this location because it would allow the Project to comply with the goals and objectives of the General Plan and Specific Plan related to bringing a mixed use project with sufficient residential units and community amenities to provide housing, activate the street and support the existing commercial base. The C1 District is currently characterized by having mostly retail and office uses. While there are approximately five properties in the District with residential uses, these properties only represent about 4% of the total District area. General Plan policy calls for additional residential development within the C1 District to support the existing and future commercial development. The Project's FAR of 2.0 is appropriate for an urban mixed use development and is in line with development trends elsewhere in the Urban Core area. The maximum building height is 5 stories along the Third Avenue elevation (60' high as allowed by the C-1 zone) and 3 stories along the K Street elevation. This building configuration places the most mass and bulk along the Third Avenue and K Street's elevations, away from the existing low density residential. The Applicant has revised the Project and has taken measures to reduce the building mass and address community concerns without reducing the viability of the project. Furthermore, the form-based nature of the UCSP ensures that the proposed development emphasize the importance of site design and building form (which last many years) over numerical parameters such as FAR (which are likely to change over time). The proposed development creates a people activated, urban corner that contributes to the city's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character.

SECTION III. IN ANALYZING THE APPLICANT'S REQUEST FOR BONUS AWARDS OF FAR, STAFF DID CONSIDER THE PROJECTED BUILD-OUT THAT WOULD OCCUR IF ALL THE BONUS PROVISIONS ALLOWABLE UNDER THE URBAN AMENITIES INCENTIVES PROGRAM WERE ACTUALLY AWARDED

The comments in this section are related to a potential scenario under the UCSP projected build-out. This section of the letter provides an intricate analysis of a build-out scenario that is highly speculative, and not instructive in assessing whether a bonus award should be granted. The build-out scenario, as described in the UCSP, is used to analyze and evaluate the potential development impacts resulting from the full implementation of the projected development within

a specific period of time (approximately 20 years). In this long-term context, the implementation of one project cannot be used to speculate on the implementation of the UCSP's projected build-out. At the same time, the results of such a speculative analysis cannot be used to assess and evaluate a single project, particularly at this early stage of the UCSP implementation. The analysis in the letter assumes a scenario where the projected development takes place in a vacuum without the dynamic interaction that projects go through during the various phases of project development and implementation. The analysis also assumes a scenario without changes in the economy and adjustments to the UCSP vision, goals and policies. In other words, the Authors wrongly assume that a certain number of projects will continually be developed independently of economic cycles and physical changes in the Urban Core. They also assume that during the next twenty-five years the UCSP will remain un-evaluated and un-revised. To respond to this point and to dispute the Authors' attempted analysis based on static type model assumptions, it is important to see what actually has happened during the past nine years in the life of the Urban Core and implementation of the UCSP.

The UCSP was adopted by the City Council in March of 2007. Since then, the regional and Chula Vista economy have gone through a massive recession (2008-2012), which for a period of time stopped all land development and negatively affected the economy. The economy and land development activity have had a very slow recovery since then. Development within the Urban Core is a clear illustration of this process. Since 2007 the City Council and/or Planning Commission have approved 11 development projects (commercial and residential) within the UCSP area: four mixed-use projects; one retail market; one gas station/mini mart remodel; three restaurants; a medical clinic and a liquor store. Of those projects only one mixed-use project has been constructed (33 residential units and 1,253 square-feet of office space). Other projects that have been implemented are the gas station, the liquor store and the restaurants. Also, since 2007, the UCSP has been evaluated and revised twice (2011 and 2015) by the Planning Commission and City Council. The physical and economic conditions of the City's Urban Core, as well as the life of the UCSP, have not been static nor linear. It is a mistake to use a static type analysis, which is intended to estimate the potential environmental and infrastructural impacts and mitigation under CEQA for a "most-case" scenario, to evaluate the merits of a single project today. Contrary to what the Authors of the letter say, it is not instructive to compare the proposed project with a static, long-term build-out scenario.

In order to insure that development proposed under the UCSP does not have negative impacts or exceeds the capacity of the infrastructure, the City uses a variety of measures. The City has in place a project review process to evaluate every development proposal prior to issuance of a building permit. This process involves environmental review pursuant to CEQA requirements, design review pursuant to established development regulations and design guidelines and infrastructural requirements. This is a very detailed process that is used to insure that every project avoids or mitigates any potential impacts to the environment; it is also used to make sure that every project complies with regulations and guidelines; and that every project contributes its share of infrastructure and that said infrastructure is provided prior to the completion of the project.

The proposed Vista del Mar Project is an example of the described review process in action. The Project plans were submitted to the City in June 2015, and have been thoroughly reviewed by staff pursuant to the established review process. The Project went through environmental review, design review, and infrastructural review. A report (and this response letter) has been prepared for the Planning Commission as part of its consideration of the Project, and it includes a lengthy description and analysis of the Project. Two resolutions have also been prepared that include findings and determinations on the Project, as well as a lengthy list of conditions of approval.

The City also consistently monitors physical, economic, and land development activity and conditions within the Urban Core to evaluate the changes and requirements of the area as those conditions change. The City consistently monitors public facilities and infrastructure for compliance with established threshold standards. Since 1988, the city of Chula Vista has monitored a dozen threshold standards for compliance, including drainage, sewer, traffic, water, and emergency response times, as well as schools, libraries, and the fiscal condition of the City. The city's Economic Development Department monitors the economic conditions of the City, the San Diego region, and the Nation in order to see how the economy is changing and how those changes might affect different economic sectors and areas of the City. This information is used to develop strategies to encourage economic activity and promote investment and development projects. The Development Services Department routinely monitors the conditions of land development of western Chula Vista; this information serves to make changes in the processes, regulations and requirements on development consistent with the new conditions. The input of the community, as expressed in their own vision and needs, is also used to calibrate the processes, regulation and requirements.

Lastly, the City uses the information collected from the monitoring to modify the established regulations and processing. For example, the UCSP, as well as other specific plans throughout the City, are updated at different intervals. State Law requires that a specific plan "may be amended as often as deemed necessary by the legislative body." This is a constant practice that is embedded in the City's processes and is consistently implemented. For example and as indicated previously, the UCSP has been amended twice since its adoption; once in 2011 and then again in 2015. These amendments were intended to respond to changes in the economy and development activity in the area. They were also intended to calibrate the UCSP regulations in the context of the little development activity that has taken place during and after the last recession.

Another error in the Authors' analysis is the Authors' confusion and mixing of the concepts of FAR and Density. The Authors use the two concepts interchangeably and do not appear to recognize the differences between them. In the context of project development pursuant to the UCSP, FAR is simply the relationship between the site area and the net building area, while Density is a relationship between the site area and the number of residential units that can be accommodated in the building and site. FAR is related strictly to the building's mass and bulk, while density is related to number of units per acre. The problem with the Authors' analysis, particularly in their projected calculations, is that they use the FAR to project the number of units that could be built under a given scenario. The fallacy of this is that FAR is not a reliable metric

for density (that is the number of units to be built), because a given FAR may result in different residential unit scenarios, depending on the type and size of residential units that are being built. A given FAR may result in different number of units if, for example, the units are studios, 1-bedroom, 2-bedroom, 3-bedroom, etc.; the larger the units the lower the number of units that is achieved in the same FAR. At the same time, different FAR's may achieve the same number of units (Density) depending on unit type and size. The main point of this response is that a higher FAR does not necessarily result in more units. Therefore, the use of FAR that the Authors make to calculate a given scenario is misleading and leads to the wrong assumptions and determinations.

SECTION IV. THE STAFF REPORT ON THE APPLICATION DOES EVALUATE THE DEGREE OF PUBLIC BENEFIT PROVIDED BY THE PROPOSED PROJECT AND BASES ITS RECOMMENDED PERCENTAGE INCREASE IN FAR ON THAT ANALYSIS

The UCSP establishes requirements and provides incentives in exchange for the provision of urban amenities by a given project. These requirements and incentives are provided in order to achieve certain amenities or design provisions that will enhance the quality of life within the Urban Core. These requirements and incentives are expressed in terms of increases in FAR that a project may realize. Contrary to what the Authors of the letter say, the increase in FAR is not granted automatically to the Project, but rather it is evaluated on a case by case basis and is subject to approval by the Planning Commission. The evaluation and discretionary approval is based on the level of enhancement and benefit provided by each of the amenities. As discussed above, there are three amenities being provided by the Project, as follows:

- All the required parking is provided on-site and parking is enclosed within the structure;
- An approximately 1,700 square-foot Outdoor Space/Plaza (approximately 41' x 43') provided with art/furniture at the corner of Third & K Street; and
- LEED Gold Certification for the building.

The amenities have been evaluated by staff and have been found to be beneficial to the project and the community. Further, staff has determined that the characteristics and added value of the amenities deserve the full awarded FAR increase as listed in the Table of Amenities in the UCSP. Following is a brief discussion as to how each of the amenities contributes to the enhancement of the quality of life within the Urban Core. The parking amenity is seen as a positive addition to the Project because it benefits the Project and the surrounding neighborhood by providing all the parking on-site and enclosed within the building, and by providing 14 spaces beyond those required by the UCSP. Based on the UCSP Urban Amenities Table, the on-site and enclosed parking receives a 10% increase in FAR (4,574 sq. ft. of building area). Providing all the required parking on-site plus 14 additional spaces for guests and residents contributes to minimize on-street parking demand. Additionally, the 14 additional parking spaces are

equivalent to approximately 10% of the total parking required (142 spaces) by the UCSP for the Third Avenue District C1.

The second amenity, the Outdoor Space/Plaza, has an area of approximately 1,700 square-feet and will be furnished with tables, chairs, and landscape materials such as palm trees and shrubs. A central feature will be a water fountain or an artistic sculpture. The Plaza is located outside the building and adjacent to the corner and represents a valuable outdoor public space that is accessible to and can be used by the building residents, customers of the commercial suite or by the general public. This feature will offer a passive recreational space for people to congregate and interact, and create neighborhood activity. The UCSP Urban Amenities Table assigns a 10% increase in FAR for the implementation of Public Parks and Plazas. The Plaza represents a public benefit and a positive addition to the Project, which is considered an appropriate justification for the 10% increase in building FAR.

In regards to the third amenity, the Project has been designed to incorporate architectural and construction features that would qualify the project to apply for and achieve Leadership in Energy and Environmental Design (LEED) Gold Certification when it is built. LEED is a building certification program associated with the US Green Building Council and the LEED program provides a means of verifying that a building or a group of buildings were designed and built in a way that would improve energy savings, water efficiency, indoor environmental quality, and CO2 emissions reduction. LEED-certified buildings are resource efficient. They use less water and energy and reduce greenhouse gas emissions. Based on the UCSP Urban Amenities Table, LEED Gold Certification would allow for an increase in building FAR by 30%. Granting the 30% increase in building FAR is justifiable because the certification will insure that the Project has been designed and will be built in a way that will improve energy savings, water efficiency, indoor environmental quality, and CO2 emissions reduction. The Project will therefore conform to the goals and objectives of the General Plan and UCSP by being environmentally sensitive, save resources, create less waste and pollution, and contribute to a healthier environment and community.

SECTION V. THERE IS NO BASIS IN THE UCSP TO ALLOW FOR COMPOUNDING OF FAR BONUSES FOR AMENITIES

As indicated in the first section of this memorandum, compounding is not being used to calculate additional FAR for the Project. The references to the "compounding" calculation in the first page of the Project plans have been removed. The proposed increase in FAR through the provision of three amenities is simply calculated by multiplying the site area by each of the amenities' percentage allowed. The base site area and the proposed amenities and their corresponding percentage increase in FAR to be awarded are as follows:

- Project site area: 45,738 sq. ft.
- Parking – 10% (4,574 sq. ft.)
- Public Plaza – 10% (4,574 sq. ft.)
- LEED Gold Certification – 30% (13,721 sq. ft.)

SECTION VI. A DEVELOPMENT EXCEPTION TO THE FAR LIMIT PERMITTING A FAR OF APPROXIMATELY 2.0 SHOULD BE GRANTED BECAUSE THE APPLICATION DOES ADVANCE THE PURPOSE OF THE DEVELOPMENT EXCEPTION PROVISION, AND THE REQUIRED FINDINGS CAN BE MADE

The Authors of the letter divide Section VI into three sub-sections. The first is titled as Introduction, although the comments made here are related to the proposed project FAR, which is one more repetition of the same theme discussed in the previous sections. This sub-section describes once again the Project numbers related to the FAR and argues that the FAR increase should not be granted. This sub-section ends with the statement that the project "does not offer much if anything in the way of innovative design," which is elaborated in the next sub-section of the letter. Sub-section B discusses some of the UCSP design guidelines and the Authors argue that the Project architecture does not meet the guidelines. Sub-section C of the letter argues that the required findings for granting the exemption to the FAR limits cannot be made.

City staff has reviewed the Project's architecture in relationship to the applicable design guidelines listed in the UCSP, which is a normal practice and a review requirement of every project. Staff has provided in the Staff Report to the Planning Commission a full discussion/response on how the Project meets those guidelines. Staff has also provided in the Staff Report and Resolutions each of the findings that must be made in order to grant the exemption and has described how each of the findings is made. The response to the design guidelines and the exemption findings are included below.

UCSP Design Guidelines

In addition to the development standards and regulations listed in the C1 District, the UCSP also contains a variety of design guidelines, the purpose of which is to guide the design and development of projects pursuant to the objectives and policies of the General Plan and the UCSP. The UCSP's design guidelines for the C1 District focus primarily on promoting quality and diversity of new commercial and residential development, and safe and efficient parking and circulation. The proposed Project was analyzed based on the applicable design guidelines that are listed below and are followed by a statement indicating how the Project is consistent with each of the guidelines.

> *"Encourage new development that maintains a healthy interaction with the major street and surrounding uses by minimizing harmful external effects and providing strong transit, automobile, and pedestrian connections."*

The proposed Project is consistent with this guideline because it relates directly to the Third Avenue and K Street frontages and strongly interacts with the commercial corridor. The Project creates a people activated, urban corner that contributes to the City's goal of "Complete Streets." The Project enhances the public realm by being placed next to the street, through direct access onto the street, and by the improved streetscape design and individual building character. The Project's placement of most of its mass and bulk next to the street and away from the adjacent

neighboring residences, creates an appropriate separation (ranging from 20 feet to 59 feet to the property lines) that respects privacy and minimizes shade, noise and other potential externalities. The Project also provides a strong connection with pedestrians along the sidewalks, and public transit and the automobile by its placement along Third Avenue and K Street. The building is close (10 ft.) to the street and the uses on the first floor, such as the residential fitness center, lobby and elevator space, residential lounge space, and commercial space, relate to and activate and connect effectively to the street. The future residents will also have easy and quick access to Bus Route 929 on Third Avenue, which will connect them to other Bus Routes and Trolley Stations. The vehicle entry into the garage on K Street is located away from the intersection and provides access for residents, guests and commercial customers without creating traffic issues on the street.

> *"New development in the Corridors District should consider the area's scale and character and demonstrate sensitivity to surrounding uses by limiting building massing, providing project amenities such as landscaping, seating, and plazas, and screening parking and equipment areas."*

> *"Additional setback areas and upper floor setbacks are encouraged when commercial and residential areas are adjacent to each other and employ landscaping to screen parking lots from adjacent residential uses and streets."*

The building structure has been designed to incorporate large setbacks that create significant distance from the neighboring properties (ranging from 20 feet to 59 feet at the property lines and 24 feet and up to 115 feet from actual houses) and limit the potential intrusion into their backyards. The fifth and fourth floors on the wing located along K Street have been removed and reduced, respectively, to lower the mass and bulk and create more separation from the adjacent residences. As such the building structure is closest to the Third Avenue and K Street frontage to create more activity and vibrancy on the street thus promoting more pedestrian activity, as envisioned by the General and Specific Plans.

All parking is contained on-site and enclosed in the ground and first floors of the building structure. The perimeter around the parking is heavily landscaped by a combination of trees and shrubs on planters and on the ground in order to maximize screening between the building and the single-family residences. This landscape planter (with a width of 13 feet) extends along the north and east property line. Also, the east and north perimeter of the second floor terrace is fully landscaped (with a 13 foot wide landscape planter) to provide additional screening between the building and the single-family residences.

The building is sited, designed and treated such that the intensity of the building mass is in the most appropriate location along the Third Avenue commercial corridor and as far away as possible from the adjacent single family properties. By being next to the Third Avenue and K Street commercial corridor, the Project creates a people activated, urban corner that contributes to the City's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character. By being located along the western and

southern areas of the site, the building structure minimizes the shade effect over the residences, particularly during the winter solstice. The Project is sensitive to and responds to the nearby residential neighborhood's concerns by stepping down the building mass and using balconies and awnings to articulate the building façade and create more presence along the streets.

> *"Upper floor balconies, bays, and windows should be provided that overlook the street, enliven the street elevation, and communicate the residential function of the building."*

> *"Consideration should be given for privacy relative to adjoining properties. Orient buildings and decks to maximize views while preserving the privacy of the surrounding neighbors."*

Balconies and windows are an integral part of the building structure. Balconies are an important architectural element and their projection beyond the building wall is used to create articulation and variety along the building walls. They are also an important functional element in that they, as well as the second floor terrace, serve as recreational open space for the residents. The concerns of the neighbors related to views from the balconies and terrace into their backyard and homes and a potential loss of privacy are addressed by the Project by stepping down the building mass and distancing the structure from the residential properties as much as possible. The balconies along the east building elevation are approximately 47 feet from the property line, while the balconies along the north elevation are approximately 58 feet from the property line. The second floor terrace is approximately 13 feet from the property line, but along its perimeter is a 6 to 13-foot planter that creates additional distance between people on the terrace and the property line. This planter will have a variety of landscape materials such as trees and shrubs to further screen views to and from the neighboring yards and homes from the project. The Project has been designed in response to the neighbors' concerns and to strike a balance between the neighbors' respect for privacy and the Project's need to contain all the elements of a well-organized and articulated building.

> *"The physical design of facades should utilize such techniques as: Break or articulation of the façade; vertical and horizontal offsets to minimize large blank walls and reduce building bulk; significant change in facade design; placement of window and door openings; and position of awnings and canopies."*

The architecture of Vista del Mar is contemporary and it intends to provide a new urban face to development in this part of Chula Vista. The project relates to its location on the Third Avenue commercial corridor by creating a people activated urban corner that creates street activity and enhances the public realm through improved streetscape design and individual building character. The building elevations are well articulated by a variety of elements. The view of the building from the corner of Third and K shows the elevations that divide the building into four smaller parts, a 5-story portion with a plaster finish along Third Avenue, a 5-story corner portion with different materials and sloped roof line, a 4-story portion with plaster finish along K and a 3-story portion along Church with a more residential roofline with overhanging eaves at the balconies.

The clean, contemporary lines of the building are a deliberate design direction. The materials will have a finely grained texture. The sand finish plaster will provide a predominately neutral texture and color and will be juxtaposed by the randomly seamed pre-finished metal panel cladding at the building corner element. The building mass is punctuated by recessed vertical elements such as the stair and elevator tower, which are highlighted in an accent color and which break up the roof line. Balconies are both recessed into and project out from the building wall providing shadow and articulation to the building façade. Windows are vertically oriented, full height and are recessed in the building wall. The windows are distributed in an off-set pattern within the plaster wall and in a regular pattern within the metal clad wall. The façade will be enlivened by various window awning types including a L shaped sheet metal shroud and a horizontal awning with diagonal support kickers.

Shade and Shadow

Residents to the north and east of the Project Site have expressed concerns regarding the potential of the project to cast shadows on their properties, and block out sunlight for a significant portion of time. The Project plans include a shade and shadow study (Sheet A5.0 of the plans in Attachment 9 of the staff report). This study looks at the best and worst case scenarios based upon summer and winter solstice. The shade/shadow analysis examines summer and winter shading conditions between Sunrise and Sunset for the 34 to 60 feet-high structure. It shows where shade from the proposed structure falls over the neighboring properties as the sun moves through the sky from morning to evening. According to the shade/shadow analysis, no urban development within the Project vicinity would be permanently shaded. As can be seen on the winter shading exhibit, shadowing during the winter months would create increased shading on the commercial office immediately to the north and residential properties to the northeast of the structure. During winter months, shadowing would occur in a northwest to northeast direction throughout the day. During noon, the commercial office building and part of the first house would be shaded on the worst case winter solstice exhibit. The most severe shading during the Winter Solstice would occur during the evening. Shading would be less during all other times of the year. The summer solstice exhibit (best case) shows very little shadowing cast onto adjoining properties.

Findings for an Exemption to the limits on FAR

The Development Exemptions section of the UCSP authorizes the Planning Commission to grant exemptions in the FAR limits to projects in order to encourage a variety of land uses that are pedestrian and environmentally friendly and encourage innovative design. This is the basis for the Applicant's requests for an exemption for a 50% increase in building FAR; this is also the basis for staff's recommendation to the Planning Commission to grant said request. It is staff's position that the FAR increase will advance the UCSP provisions and that the required findings can be made as follows:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*

The goals and objectives of the General Plan and Specific Plan are not adversely affected by the proposed 0.5 increase in FAR. On the contrary, the Project as proposed implements the General Plan and Specific Plan by providing a mixed use residential/commercial use at the Corner of Third Avenue and K Street. The intent of the General and Specific Plans is to facilitate and encourage development and improvements that will help realize the community's vision for the Urban Core area. The Urban Core and the C1 District are envisioned to be vibrant, forward-thinking but respectful of its past and alive with thriving businesses, attractive housing and entertainment, cultural and recreational activities. The Urban Core Vision aims to create a uniquely identifiable Urban Core for Chula Vista that is an economically vibrant, pedestrian-oriented and multi-purpose destination. The proposed Project meets the goals and objectives because it brings improvements and community benefits to an area of Third Avenue which is currently under-performing and not living up to the stated vision of the Specific Plan. This Project has the potential to spur additional development along the Third Avenue corridor with additional community and economic benefits. The proposed Project provides wide sidewalks and a public plaza that will create a pedestrian-friendly environment and foster civic engagement in a multi-purpose environment. The building mass and form allows the Project to have the number of residential units and the associated parking, landscaping, recreational spaces and other features that provide a multi-purpose environment and activities to meet the goals and objectives of the General and Specific Plans.

2. *The proposed development will comply with all other regulations of the Specific Plan.*

As indicated in the Development Standards table in the staff report to the Planning Commission, the project complies with all other development standards and regulations of the Specific Plan. The building has a height that varies from 34 feet along K Street and a height of 57 feet along Third Avenue (the building parapets and elevator shaft achieve a height of 60 feet, which is the maximum permitted by the UCSP). The project provides all the required parking on-site and enclosed within the building structures in the underground and first floor levels, and provides 14 additional parking spaces for guests of the residents. Open space and landscaped areas are also provided in excess of the minimum required.

The building form respects the properties in the adjacent R-1 Zone to the north and east of the Site along Church Avenue by locating the second floor terrace and balconies as far away as possible from the property lines, and provides heavy screening by landscaping the perimeter of the structure. The 3 to 5-story building structure was designed to place most of the bulk and mass along Third Avenue and K Street, and as far as possible from the property lines of the single-family homes. As required in the NTCD regulations the building also steps back from the adjacent residential properties along Church Avenue, resulting in a reduced building mass and height near the residential properties, as well as, distancing the Project as much as possible from the residential properties.

The UCSP's Special Provisions for the NTCD indicate that "Building design shall be cognizant of adjacent low density uses and avoid balconies overlooking rear yards." The intent of this provision is not to do away with balconies but rather to address their potential effects on privacy.

The building design is cognizant of and sensitive to the adjacent residential uses by distancing the structures from the adjacent property lines by as much as 49 to 59 feet. Also, dense and tall landscape materials have been provided along the east and north perimeter to screen the homes from direct view of the balconies. While the NTCD provisions indicate that balconies be avoided, balconies are important design and functional elements of the UCSP and the Project. In fact, the UCSP provisions for multi-family projects encourage the use of balconies and other features to achieve quality building design. One of those provisions is the following:

"Three dimensional design features, such as balconies and bays should be incorporated into the building design.

Balconies serve to provide building facade articulation and interest, and they serve to provide usable open/recreational space. Building façade articulation and interest are important elements for a project such as this one, which is part of an urban setting where the building architecture intends to improve the face of Third Avenue and become a new architectural landmark. Balconies are also important as a source of recreational space in an urban setting because they provide recreational space on site. While balconies remain as part of the building elevations, the design issues (particularly privacy) associated with them have been avoided through the described Project features.

3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in Section F - Urban Amenities Requirements and Incentives, of this chapter.*

The Project incorporates the three amenities listed above, which are: all required parking (on-site and enclosed); public outdoor space in the form of plaza with art feature and furniture; and LEED Gold Certification. Additionally, the Project includes other amenities and community benefits as follows:

As indicated previously, the Project will provide fourteen parking spaces that exceed the parking regulations and provide guest parking spaces within the parking garage. The proposed Project will provide a community landmark at the Site in the form of a public art mural on the north facing wall of the building. The mural will not only serve as a piece of art that will complement the building's architecture, it will also serve as a landmark that may be used to identify this new building in this area of Third Avenue, since no other art pieces like this exist now. Per the community input received at the Second Neighborhood Meeting, the mural could reflect the history of Chula Vista or important historical events in the City's past and looking towards the future.

The enhanced street improvements for the Project include a widened sidewalk along Third and K Street, new paving, street trees in grates, and street furniture such as benches, trash cans and planters. Additionally, this residential development will provide more options for clean, safe, energy efficient and modern housing for the Chula Vista workforce. These 71 dwelling units will put more people on Third Avenue to support the small businesses located there and to create a more pedestrian-friendly street atmosphere.

4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

The additional FAR of 0.5 is appropriate for this location because it would allow the Project to comply with the goals and objectives of the General Plan and Specific Plan related to bringing a mixed use project with sufficient residential units and community amenities to provide housing, activate the street and support the existing commercial base. The C1 District is characterized by having mostly retail and office uses. While there are about five properties in the District with residential uses, these properties only represent about 4% of the total District area. General Plan policy calls for additional residential development within the C1 District to support the existing and future commercial development. It has been estimated by staff that the appropriate residential acreage that could potentially be developed within the District based on the General Plan policy is approximately 40% of total area. That percentage would be translated into approximately 21 acres. The proposed Project FAR of 1.99 (91,019 sq. ft.) represents approximately 9.5% of the total potential residential capacity within the C1 District.

The Project's FAR of 1.99 is appropriate for an urban mixed use development and is in line with development trends elsewhere in the Urban Core area. The maximum building height is 5 stories along the Third Avenue elevation (60' high as allowed by the C-1 zone) and 3 stories along the K Street elevation. This building configuration places the most mass and bulk along the Third Avenue and K Street's elevations, away from the existing low density residential. The Applicant has revised the Project and has taken measures to reduce the building mass and addressed community concerns without reducing the viability of the Project. Furthermore, the form-based nature of the UCSP ensures that the proposed development emphasize the importance of site design and building form (which last many years) over numerical parameters such as FAR (which are likely to change over time). The proposed development creates a people activated, urban corner that contributes to the city's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character.

SECTION VII. STAFFS REVIEW OF THE APPLICATION UNDER CEQA IS SUFFICIENT BECAUSE IT IS CONSISTENT WITH THE DEVELOPMENT DENSITY ESTABLISHED BY THE UCSP

The Authors wrongly assume a certain environmental review process and speculate on an incorrect CEQA determination. The Authors state in their letter that staff utilized CEQA Guidelines section 15183, a streamlined CEQA process for projects that are consistent with existing zoning and a community plan. The Authors' contention is misplaced. Staff reviewed the proposed Project for compliance with the CEQA and determined that the proposed Project was adequately covered in the previously adopted Urban Core Specific Plan Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR 06-01, certified by the Chula Vista City Council in May 2007. Staff determined that only minor technical changes or additions to FEIR 06-01 were necessary and because none of the conditions described in CEQA Guidelines section 15162 calling for the preparation of subsequent documents have occurred,

staff was able to prepare an Addendum to FEIR 06-01 pursuant to CEQA Guidelines section 15164, not CEQA Guidelines section 15183, as the Authors so stated. In addition, staff could have utilized CEQA Guidelines section 15182, Residential Projects Pursuant to a Specific Plan, to take advantage of a streamlined CEQA process, but chose not to do so, and as such, prepared the Addendum to more fully disclose any new potential significant environmental impacts, of which there were none.

Attachment:

Exhibit A – Hildenberg/Jenz Comment Letter

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April 15, 2016

VIA E-MAIL (RZumwalt@chulavistaca.gov)

Mr. Richard Zumwalt, AICP
Development Services Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Re: Vista Del Mar/ Project # DR15-0015; PCS15-006

Dear Mr. Zumwalt:

On behalf of our client, Balboa Equity Capital, Inc., we are providing comments on the above-referenced project application ("Application"), as revised by the applicant's submittal to you dated March 10, 2016.

I. SUMMARY OF ISSUES

The fundamental concern with the Application is that the FAR requested exceeds by 95 percent that which is authorized by the base FAR for the C-1 Third Avenue South Neighborhood Transition Zone:

Base floor area allowed under C-1: (FAR 1.0) and lot size:	45,213 s.f.
Maximum FAR bonuses from Urban Amenities Table:	
-- 10 percent FAR increase if parking is provided onsite:	4,521 s.f.
-- 10 percent FAR increase for public outdoor space:	4,521 s.f.
-- 30 percent FAR increase for LEED Gold:	13,564 s.f.
Total floor area (base plus maximum for three bonuses):	67,820 s.f.
PROPOSED PROJECT FLOOR AREA:	88,323 s.f.
DISCREPANCY:	20,503 s.f.
PROPOSED PROJECT FAR:	1.95

Part of the 20,503 square foot discrepancy between the proposed project's floor area and the authorized floor area under C-1 plus maximum bonuses under the Urban Amenities Table is purportedly accounted for by correspondence from the applicant to the City, in which the applicant asserts a right to the cumulative calculation of each bonus, such that maximum FAR from the first bonus is added to the base FAR, and that enhanced base FAR is used as the basis for calculation

of the second bonus, and so on. By this unauthorized cumulative approach to calculating the bonus FAR, the applicant claims an additional 3,299 square feet:

67,820 s.f.
3,299 s.f.
71,119 s.f.

Even with the unauthorized additional floor area claimed by the applicant due to compounding of the calculations of three bonus awards, there is an unexplained deviation of 17,204 square feet of floor area (88,323 s.f. minus 71,119 s.f.). We assume that the applicant is seeking a Development Exception from the FAR standard to authorize the additional 17,204 (or properly calculated, 20,503) square feet of floor area. (UCSP, VI-54.) Such a Development Exception should not be granted, for the reasons set forth below.

In addition to the excessive FAR for a project abutting a single-family residential neighborhood that is to be protected by the Neighborhood Transition Combining District designation, we offer the following comments which should be addressed in the staff report to the Planning Commission:

1. The Application fails to comply with an express requirement of the Special Provisions for Neighborhood Transition Combining Districts, in that it would include a large second-floor terrace and 28 units with balconies and eight units with patios, all of which overlook the rear yards and homes of adjacent single-family residences. As such, the Application cannot be approved because it is inconsistent with the UCSP and its implementing zoning regulations.

2. In analyzing the Application's request for FAR bonus awards, the UCSP expressly requires consideration of the projected build-out that would occur if all the bonus provisions allowable under the Urban Amenities Incentives program were actually awarded. We submit that this analysis must conclude that the requested 50 percent increase in FAR, if applied to all other properties within the 690-acre Urban Core Subdistrict Areas, would result in land use intensities exceeding by several factors the assumed maximum levels of residential, retail, and office development in the Urban Core Specific Plan and EIR. Such analysis should conclude with a recommendation to deny the requested 50 percent FAR bonus award, although some lower level of bonus award may be justified.

3. In preparing a recommendation to the Planning Commission regarding how much FAR bonus should be granted for each of the Urban Amenities, the staff report must evaluate the degree of public benefit provided by the proposed project. We submit that the public benefit provided by the urban amenities proposed in the Application

does not warrant a 50 percent increase in FAR, although some lesser increase in FAR may be justified.

4. There is absolutely no basis in the UCSP for the Application's assumption that the City may add an award of FAR bonus to the proposed project's FAR, which then becomes the base for calculation of another award of FAR for an additional amenity. This sort of compounding of permitted FAR would result in an unwarranted additional seven (7) percent increase in the proposed project's FAR.

5. On top of the requested 50 percent FAR bonus sought by the Application for inclusion of three amenities, and the wholly unsupported seven percent FAR bonus that would result if FAR bonus awards were compounded as described in #4 above, the Application apparently seeks a Development Exception to the FAR limit, so as to permit a total project FAR of 1.95, or almost double the base FAR in the applicable C-1 zone of 1.0. We submit that the required findings to support such an exception cannot be made, because (1) the proposed development will adversely affect the goals and objectives of the UCSP, (2) will not comply with all applicable regulations of the UCSP (including but not limited to the requirement that balconies overlooking rear yards of abutting single-family homes must be avoided so as to ensure that building design is cognizant of adjacent low density areas), and (3) the exception is not appropriate for the location and will not result in a better design or greater public benefit than could be achieved through conformance with the UCSP development regulations. The bulk and mass of the project as proposed is simply too extreme a deviation from the base FAR of 1.0, particularly where the project is located in a Neighborhood Transition Combining Area.

6. The City may not rely on provisions of CEQA allowing streamlined environmental review for projects consistent with applicable plans, because as set forth above the Application does not propose a project that is "consistent" with the density standard expressed for the parcel in the UCSP. (*See* 14 Cal. Code Regs. § 15183(a); *see also* Pub. Res. Code § 21083.3(c)). Accordingly, preparation of a subsequent EIR would be necessary in order to comply with CEQA.

These issues are discussed in the following sections.

II. THE APPLICATION FAILS TO COMPLY WITH THE NTCD REQUIREMENT THAT BUILDING DESIGN BE COGNIZANT OF ADJACENT LOW DENSITY USES AND AVOID BALCONIES OVERLOOKING REAR YARDS

The UCSP establishes special regulations for Neighborhood Transition Combining Districts ("NTCDs") "to ensure that the character of zones within the Specific Plan area will be

compatible with and will complement surrounding residential areas." (UCSP, VI-40.) The C-1 zone, in which the proposed project is located, is an NTCD. (*Id.*) One of the express "Requirements" of the NTCD is as follows:

> 2. Requirements
>
> ...
>
> g. Building design shall be cognizant of adjacent low density uses (i.e., avoid balconies overlooking rear yards.

Id., VI-40-41.

To be clear, this is an express ***requirement*** of the zoning that is an integral part of the UCSP; it is not a mere ***guideline***, such as the Design Review Guidelines found elsewhere in the UCSP.

The Application proposes a total of 28 balconies and eight patios that overlook rear yards of adjacent single-family uses, as well as a second-floor terrace that suffers from the same building design defect. Specifically, there are six east-facing balconies (three each on the second and third floors) at the east end of the proposed project, less than five feet from the west side of Church Street right-of-way, which balconies face east, overlooking single-family residences and rear yards of these residences. And there is one unit on the third floor which in a prior version of the Application had a north-facing balcony, which in the latest version has a west-facing balcony. This shift of the orientation of the balcony, however, does not eliminate the intrusion on the privacy of those living in the single-family residences on the west side of Church Street, apparently approximately 20 to 25 feet from the property line, because the occupants of the unit will still be able to look north into the yards and homes of those single-family residences when the occupants are using the balcony. In addition, there are 21 east-facing balconies (seven each on the third, fourth and fifth floors) that directly overlook the single-family homes and rear yards of those residences on the west side of Church Street. These balconies are as close as 47 horizontal feet and are located on a recessed east-facing portion of the building. Also, there are seven east-facing patios just below those balconies. Finally, there is a large second-floor terrace that faces both east and north, with views facing into the rear yards of single-family homes on the west side of Church Street. From the portion of the terrace facing east, only 13 feet and seven inches separates the edge of the terrace from a rear yard of a single-family home. From the portion of the terrace facing north, only 13 feet and one inch separates the edge of the terrace from the yard of a single-family residence. The applicant apparently asserts that trees to be planted in containers at the edge of the terrace will mitigate the violation of the requirement that building design be cognizant of adjacent low density uses, but the trees will mitigate the ability of those in the abutting single-family residences to view users of the plaza from the yards of the single-family homes, but will not impede the ability of the residents of the 71 units (and their guests) using the terrace to look into the yards and homes of the adjacent single-family residences.

The fact that the specific example of how that ***requirement*** – that building design be cognizant of adjacent low density uses – is to be implemented – by avoiding balconies overlooking rear yards – is being violated by the Application makes the inconsistency with this requirement all the more obvious and egregious.

The only way that the Application could be approved with the 36 balconies or patios, plus the terrace, overlooking adjacent single-family homes is if the Planning Commission were to authorize Development Exceptions from the above-cited requirement to ensure that building design be cognizant of adjacent low density uses by avoiding balconies and other features that overlook rear yards. We submit that three of the four the findings that are required to be made if a Development Exception is to be granted could not be made in this instance. Specifically, the finding could not be made that the proposed development will not adversely affect the goals and objectives of the UCSP and the General Plan. (UCSP, VI-54.) As cited above, the NTCD establishes special regulations "to ensure that the character of zones within the Specific Plan area will be compatible with and will complement surrounding residential areas." (*Id.* at VI-40.) Having residents of 71 units overlooking the yards of, and into the homes of, single-family residences located in some cases just a few yards away can hardly be considered to be consistent with the goals and objectives of the UCSP and in particular the purpose of the NTCD's special regulations. The second required finding to grant a Development Exception – that the proposed development will comply with all other regulations of the Specific Plan – cannot be made, for two reasons: the Application calls for a near doubling of the applicable FAR limit of 1.0. With respect to the inability of the required findings to be made for the increased FAR, see Section VI. below. Finally, the fourth finding required to authorize an exception cannot be made, namely, that the exception that would allow the residents of 71 units, either from their private balconies or patios or from the terrace that is part of the common area of the complex, to overlook the yards and into the homes of adjacent single-family residences is "appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the UCSP development regulations." (UCSP, VI-54.)

III. IN ANALYZING THE APPLICATION'S REQUEST FOR BONUS AWARDS OF FAR, STAFF MUST CONSIDER THE PROJECTED BUILD-OUT THAT WOULD OCCUR IF ALL THE BONUS PROVISIONS ALLOWABLE UNDER THE URBAN AMENITIES INCENTIVES PROGRAM WERE ACTUALLY AWARDED

The UCSP makes it clear that "[t]he amount of bonus awards Chula Vista will make available should take into account the projected build-out that would occur if all of the bonus provisions allowable under the program were actually awarded." (UCSP, VI-48.) This can only refer to projected build-out under the UCSP, which is assumed to occur over 20 to 25 years after adoption of the UCSP in 2007, or by 2027 to 2032. (UCSP, II-2.) Buildout is assumed as follows: a net increase of 7,100 multi-family dwelling units; a net increase of 1.0 million square feet of

retail space, a net increase of 1.3 million square feet of office space, and a net increase of 1.3 million square feet of visitor-serving uses within the UCSP Subdistricts area. (UCSP, II-2.)

If we assume that 80 percent of the 690 acres comprising the UCSP Subdistricts Area is intended to be the subject of infill or redevelopment at higher densities during the build-out periods, and those 552 acres were to be developed with the three amenities proposed by the Application – parking within the building (for up to a 10 percent increase in FAR), LEED gold (for up to a 30 percent increase in FAR), and public open space (for up to a 10 percent increase in FAR) – then the resulting intensity of land use would be 50 percent greater than is contemplated in the UCSP or in its EIR. This assumption does not take into account additional density bonuses that may be granted for projects which provide affordable housing, or FAR waivers that are available for preservation and maintenance of features of historic structures or projects which include community or human services. (UCSP, VI-51.) This means that either build-out (as defined by the net increases in various uses as specified in the preceding paragraph) would be reached without the redevelopment of approximately 50 percent of the existing land area which the UCSP seeks to have redeveloped, or that the 552 acres will be redeveloped at 50 percent greater intensity of use. It is obvious that either alternative would have significant potential impacts: under the former scenario, a large number of parcels would remain in their underutilized, vacant and/or deteriorated status; and under the latter scenario, the intensity of land use would outstrip the capacity of the UCSP's planned transportation and other infrastructure improvements to serve the residential population and users of the commercial space. Neither outcome is consistent with the UCSP and neither outcome was evaluated in the EIR for the UCSP.

Comparing the Application to the assumed build-out of the entire UCSP Subdistricts Area is instructive. As the Application calls for 71 residential units, the proposed project would account for exactly one percent of the anticipated build-out of multi-family units for the entire UCSP Subdistricts Area. But, the project site is only 45,213 square feet, or 1.04 acre. The entire UCSP Subdistricts Area is 690 acres, and so the project site is only 0.15 percent of the entire UCSP Subdistricts Area. The disparity between the Application's allocation of the UCSP's residential build-out – one percent – and the Application's project site size as compared to the total acreage in the UCSP Subdistricts Area – 0.15 percent – indicates that the project site would capture more than 6.6 times its proportionate share of residential units.

The staff report on the Application must therefore, consistent with the directive in the UCSP cited above, take into account the consequences if the other 689 acres of the UCSP (or as suggested above, some proportion of the entire 690-acre Subdistricts Area that is presumed to be redeveloped by 2032) are redeveloped with 50 percent FAR bonuses awarded through the Urban Amenities Incentives provisions of the UCSP.

IV. THE STAFF REPORT ON THE APPLICATION MUST EVALUATE THE DEGREE OF PUBLIC BENEFIT PROVIDED BY THE PROPOSED PROJECT AND BASE ITS RECOMMENDED PERCENTAGE INCREASE IN FAR ON THAT ANALYSIS

Correspondence submitted to the City by the applicant seems to assume that the City will automatically award the proposed project a 50 percent increase in FAR because the proposed project would include parking on site, LEED Gold features, and a 650-square foot public plaza. But the UCSP makes it clear that, in addition to the analysis referred to in Section III hereof, the award of bonus FAR for providing amenities identified in the UCSP's Urban Amenities Table (UCSP, VI-51) is discretionary and that Planning Commission, in determining "just how much additional FAR or FAR waiver should be granted" must first "take into account the value added to the property by the amenity or design, and a reasonable share of additional FAR or FAR waiver that will proportionally compensate the developer for the additional amenities or design provisions." (UCSP, VI-48.) Second, the Planning Commission must evaluate incentive requests "case-by-case based on the degree of public benefit provided by the proposed project."

This case-by-case analysis should consider, for example, that a maximum 10 percent FAR bonus is available to be awarded for "Public Parks and Plazas, including Sports/Recreation Facilities, Play Lots, Water Features, Trails, Par Courses, Equipment, Gardens, Art Works." (UCSP, VI-51.) The public open space must have the following characteristics: an area greater than 500 square feet with a minimum depth of 30 feet; provides tables and chairs; provides pedestrian-scaled lighting, and has outdoor public art and other desired amenities, such as fountains. (*Id.*) Here, the Application provides nothing more than a 650-square foot plaza at the raised primary entrances to the residential structure and to the small commercial use. It will likely be perceived by members of the public as an amenity belonging to the residents of the units or patrons of the commercial use, as distinguished from, say, a pocket park that might be located on the side of the structure, away from the primary entrance to the residential structure or retail space, which would more readily be perceived as a public space.

As noted, the Planning Commission is obligated to evaluate incentive requests on a "case-by-case basis based on the degree of public benefit provided by the proposed project." We submit that the proposed plaza, which is not much larger than the minimum size required to be awarded a bonus, should not be awarded the full 10 percent FAR bonus, because it would have the effect of discouraging other developers from including a more useful and larger public open space area, such as a play lot, or a sports or recreation facility. The City should reserve an award of the full 10 percent FAR bonus for "Public Parks and Plazas" to a property owner whose project incorporates public open space which provides more significant public benefit.

V. THERE IS NO BASIS IN THE UCSP TO ALLOW FOR COMPOUNDING OF FAR BONUSES FOR AMENITIES

In addition to wrongly assuming that the proposed project is entitled to the maximum available amount of FAR bonus for providing three separate urban amenities, the applicant is assuming that the award of an FAR bonus for providing one urban amenity can then be added to the base project FAR for purposes of calculating the percentage FAR bonus for a second urban amenity, and that the resulting FAR bonus for the second amenity can be added to the base project FAR for purposes of calculating the amount of the FAR bonus for the third amenity. (Through this attempt to claim a right to a higher FAR bonus than it is entitled by providing three urban amenities, the applicant is seeking to reduce the amount of the Development Exception from FAR limits it is seeking from the City, from a request for an exception in the amount of .45 additional FAR (i.e., an exception allowing 45 percent more floor area than allowed after application of the maximum FAR bonuses for three urban amenities), to a request for .38 additional FAR. See Section VI. Below.)

To be specific, the applicant is claiming that it is entitled to a bonus of 4,521 square feet (10 percent of the size of the parcel, which is 45,213 square feet) for providing parking on site, and that that 4,521 is added to the 45,213, yielding 49,734 as the base to which the 10 percent FAR bonus is awarded for providing the above-referenced 650-square foot public plaza. Then, the applicant claims that the resulting 4,973 square feet of bonus floor area for the public plaza is added to the 49,734, yielding 54,707 square feet which would be the base floor area to which the 30 percent FAR bonus for LEED Gold is applied, resulting in a third floor area bonus in the amount of 16,412. The 16,412 would be added to the 54,707 square feet to get a total floor area, purportedly authorized by the bonus awards for providing urban amenities, of 71,119 square feet.

There is absolutely no support for this "compounding" of the calculation of FAR bonus awards in the UCSP. In the absence of language specifically authorizing that compounding, each FAR bonus award should be separately added to the total FAR. So, the FAR bonus awards, even if the Planning Commission were to determine, after the case-by-case analysis of public benefit conferred by each urban amenity, that the maximum FAR bonus should be awarded to the project for each of the three amenities to be provided, should be calculated as follows: base floor area of 45,213; plus 4,521 for parking on site; plus 4,521 for public plaza; plus 13,564 for LEED Gold. The sum total floor area after application of the maximum bonus FAR for the proposed project cannot exceed 67,819 square feet.

VI. A DEVELOPMENT EXCEPTION TO THE FAR LIMIT PERMITTING AN FAR OF 1.95 SHOULD NOT BE GRANTED BECAUSE THE APPLICATION DOES NOT ADVANCE THE PURPOSE OF THE DEVELOPMENT EXCEPTION PROVISION, AND THE REQUIRED FINDINGS CANNOT BE MADE

A. Introduction

Even if awarded the maximum FAR bonus for three urban amenities, and even if the awards for such FAR bonuses were compounded as discussed in Section V, the Application requires the Planning Commission to grant a substantial "Development Exception" to the FAR limit in order for the Application to be approved.

As discussed in Sections IV and V, the base floor area for the parcel is 45,213 square feet, as the base FAR is 1.0. The Application proposes a project that is 88,323 square feet, with a resulting FAR of 1.95. Even if the maximum floor area bonuses were awarded for the project's inclusion of three urban amenities and those FAR bonuses were simply added to the base floor area (rather than being compounded as described in Section V), the Application seeks approval of a project that is 88,323 square feet, with a FAR of 1.95, or almost 50 percent above the 1.5 FAR that would result with maximum floor area bonuses awarded. Thus, the Application cannot be approved unless the Planning Commission issues a "Development Exception" as set forth in the Section VI.I of the UCSP. A Development Exception is intended to encourage innovative design and allows flexibility in the application of certain development standards. (UCSP, VI-54.)

Because the Application does not offer much if anything in the way of innovative design, but rather seeks only to maximize intensity of use of the property, and because the required findings cannot be made to support a "Development Exception" that would grant an additional 0.45 FAR, we submit that the Application must be denied.

B. The Application Offers Little in the Way of the Desired Design Features Set Forth in the Design Guidelines Applicable in the Corridors District

The Application does not reflect the incorporation of any significant number of the design and site planning principles applicable to projects proposed in the Corridors District. (UCSP, VII-107-138.) Consequently, it does not merit the substantial exception to the FAR limit sought by the Application.

First, the Application does not embody variety in building form, facades and features, as called for in the Design Guidelines. (UCSP, VII-108.) The project consists essentially of two rectangular boxes maximizing lot coverage along the Third Avenue and K Street frontages, with the only design feature providing any relief being the plaza at the juncture of the two rectangles.

There appears to be some variation in the finish materials, but essentially no articulation except at the intersection of the two boxes at the plaza.

Second, the Application does not comply with the second design principle, which calls for new development to "demonstrate sensitivity to surrounding uses. Such efforts should include limiting building massing ...." (UCSP, VI-108.) The Application shows no sensitivity whatsoever to the abutting single-family residential use: As discussed above in Section II, the Application calls for 28 balconies, eight patios and a large second-floor terrace that overlook the immediately abutting single-family yards and homes. And instead of limiting building massing, as expressly called for in order to ensure compatibility between different uses(UCSP, VI-108), the Application seeks a Development Exception to allow it to exceed the otherwise maximum permissible FAR by a full 0.45 (to 1.95 from the 1.0 base and the maximum 1.5 if the full amount of incentive bonuses are added).

Similarly, the proposed project hardly exemplifies the architectural guidelines for the Corridor District. They call for varying building heights and setbacks from adjacent or adjoining buildings. (UCSP, VII-115.) Here, the two rectangles do not provide diversity in building type, nor in height or setbacks. In addition, apart from the balconies, the facades show little break or articulation or vertical and horizontal offsets to minimize large blank walls and reduce building bulk. (*Id.*)

The design guidelines regarding roof and upper story detail are similarly not incorporated into the proposed project. There appear to be no large overhangs featuring open rafters or tails, nor are there any building vertical focal elements, such as towers, spires, or domes, all of which are encouraged. (UCSP, VII-117.) It does not appear that the required perimeter wall along the eastern boundary of the property adjacent to the single-family homes is offset every 50 feet or designed to reduce monotony, or that there are landscape pockets along the wall at regular intervals. (UCSP, VII-118.)

Thus, the Application does not reflect the incorporation of a significant number of the desired UCSP design features for the Corridors district, let alone exemplify innovative design, which is the stated purpose of the provision allowing Development Exceptions. Accordingly, the staff report must address exactly why the Planning Commission should grant such a large exception (almost 50 percent) to the fundamental land use regulation governing development in the UCSP Subarea Districts, the limit on FAR.

C. The Required Findings Cannot Be Made to Support an Exception to the FAR Limit

In addition to the Application not furthering the purposes that the Development Exception provision is intended to serve – innovative design – the findings required for a Development Exception cannot be made in this instance.

The Planning Commission cannot grant a Development Exception unless four findings are made. Here, only one of the four findings can be made, namely, that the proposed development will incorporate one or more of the Urban Amenities. (UCSP, VI-54.) None of the other three required findings can be made: (1) that the proposed development will not adversely affect the goals and objectives of the UCSP and the General Plan; (2) that the proposed development will comply with all other regulations of the UCSP; and (3) that the exception is appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the UCSP development regulations.

1. *A Finding Cannot Be Made that the Proposed Development Will Not Adversely Affect the Goals and Objectives of the UCSP and General Plan*

Just as the UCSP requires that projected buildout be considered if all the bonus provisions allowable under the Urban Amenities Incentives Program were actually awarded (as discussed in Section III above), so too must the Planning Commission consider the cumulative impact on the goals and objectives of the UCSP of granting a Development Exception that would allow an almost 50 percent increase in the permissible FAR (assuming that the full amount of potential FAR bonus for inclusion of three Urban Amenities were awarded) or a 95 percent increase in the permissible FAR (if no FAR bonus were awarded for inclusion of Urban Amenities). Such a Development Exception would set a precedent that would mean either that build-out under the UCSP (i.e., net increase of 7,100 dwelling units, 1.1 million square feet of retail space, 1.3 million square feet of office space, and 1.3 million square feet of visitor-serving space) would be reached without the redevelopment of approximately 50 percent of the 690 acres in the UCSP Subarea Districts, or that that area will be redeveloped at approximately 50 percent greater intensity of land use. Either alternative would deter the achievement of the goals and objectives of the UCSP, and result in potential environmental impacts not assessed in the EIR. Under the former, a large number of vacant, underutilized and/or deteriorated parcels would remain in that status, because all of the projected and planned for growth will have occurred on a small fraction of the parcels that happened to be developed first. Under the latter scenario, the City would ignore the projected build-out numbers and allow growth at almost double the intensity of that planned in the UCSP throughout the UCSP Subdistricts Area, growth that would outstrip the capacity of the planned infrastructure to accommodate it without adverse environmental and other impacts.

In addition to the general inconsistency of the requested Development Exception with the entire framework of the UCSP, it is fundamentally at odds with the Neighborhood Transition Combining District and its goal that "the character of zones within the Specific Plan area will be compatible with and will complement surrounding residential areas." (UCSP, VI-40.) Simply put, a near doubling of the base FAR (which results if the Application is approved with minimal or no FAR bonuses awarded for inclusion of three Urban Amenities) or a near 50 percent increase in the base FAR (which results if the Application is approved with the maximum available FAR bonuses for inclusion of those three Urban Amenities) is inconsistent with the goal of ensuring that growth in the Urban Subdistricts areas that are designated as NTCDs (as is the C-1 district in which the subject property is located) is compatible with adjacent single-family residential areas.

2. *A Finding Cannot Be Made that the Proposed Development Complies with All Other Regulations of the UCSP*

As discussed in Section II, the Application includes 28 balconies, eight patios, and large wrap-around terrace which all overlook adjacent single-family residences, in violation of the ***requirement*** of the NTCD that "[b]uilding design shall be cognizant of adjacent low density uses (i.e., avoid balconies overlooking rear yards." (UCSP, VI-40-41.) It would make a mockery of the NTCD provisions, and the UCSP generally, were the Planning Commission to grant a Development Exception to allow the sought-after 28 balconies, eight patios and large terrace, in addition to a Development Exception for the almost 50 percent increase in permissible floor area (assuming that full credit were granted for the three Urban Amenities).

3. *A Finding Cannot Be Made that the Development Exceptions Are Appropriate for the Location and Will Result in a Better Design or Greater Public Benefit Than Could Be Achieved Through Strict Conformance with the Specific Plan's Development Regulations*

An increase of almost 50 percent in the permissible FAR (assuming maximum credit were given for inclusion of three Urban Amenities) in an area abutting a single-family residential area and utter disregard of the NTCD's requirement that building design be cognizant of adjacent single-family residential development by 28 balconies, eight patios and a large terrace overlooking single-family homes and yards militate against a finding that the Development Exceptions are appropriate for the project site and that they will result in a better design or greater public benefit than if the project were to conform to the Specific Plan's development regulations. The Application seeks not a small variance from the UCSP's development regulations, but a major departure from the FAR limits and the protections afforded adjacent single-family residential areas.

VII. STREAMLINED REVIEW OF THE APPLICATION UNDER CEQA WILL NOT SUFFICE BECAUSE IT IS NOT CONSISTENT WITH THE DEVELOPMENT DENSITY ESTABLISHED BY THE UCSP

The California Environmental Quality Act ("CEQA") provides for streamlined environmental review for qualifying projects that are consistent with the applicable general plan, community plan and zoning designations. (Pub. Res. Code §21083.3; 14 Cal. Code Regs. (hereinafter "Guidelines") §15183.) "CEQA mandates that projects that are *consistent* with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site...." (Guidelines, §15183(a) (emphasis added). "Consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project *complies with the density-related standards* contained in that plan or zoning...." (*Id.* §15183(i)(2) (emphasis supplied).)

Here, the Application is not consistent with the development density established by the UCSP. The standard for the parcel at issue in the UCSP is an FAR of 1.0. The Application would authorize a project with an FAR of 1.95.

The EIR for the UCSP did not discuss at all the potential effects of development occurring at densities greater than those set forth in the base FAR authorized for each UCSP Subdistrict. It simply stated, without explanation, that the UCSP at build-out would add 7,100 dwelling units, 1.1 million square feet of retail space, 1.3 million square feet of office space, and 1.3 million square feet of visitor-serving space. The source of these figures was not identified, nor was there any discussion in the UCSP or the EIR of how the base FAR authorized for each UCSP Subdistrict, let alone the authorized increases in FAR through the Urban Amenities, related to the build-out assumptions. Indeed, as noted above in Section III, the UCSP expressly mandates that the Planning Commission's determination as to "[t]he amount of bonus awards Chula Vista will make available should take into account the projected build-out that would occur if all of the bonus provisions allowable under the program were actually awarded." (UCSP, VI-48.) Accordingly, if up to a 50 percent increase in FAR were to be awarded to the proposed project through the provision of three Urban Amenities, that analysis must be undertaken because the UCSP requires it and the EIR did not address it.

These principles apply with even more force in the case of the requested Development Exception that would allow an additional 0.45 FAR, on top of the maximum 0.5 FAR bonus sought through the Urban Amenities program. As Development Exceptions can theoretically be granted as to any or all of the development standards applicable in any of the UCSP Subdistrict Areas, the

EIR obviously could not (and did not) analyze the potential impacts of awards of Development Exceptions. Where, as here, the Development Exceptions sought by the Application include an increase in FAR of between 0.45 and 0.95, as well as a blatant violation of the NTCD *requirement* that "building design shall be cognizant of adjacent low density uses (e.g., avoid balconies overlooking rear yards)," it is evident that the project is not consistent with the development density or other key provisions of the UCSP. The EIR for the UCSP could not possibly have analyzed the potential impacts of an infinite number, variety and extent of Development Exceptions to the various applicable development regulations, and did not address those potential impacts in any manner. Accordingly, the Application is not subject to an exemption from, or streamlined review under, CEQA under Public Resources Code section 21083.3. At minimum, a subsequent EIR would be required to comply with CEQA if the City were to approve the Application.

Sincerely,

Evelyn F. Heidelberg

EFH/me

cc: Mr. Earl Jentz

PLANNING COMMISSION RESOLUTION NO. DR15-0015

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA CONSIDERING THE ADDENDUM TO URBAN CORE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM FEIR 06-01 AND APPROVING DESIGN REVIEW (URBAN CORE DEVELOPMENT) PERMIT DR15-0015 TO REDEVELOP THE SITE AT 795 THIRD AVENUE WITH 71 RESIDENTIAL CONDOMINIUM UNITS AND ASSOCIATED SITE IMPROVEMENTS, SUBJECT TO THE CONDITIONS CONTAINED HEREIN

I. RECITALS

WHEREAS, the parcel of land which is the subject matter of this Resolution is depicted in Exhibit "A," attached hereto and incorporated herein by this reference, and for the purpose of general description consists of 1.05 acres located at 795 Third Avenue and 285 K Street, as identified in County Assessor Records as Assessor's Parcel Numbers 573-371-23 and 573-371-12 (Project Site); and

WHEREAS, on June 18, 2015 duly verified applications requesting approval of Design Review Application DR15-0015, Tentative Subdivision Map Application PCS15-0006 (Chula Vista Tract No. 15-06) and Preliminary Environmental Review PER-12-003, were filed with the City of Chula Vista Development Services Department by Niki Properties, LLC ("Applicant" and "Owner"); and

WHEREAS, said Applicant requests approval of Design Review (Urban Core Development) Permit DR15-0015 to redevelop the Project Site with a mixed use, multi-family residential/commercial project known as Vista del Mar, which includes 71 residential units, 616 square-feet of commercial space, 142-parking space garage, active and passive open spaces, and the associated access and circulation elements (the "Project"); and

WHEREAS, a hearing time and place was set by the Planning Commission for consideration of the Project and notice of said hearing, together with its purpose, was given by its publication in a newspaper of general circulation in the City, and its mailing to property owners and residents within 500 feet of the exterior boundaries of the subject property, at least ten (10) days prior to the hearing; and

WHEREAS, the duly called and noticed public hearing on the Project was held before the Planning Commission of the City of Chula Vista on June 22, 2016 in the Council Chambers, 276 Fourth Avenue, at 6:00 p.m. to hear public testimony and staffs' presentation; and

WHEREAS, the Planning Commission on said date reviewed and considered the Addendum to Urban Core Specific Plan Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR 06-01 and the application for Design Review (Urban Core Development) Permit DR15-0015.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Chula Vista that it does hereby find and determine as follows:

II. ENVIRONMENTAL REVIEW

That the Chula Vista Planning Commission, in the exercise of its independent judgment, as set forth in the record of its proceedings, considered the Preliminary Environmental Review of the Project conducted by the Director of Development Services for compliance with the California Environmental Quality Act (CEQA), and has determined that the Project was covered by the Urban Core Specific Plan (UCSP) Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR-06-01, adopted by the Chula Vista City Council in May 2007. The Development Services Director has determined that only minor technical changes or additions to FEIR-06-01 are necessary and that none of the conditions described in Section 15162 of the State CEQA Guidelines calling for the preparation of subsequent documents have occurred; therefore, the Development Services Director has prepared an Addendum to UCSP FEIR-06-01.

That the Chula Vista Planning Commission, in the exercise of their independent review and judgment as set forth in the record of its proceedings, considered the Addendum to UCSP FEIR-06-01 and Mitigation Monitoring and Reporting Program, in the form presented, which has been prepared in accordance with requirements of the CEQA and the Environmental Review Procedures of the City of Chula Vista and does hereby adopt the Addendum to UCSP FEIR-06-01.

III. CONFORMANCE WITH CITY'S URBAN CORE SPECIFIC PLAN

That the Chula Vista Planning Commission, in the exercise of its independent judgment, as set forth in the record of its proceedings does hereby find that the Design Review (Urban Core Development) Permit DR15-0015 for the Project is in conformance with the City of Chula Vista General Plan and Urban Core Specific Plan as follows.

The proposed Project is consistent with the vision, objectives and policies of the General Plan and the objectives, policies and regulations of the UCSP. The General Plan and the UCSP envision the C1 Third Avenue South District as an area with a balanced mix of commercial and residential uses that contribute to create a vibrant and attractive area. The Project would redevelop the subject Site, which currently has buildings that were built in the 1950's and are in need of replacement, with a residential and commercial Project that would provide 71 new residential units (market rate and affordable) on Third Avenue, as well as 616 square-feet of retail space, and would bring people, improvements and investment to the District. The Project would provide multi-family housing in this area of Chula Vista and would bring families and social and economic activity to the area. Those families would take advantage of and support the commercial base along Third Avenue, which provides a variety of goods and services in close proximity. The additional residents would contribute to create an active and vibrant atmosphere along Third Avenue as envisioned by the General Plan and the UCSP. The proposed public plaza at the corner of Third Avenue and K Street, which includes art and furniture, will provide an amenity that will activate the street and create opportunities for civic engagement and interaction. The wider and furnished sidewalks along Third Avenue and K Street will also contribute to activate the street and

create a pedestrian-safe and friendly environment. The proposed Project is also consistent with the UCSP development regulations related to building height, building setbacks and step backs, parking, open space and landscaping. As shown in the staff report, the Project meets all of the regulations of the specific plan, except for FAR (see below), and, in cases such as parking, usable open space and landscaping, the Project exceeds the minimum required standards.

IV. DEVELOPMENT EXCEPTIONS

The UCSP provides for and authorizes the Planning Commission to grant exceptions to the land use and development regulations, in order to encourage and achieve innovative design. The Project is requesting one exception to the FAR limit in the amount of 0.5 or 22,869 square-feet. Exceptions may be granted by the Planning Commission in cases where all of the following findings are made:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*
2. *The proposed development will comply with all other regulations of the Specific Plan.*
3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in section F - Urban Amenities Requirements and Incentives, of this chapter.*
4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

FAR Exception Findings

BE IT FURTHER RESOLVED, that the Planning Commission hereby approves an exception to the FAR limit of 1.0 in the amount of 0.5 or 22,869 square-feet based upon the following Findings and substantiating facts thereto:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*

The goals and objectives of the General Plan and Specific Plan are not adversely affected by the proposed 0.5 increase in FAR. On the contrary, the Project as proposed implements the General Plan and Specific Plan by providing a mixed use residential/commercial use at the Corner of Third Avenue and K Street. The intent of the General and Specific Plans is to facilitate and encourage development and improvements that will help realize the community's vision for the Urban Core area. The Urban Core and the C1 District are envisioned to be vibrant, forward-thinking but respectful of its past and alive with thriving businesses, attractive housing and entertainment, cultural and recreational activities. The Urban Core Vision aims to create a uniquely identifiable Urban Core for Chula Vista that is an economically vibrant, pedestrian-oriented and multi-purpose destination. The proposed Project meets the goals and objectives because it brings improvements and community benefits to an area of Third Avenue which is currently under-performing and not living up to

the stated vision of the Specific Plan. This project has the potential to spur additional development along the Third Avenue corridor with additional community and economic benefits. The proposed Project provides wide sidewalks and a public plaza that will create a pedestrian-friendly environment and foster civic engagement in a multi-purpose environment. The building mass and form allows the Project to have the number of residential units and the associated parking, landscaping, recreational spaces and other features that provide a multi-purpose environment and activities to meet the goals and objectives of the General and Specific Plans.

2. *The proposed development will comply with all other regulations of the Specific Plan.*

As indicated in the Development Standards table above, the Project complies with all other development standards and regulations of the Specific Plan. The building has a height that varies from 34 feet along K Street and a height of 57 feet along Third Avenue (the building parapets and elevator shaft achieve a height of 60 feet, which is the maximum permitted by the UCSP). The Project provides all the required parking on-site and enclosed within the building structures in the underground and first floor levels, and provides 14 additional parking spaces for guests of the residents. Open space and Landscaped areas are also provided in excess of the minimum required.

The building form respects the properties in the adjacent R-1 Zone to the north and east of the Project Site along Church Avenue by locating the second floor terrace and balconies as far away as possible from the property lines, and provides heavy screening by landscaping the perimeter of the structure. The 3 to 5-story building structure was designed to place most of the bulk and mass along Third Avenue and K Street, and as far as possible from the property lines of the single-family homes. As required in the NTCD regulations the building also steps back from the adjacent residential properties along Church Avenue, resulting in a reduced building mass and height near the residential properties, as well as, distancing the Project as much as possible from the residential properties.

The UCSP's Special Provisions for the NTCD indicate that "*Building design shall be cognizant of adjacent low density uses and avoid balconies overlooking rear yards.*" The intent of this provision is not to do away with balconies but rather to address their potential effects on privacy. The building design is cognizant of and sensitive to the adjacent residential uses by distancing the structures from the adjacent property lines by as much as 49 to 59 feet. Also, dense and tall landscape materials have been provided along the east and north perimeter to screen the homes from direct view of the balconies. While the NTCD provisions indicate that balconies should be avoided, balconies are still an important design and functional elements of the UCSP and the Project. In fact, the UCSP provisions for multi-family projects encourage the use of balconies and other features to achieve quality building design. One of those provisions is the following: "*Three dimensional design features, such as balconies and bays should be incorporated into the building design.* Balconies serve to provide building facade articulation and interest, and they serve to provide usable open/recreational space. Building façade articulation and interest are important elements for a project such as this one, which is part of an urban setting where the building architecture intends to improve the face of Third Avenue and become a new architectural landmark.

Balconies are also important as a source of recreational space in an urban setting because they provide recreational space on site. While balconies remain as part of the building elevations, the design issues (particularly privacy) associated with them have been avoided through the described Project features.

3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in Section F - Urban Amenities Requirements and Incentives, of this chapter.*

The Project incorporates the three amenities listed above, which are: all required parking (on-site and enclosed); public outdoor space in the form of plaza with art feature and furniture; and LEED Gold Certification. Additionally, the Project includes other amenities and community benefits as follows:

As indicated previously, the Project will provide fourteen parking spaces that exceed the parking regulations and provide guest parking spaces within the parking garage. The proposed Project will provide a community landmark at the Project Site in the form of a public art mural on the north facing wall of the building. The mural will not only serve as a piece of art that will complement the building's architecture, it will also serve as a landmark that may be used to identify this new building in this area of Third Avenue, since no other art pieces like this exist now. Per the community input received at the Second Neighborhood Meeting, the mural could reflect the history of Chula Vista or important historical events in the City's past and looking towards the future.

The enhanced street improvements for the Project include a widened sidewalk along Third and K Street, new paving, street trees in grates, and street furniture such as benches, trash cans and planters. Additionally, this residential development will provide more options for clean, safe, energy efficient and modern housing for the Chula Vista workforce. These 71 dwelling units will put more people on Third Avenue to support the small businesses located there and to create a more pedestrian-friendly street atmosphere.

4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

The additional FAR of 0.5 is appropriate for this location because it would allow the Project to comply with the goals and objectives of the General Plan and Specific Plan related to bringing a mixed use project with sufficient residential units and community amenities to provide housing, activate the street and support the existing commercial base. The C1 District is characterized by having mostly retail and office uses. While there are about five properties in the District with residential uses, these properties only represent about 4% of the total District area. General Plan policy calls for some additional residential development within the C1 District to support the existing and future commercial development. It has been estimated by staff that the appropriate residential acreage that could potentially be developed within the District based on the General Plan policy is approximately 40% of total area. That percentage would be translated into approximately 21 acres of residential

development. The proposed Project FAR of 2.091,345 sq. ft.) represents approximately 9.5% of the total potential residential capacity within the C1 District.

The Project's FAR of 2.0 is appropriate for an urban mixed use development and is in line with development trends elsewhere in the Urban Core area. The maximum building height is 5 stories along the Third Avenue elevation (60' high as allowed by the C-1 zone) and 3 stories along the K Street elevation. This building configuration places the most mass and bulk along the Third Avenue and K Street's elevations, away from the existing low density residential. The Applicant has revised the Project and has taken measures to reduce the building mass and addressed community concerns without reducing the viability of the project. Furthermore, the form-based nature of the UCSP ensures that the proposed development emphasize the importance of site design and building form (which last many years) over numerical parameters such as FAR (which are likely to change over time through periodic reviews and amendments to the UCSP as required by law, and based on changes to the physical conditions of the Urban Core and changes in economic activity). The proposed development creates a people activated, urban corner that contributes to the city's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character.

V. GENERAL CONDITIONS OF APPROVAL

A. Project Site is improved with Project

The Applicant, or his/her successors in interest, shall improve the Project Site with the Project as described in the Design Review Permit DR15-0015 consisting of the approved Site Plans, Floor Plans, Building Elevations, Roof Plans, and Concept Landscape Plans.

VI. SPECIAL CONDITIONS OF APPROVAL

A. The conditions herein imposed on the Design Review (Urban Core Development) Permit approval are approximately proportional both to the nature and extent of impact created by the proposed Project. Unless otherwise specified, all conditions and code requirements listed below shall be fully completed by the Applicant, Owner or Successor-in-Interest to the Director of Development Services, or designee's satisfaction prior to approval of the first Building Permit, unless otherwise specified:

GENERAL/DEVELOPMENT SERVICES

1. The Applicant shall obtain approval of Tentative Subdivision Map CVT-15-06 (PCS15-0006) and a Final Subdivision Map for the Project prior to approval of Building Permits in reliance on this Design Review Permit approval.

2. The Applicant shall implement, to the satisfaction of the Director of Development Services and the City Engineer, the mitigation measures identified in the Addendum to Urban Core Specific Plan Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR 06-01 for the Project within the timeframe specified in said MMRP.

3. The Applicant shall pay in full any unpaid balance for the Project, including Deposit Account No. DQ3021.

4. Prior to issuance of the first Building Permit for the Project, the Applicant shall comply with applicable provisions of Chula Vista Municipal Code (CVMC) Chapter 8.24 - Solid Waste and Litter, and Chapter 8.25 – Recycling, related to mixed-use/multi-family residential development projects, to the satisfaction of the Department of Public Works, Environmental Services Division. These requirements include, but are not limited to the following:

    a. The Applicant shall contract with the City's franchise hauler throughout the construction and occupancy phase of the Project.

    b. The Applicant shall comply with applicable provisions of the City's Construction and Demolition Recycling Ordinance, including submittal of a Waste Management Report per CVMC 8.25.095.B, to the Environmental Services Division.

5. The Applicant shall submit and obtain approval of detailed Landscape Improvement Plans in accordance with the City Landscape Manual, and the Water Conservation Ordinance, prior to the issuance of applicable permits or other discretionary approval. Landscape Plans shall be prepared by a registered Landscape Architect and shall be consistent with the approved Concept Landscape Plan.

6. Project plans shall incorporate street furniture along the Third Avenue and K Street frontage such as ornamental benches, ornamental tree grates, and ornamental light fixtures consistent with the UCSP.

7. The public plaza shall include approximately 1,700 squared-feet in area and shall incorporate decorative street furniture, including chairs and benches, and an art feature, including a water fountain or a sculptural art piece.

8. The 10-foot sidewalk along the Third Avenue frontage shall be reconstructed of decorative paving materials.

9. All private driveways and pedestrian walkways located along the Third Avenue and K Street project frontages shall be constructed of decorative paving materials.

10. The Project Applicant proposes to provide a mural on the building's north elevation. A preliminary proposal includes a mural that describes the history and culture of Chula Vista. The Applicant shall submit the mural proposal to the Development Services Director for review and approval prior to the installation on the wall.

11. The Project has been designed to incorporate architectural and construction features that would qualify the Project to apply for and achieve Leadership in Energy and Environmental Design (LEED) Gold Certification. The Project approval is based on the

incorporation and construction of all the LEED features as outlined in Attachment 10 of the staff report. The Project was designed to include a 30% increase in the building Floor Area Ratio contingent on the (a) incorporation and construction of all LEED features and (b) receipt of the LEED Gold Certification from the US Green Building Council. If the Project plans are found at the time of building permit to not meet the criteria for LEED Gold Certification, the Project plans shall be revised to include all the features outlined in Attachment 10 and fully meet all of the LEED Gold Certification criteria. If this does not occur, then Project approval is suspended and new or revised plans shall be presented to the Planning Commission for approval prior to the issuance of any Building Permits.

12. The Building Permit plans shall show that the Project has been designed to comply with applicable requirements of CVMC 15.56.020 "Condominium Projects, Condominium Conversions and Occupancy thereof."

13. Applicant shall design and install a "Keep Clear" striping detail at the combined Project/Bank of America driveway to ensure that vehicles stopped at Third Avenue and queuing westbound on K Street do not block the Project driveway. Said striping detail will be designed to the satisfaction of the City's Traffic Engineer.

14. Applicant shall prepare and submit a lighting plan for City approval that demonstrates compliance with Chapter 17.28 (Unnecessary Lights) of the Chula Municipal Code, and compliance with the UCSP.

15. A lighting plan shall be provided with the Building Permit submittal showing that lighting of all enclosed parking, pedestrian walkways, recreational areas, building entries and other public areas have been provided.

16. The Applicant shall reserve a minimum of one parking space for the commercial use and a minimum of seven parking spaces in the garage for use of its residents' guests. These spaces shall be marked by appropriate signage. A note to this effect shall be shown on the Site Plan to be submitted to the City as part of the building permit application.

HOUSING DIVISION

17. The City of Chula Vista General Plan Housing Element established Policy 5.1.1 (the "Balanced Community Policy"), which requires the occupancy and affordability of ten percent (10%) of each housing development of 50 or more units for low and moderate-income households, with at least one half of those units (5% of project total units) being designated for low-income households (the "Affordable Housing Obligation"). In satisfaction of the Balanced Community Policy, the Project Applicant shall execute an Affordable Housing Agreement prior to the issuance of the first building permit. Said Affordable Housing Agreement shall be recorded in the Office of the San Diego County Recorder over the entirety of the Project Site. The Affordable Housing Agreement shall provide that 10% of the total number of qualified low income (5%) and moderate housing units (5%) shall be constructed on site or pay the In lieu fee of $124,220 per unit. The

trigger point to pay the in lieu fee is determined by the City Manager and City Attorney or their designees.

BUILDING DIVISION

18. The Applicant shall submit and obtain approval of Building Permit(s) to the satisfaction of the City Building Official. The Building Permits shall comply with updated codes and requirements, including but not limited to the following:

    2013 Edition of the California Building Code as amended by CVMC 15.08;
    2013 Edition of the California Residential Code CVMC 15.09;
    2013 Edition of California Mechanical Code CVMC 15.16;
    2013 Edition of the California Plumbing Code as amended by CVMC 15.28;
    2013 Edition of the California Electrical Code as amended by CVMC 15.24;
    2013 Edition of the California Fire Code as amended CVMC 15.36;
    2013 Edition of the California Green Building Standards Code as amended CVMC 15.12;
    2010 Edition of the California Energy Code as amended CVMC 15.26;
    2000 Edition of the Urban-Wildland Interface Code as amended CVMC 15.38;
    1997 Edition of the Uniform Housing Code as amended CVMC 15.20; and
    1997 Edition of the Uniform Code for the Abatement of Dangerous Buildings as amended CVMC 15.18.

LAND DEVELOPMENT DIVISION:

19. The following fees are payable prior to issuance of Building Permits, based on the Final Building Plans submitted:

    a. Sewer Connection and Capacity Fees
    b. Traffic Signal Fees
    c. Public Facilities Development Impact Fees (PFDIF)
    d. Western Transportation Development Impact Fees (WTDIF)
    e. Other Engineering Fees as applicable

20. Applicant shall pay Park Acquisition and Development (PAD) Fees per dwelling unit as required prior to the issuance of the first Building Permit in accordance with CVMC 17.10. 100. The current PAD Fee for West Chula Vista Projects is $7,607 for each Multi-Family Residential dwelling. The PAD Fee is adjusted on an annual basis on October 1 based on the Engineer Construction Cost Index. The payment of the PAD Fee amount in place at the time of the recording of the Final Map is required. The PAD Fee for the project at this time is $540,097 (71 @ $7,607/unit).

21. All proposed sidewalks, walkways, pedestrian ramps, and disabled parking shall be designed to meet the City of Chula Vista Design Standards, ADA Standards, and Title 24 standards, as applicable.

22. Prior to Final Map approval, the Applicant shall obtain approval of street addresses to the satisfaction of the Director of Development Services.

23. Applicant shall obtain approval of a sign permit prior to construction of any proposed signage.

WASTEWATER ENGINEERING SECTION

24. Applicant shall submit a revised Sewer Study to reflect the methodology, standards and generation factors listed in the City of Chula Vista Wastewater Collection System Master Plan, dated May 2014, prepared by Infrastructure Engineering Corporation.

25. The Peak to Average sewer flow shall be calculated based on City of Chula Vista CVD-SW01.

FIRE DEPARTMENT:

26. For 67,873 square feet of Type IA construction and or 102,763 square feet of Type VA construction, this project will require a fire flow of 6906 gallons per minute for a 4-hour duration at 20 p.s.i. The respective water authority will be requested to perform a hydraulic flow analysis of their system to determine if the fire flow is available. No reductions in fire flow will be granted for buildings protected throughout by an approved automatic fire sprinkler system.

27. Based upon the required fire flow for Type VA and IA construction type, a minimum of 7 fire hydrant(s) are required to serve this project. Existing public hydrants may be used to fulfill this requirement, however at least one new public hydrant will need to be added along the east side of Third Avenue at the northwest end of the building due to distance to the next exiting hydrant along Third Avenue.

28. Fire Hydrants shall be located and spaced in accordance with California Fire Code, Appendix C. For a fire flow requirement of 6,906 gpm, fire hydrants shall be spaced at an average of 250 feet.

29. Knox boxes shall be installed at all stairwell entrances, the lobby entrance, the resident lounge entrance, the fire control room and for the commercial space entrance in accordance with Chula Vista Fire Department (CVFD) details. Any automatic gates that restrict vehicular access into the parking garage shall be provided with a Knox Key Switch.

30. The fire sprinkler riser and fire alarm panel shall be located in a fire control room that is accessible directly from the exterior of the building. The Fire Control Room shall be dimensioned in accordance with CVFD standard detail and located along the Third Avenue or K Street exterior walls. The Fire Control Room cannot be used for anything besides the fire riser(s) and fire alarm control panel.

31. A Post Indicating Valve that controls the supply of the fire sprinkler system will not be required for this project due to the zero lot lines along Third and K; however, a control valve shall be installed on the fire sprinkler riser.

32. The Fire Department Connection (FDC) is allowed to be located on the face of the building due to zero lot lines. The FDC shall be within 50' of a fire hydrant. Consider this when locating the fire control room as the FDC is typically located close to the system riser.

33. At least one elevator car shall be dimensioned to accommodate a gurney in accordance with CBC 3002.4(a).

VII. GOVERNMENT CODE SECTION 66020 NOTICE

Pursuant to Government Code Section 66020(d) (1), NOTICE IS HEREBY GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to follow timely this procedure will bar any subsequent legal action to attack, set aside, void or annual imposition. The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with the project; and it does not apply to any fees, dedication, reservations, or other exactions which have been given notice similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

VIII. EXECUTION AND RECORDATION OF RESOLUTION OF APPROVAL

The Property owner and the Applicant shall execute this document by signing the lines provided below, said execution indicating that the property owner and Applicant have each read, understood, and agreed to the conditions contained herein. Upon execution, this document shall be recorded with the County Recorder of the County of San Diego, at the sole expense of the property owner and the Applicant, and a signed, stamped copy of this recorded document shall be returned within ten days of recordation to the City Clerk. Failure to record this document shall indicate the property owner and Applicant's desire that the Project, and the corresponding application for building permits and/or a business license, be held in abeyance without approval. Said document will also be on file in the City Clerk's Office and known as Document No. _____.

_____ _____
Signature of Applicant Date

_____
Printed Name of Applicant

Signature of Property Owner

Date

Printed Name of Applicant

IX. CONSEQUENCE OF FAILURE OF CONDITIONS

If any of the foregoing conditions fail to occur, or if they are, by their terms, to be implemented and maintained over time, if any of such conditions fail to be so implemented and maintained according to their terms, the City shall have the right to revoke or modify all approvals herein granted, deny, or further condition issuance of all future building permits, deny, revoke, or further condition all certificates of occupancy issued under the authority of approvals herein granted, institute and prosecute litigation to compel their compliance with said conditions or seek damages for their violation. The Applicant shall be notified ten (10) days in advance prior to any of the above actions being taken by the City and shall be given the opportunity to remedy any deficiencies identified by the City within a reasonable and diligent time frame.

X. INVALIDITY; AUTOMATIC REVOCATION

It is the intention of the Planning Commission that its adoption of this Resolution is dependent upon the enforceability of each and every term, provision and condition herein stated; and that in the event that any one or more terms, provision, or conditions are determined by a Court of competent jurisdiction to be invalid, illegal or unenforceable, this resolution shall be deemed to be automatically revoked and of no further force and effect ab initio.

BE IT FURTHER RESOLVED, that the City of Chula Vista Planning Commission does hereby approve the subject Design Review (Urban Core Development) Permit DRC15-0015 for 71 residential units, 616 square-feet of commercial unit, 142-parking space garage, active and passive open spaces, and the associated access and circulation elements 795 Third Avenue subject to the conditions of approval contained herein.

Presented by:

Kelly Broughton
Director of Development Services

Approved as to form by:

Glen R. Googins
City Attorney

PASSED AND APPROVED BY THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA, CALIFORNIA, this 22nd day of June 2016, by the following vote, to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yolanda Calvo, Chair

ATTEST:

Patricia Laughlin, Board Secretary

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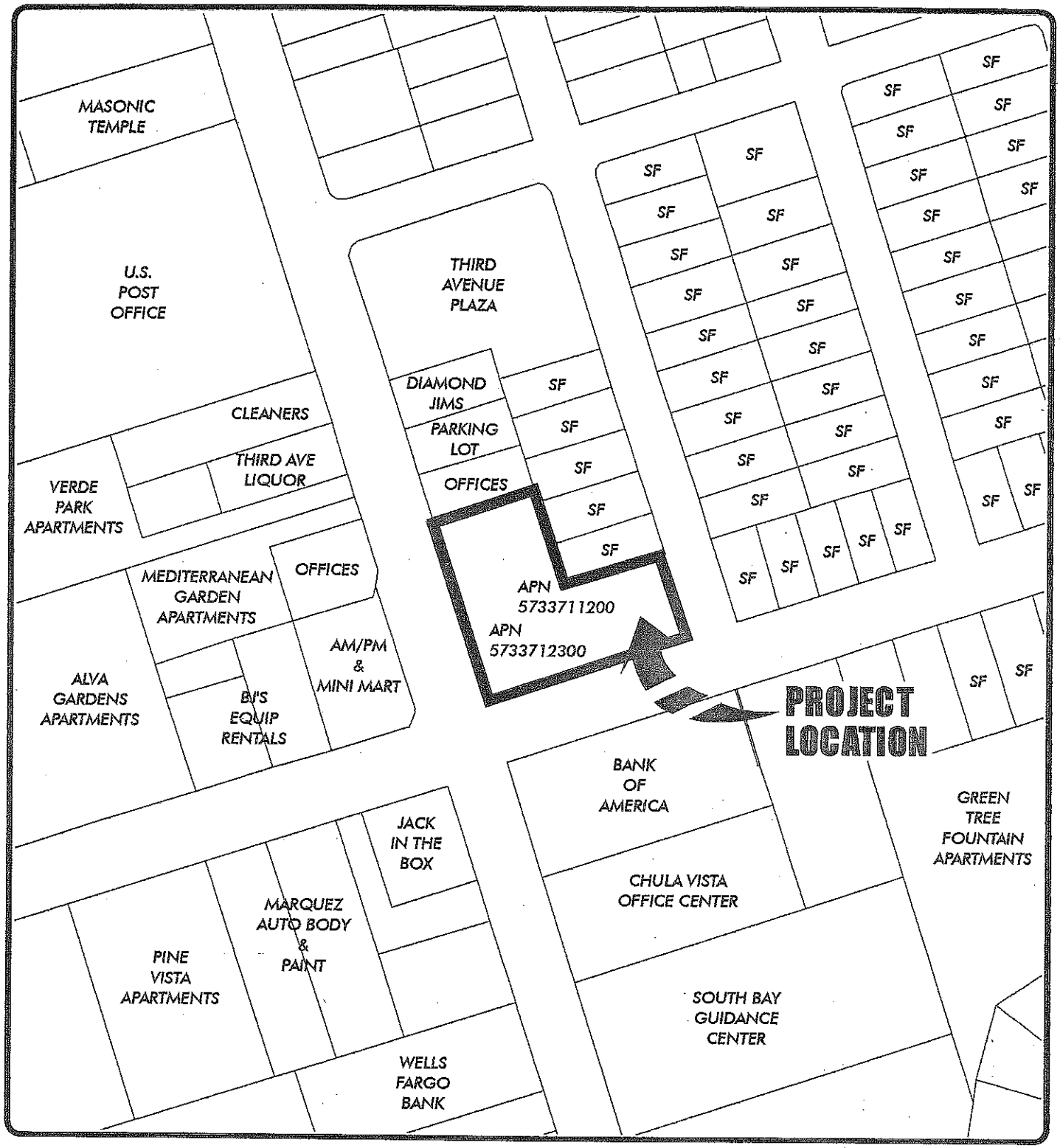

CHULA VISTA DEVELOPMENT SERVICES DEPARTMENT

LOCATOR

NORTH

PROJECT APPLICANT: Vista Del Mar

PROJECT ADDRESS: NEC Third Av & K St
APN's 5733711200 & 5733712300

SCALE: No Scale

FILE NUMBER: DR15-0015

PROJECT DESCRIPTION:

DESIGN REVIEW

Project Summary: Proposal for a mixed use 3-5 story, 71 condo units with 616 sq ft of commercial space and 142 below grade parking stalls.

Related cases:

j:\planning\public notices\dr\dr150015 8x10.ai

Exhibit A

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PLANNING COMMISSION RESOLUTION NO. PCS-15-0006

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA CONSIDERING THE ADDENDUM TO URBAN CORE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM FEIR 06-01 AND APPROVING TENTATIVE SUBDIVISION MAP PCS15-0006 TO COMBINE TWO PARCELS INTO ONE CONDOMINIUM LOT FOR 71 RESIDENTIAL UNITS AND ONE COMMERCIAL UNIT FOR INDIVIDUAL OWNERSHIP AT 795 THIRD AVENUE, SUBJECT TO THE CONDITIONS CONTAINED HEREIN

I. RECITALS

WHEREAS, the parcel of land which is the subject matter of this Resolution is depicted in Exhibit "A," attached hereto and incorporated herein by this reference, and for the purpose of general description consists of 1.05 acres located at 795 Third Avenue, as identified in County Assessor Records as Assessor's Parcel Numbers (APN) 573-371-12-00 and 573-371-23-00 (Project Site); and

WHEREAS, on June 18, 2015 duly verified applications for the Vista Del Mar Project requesting approval of a Tentative Subdivision Map (PCS15-0006, Chula Vista Tract No. 15-06), Design Review (DR15-0015), and Preliminary Environmental Review (PER15-0004), were filed with the City of Chula Vista Development Services Department by Niki Properties, LLC ("Applicant" and "Owner"); and

WHEREAS, said Applicant requests approval of a Tentative Map to subdivide 1.05 acres into a one-lot Condominium Subdivision, including 71 multi-family residential units, 1 616 square-foot commercial unit, 142 parking spaces and 17,646 square-feet of public, common and private usable open space, (the "Project"); and

WHEREAS, a hearing time and place was set by the Planning Commission for consideration of the Project and notice of said hearing, together with its purpose, was given by its publication in a newspaper of general circulation in the City, and its mailing to property owners and residents within 500 feet of the exterior boundaries of the property, at least ten (10) days prior to the hearing; and

WHEREAS, the duly called and noticed public hearing on the Project was held before the Planning Commission on June 22, 2016 in the Council Chambers, 276 Fourth Avenue, at 6:00 p.m. to hear public testimony and staffs' presentation; and considered the applications for the Preliminary Environmental Review (PER15-0004) and Tentative Map (PCS15-0006).

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Chula Vista that it does hereby find and determine as follows:

II. ENVIRONMENTAL REVIEW

That the Chula Vista Planning Commission, in the exercise of its independent judgment, as set forth in the record of its proceedings, considered the Preliminary Environmental Review of the Project conducted by the Director of Development Services for compliance with the California Environmental Quality Act (CEQA), and has determined that the Project was covered by the Urban Core Specific Plan (UCSP) Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR-06-01, adopted by the Chula Vista City Council in May 2007. The Development Services Director has determined that only minor technical changes or additions to FEIR-06-01 are necessary and that none of the conditions described in Section 15162 of the State CEQA Guidelines calling for the preparation of subsequent documents have occurred; therefore, the Development Services Director has prepared an Addendum to UCSP FEIR-06-01.

That the Chula Vista Planning Commission, in the exercise of their independent review and judgment as set forth in the record of its proceedings, considered the Addendum to UCSP FEIR-06-01 and Mitigation Monitoring and Reporting Program, in the form presented, which has been prepared in accordance with requirements of the CEQA and the Environmental Review Procedures of the City of Chula Vista and does hereby adopt the Addendum to UCSP FEIR-06-01.

III. DEVELOPMENT EXCEPTIONS

The UCSP provides for and authorizes the Planning Commission to grant exceptions to the land use and development regulations, in order to encourage and achieve innovative design. The Project is requesting one exception to the FAR limit in the amount of 0.5 or approximately 22,738 square-feet. Exceptions may be granted by the Planning Commission in cases where all of the following findings are made:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*
2. *The proposed development will comply with all other regulations of the Specific Plan.*
3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in section F - Urban Amenities Requirements and Incentives, of this chapter.*
4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

FAR Exception Findings

BE IT FURTHER RESOLVED, that the Planning Commission hereby approves an exception to the FAR limit of 1.0 in the amount of 0.5 or 22,738 square-feet based upon the following Findings and substantiating facts thereto:

1. *The proposed development will not adversely affect the goals and objectives of the Specific Plan and General Plan.*

The goals and objectives of the General Plan and Specific Plan are not adversely affected by the proposed 0.5 increase in FAR. On the contrary, the Project as proposed implements the General Plan and Specific Plan by providing a mixed use residential/commercial use at the Corner of Third Avenue and K Street. The intent of the General and Specific Plans is to facilitate and encourage development and improvements that will help realize the community's vision for the Urban Core area. The Urban Core and the C1 District are envisioned to be vibrant, forward-thinking but respectful of its past and alive with thriving businesses, attractive housing and entertainment, cultural and recreational activities. The Urban Core Vision aims to create a uniquely identifiable Urban Core for Chula Vista that is an economically vibrant, pedestrian-oriented and multi-purpose destination. The proposed Project meets the goals and objectives because it brings improvements and community benefits to an area of Third Avenue which is currently under-performing and not living up to the stated vision of the Specific Plan. This project has the potential to spur additional development along the Third Avenue corridor with additional community and economic benefits. The proposed Project provides wide sidewalks and a public plaza that will create a pedestrian-friendly environment and foster civic engagement in a multi-purpose environment. The building mass and form allows the Project to have the number of residential units and the associated parking, landscaping, recreational spaces and other features that provide a multi-purpose environment and activities to meet the goals and objectives of the General and Specific Plans.

2. *The proposed development will comply with all other regulations of the Specific Plan.*

As indicated in the Development Standards table in the staff report, the Project complies with all other development standards and regulations of the Specific Plan. The building has a height that varies from 34 feet along K Street and a height of 57 feet along Third Avenue (the building parapets and elevator shaft achieve a height of 60 feet, which is the maximum permitted by the UCSP). The building setbacks are within those required by the UCSP. The Project provides all the required parking on-site and enclosed within the building structures in the underground and first floor levels, and provides 14 additional parking spaces for guests of the residents. Open space and Landscaped areas are also provided in excess of the minimum required.

The building form respects the properties in the adjacent R-1 Zone to the north and east of the Project Site along Church Avenue by locating the second floor terrace and balconies as far away as possible from the property lines, and provides heavy screening by landscaping the perimeter of the structure. The 3 to 5-story building structure was designed to place most of the bulk and mass along Third Avenue and K Street, and as far as possible from the property lines of the single-family homes. As required in the NTCD regulations the building also steps back from the adjacent residential properties along Church Avenue, resulting in a reduced building mass and height near the residential properties, as well as, distancing the Project as much as possible from the residential properties.

The UCSP's Special Provisions for the NTCD indicate that "*Building design shall be cognizant of adjacent low density uses and avoid balconies overlooking rear yards.*" The intent of this provision is not to do away with balconies but rather to address their potential effects on privacy. The building design is cognizant of and sensitive to the adjacent residential uses by distancing the structures from the adjacent property lines by as much as 49 to 59 feet. Also, dense and tall landscape materials have been provided along the east and north perimeter to screen the homes from direct view of the balconies. While the NTCD provisions indicate that balconies should be avoided, balconies are still an important design and functional elements of the UCSP and the Project. In fact, the UCSP provisions for multi-family projects encourage the use of balconies and other features to achieve quality building design. One of those provisions is the following: "*Three dimensional design features, such as balconies and bays should be incorporated into the building design.* Balconies serve to provide building facade articulation and interest, and they serve to provide usable open/recreational space. Building façade articulation and interest are important elements for a project such as this one, which is part of an urban setting where the building architecture intends to improve the face of Third Avenue and become a new architectural landmark. Balconies are also important as a source of recreational space in an urban setting because they provide recreational space on site. While balconies remain as part of the building elevations, the design issues (particularly privacy) associated with them have been avoided through the described Project features.

3. *The proposed development will incorporate one or more of the Urban Amenities Incentives in Section F - Urban Amenities Requirements and Incentives, of this chapter.*

The Project incorporates the following three amenities, are fully described in the staff report: all required parking (on-site and enclosed); public outdoor space in the form of plaza with art feature and furniture; and LEED Gold Certification. Additionally, the Project includes other amenities and community benefits as follows:

The Project will provide fourteen parking spaces that exceed the parking regulations and provide guest parking spaces within the parking garage. The proposed Project will provide a community landmark at the Project Site in the form of a public art mural on the north facing wall of the building. The mural will not only serve as a piece of art that will complement the building's architecture, it will also serve as a landmark that may be used to identify this new building in this area of Third Avenue, since no other art pieces like this exist now. Per the community input received at the Second Neighborhood Meeting, the mural could reflect the history of Chula Vista or important historical events in the City's past and looking towards the future.

The enhanced street improvements for the Project include a widened sidewalk along Third and K Street, new paving, street trees in grates, and street furniture such as benches, trash cans and planters. Additionally, this residential development will provide more options for clean, safe, energy efficient and modern housing for the Chula Vista workforce. These 71 dwelling units will put more people on Third Avenue to support the small businesses located

there and to create a more pedestrian-friendly street atmosphere.

4. *The exception or exceptions are appropriate for this location and will result in a better design or greater public benefit than could be achieved through strict conformance with the Specific Plan development regulations.*

The additional FAR of 0.5 is appropriate for this location because it would allow the Project to comply with the goals and objectives of the General Plan and Specific Plan related to bringing a mixed use project with sufficient residential units and community amenities to provide housing, activate the street and support the existing commercial base. The C1 District is characterized by having mostly retail and office uses. While there are about five properties in the District with residential uses, these properties only represent about 4% of the total District area. General Plan policy calls for some additional residential development within the C1 District to support the existing and future commercial development. It has been estimated by staff that the appropriate residential acreage that could potentially be developed within the District based on the General Plan policy is approximately 40% of total area. That percentage would be translated into approximately 21 acres. The proposed Project FAR of 2.0 (91,345 sq. ft.) represents approximately 9.5% of the total potential residential capacity within the C1 District.

The Project's FAR of 2.0 is appropriate for an urban mixed use development and is in line with development trends elsewhere in the Urban Core area. The maximum building height is 5 stories along the Third Avenue elevation (60' high as allowed by the C-1 zone) and 3 stories along the K Street elevation. This building configuration places the most mass and bulk along the Third Avenue and K Street's elevations, away from the existing low density residential. The Applicant has revised the Project and has taken measures to reduce the building mass and addressed community concerns without reducing the viability of the project. Furthermore, the form-based nature of the UCSP ensures that the proposed development emphasize the importance of site design and building form (which last many years) over numerical parameters such as FAR (which are likely to change over time through periodic reviews and amendments to the UCSP as required by law, and based on changes to the physical conditions of the Urban Core and changes in economic activity). The proposed development creates a people activated, urban corner that contributes to the city's goal of "Complete Streets" and enhances the public realm through improved streetscape design and individual building character.

IV. WAIVER OF PUBLIC FACILITIES FINANCING PLAN

BE IT FURTHER RESOLVED, that pursuant to Chula Vista Municipal Code (CVMC) 19.09.050, the Planning Commission hereby finds that the requirement for a Public Facilities Financing Plan is hereby waived because the Project is infill development located in a developed portion of the City where adequate public facilities exist or will be provided concurrent with development of the Project Site, therefore there are no public service, facility or phasing needs that warrant the preparation of a Public Facilities Financing Plan.

V. TENTATIVE SUBDIVISION MAP FINDINGS

A. BE IT FURTHER RESOLVED, that pursuant to Government Code Section 66473.5, the Planning Commission hereby finds that the Tentative Subdivision Map, as conditioned herein for the Project, is in conformance with the elements of the City's General Plan, based on the following Findings and substantiating facts thereto:

1. Land Use and Circulation

The General Plan land use designation is the Mid-Third Avenue District, which permits office, commercial and residential uses, and is also regulated by the Urban Core Specific Plan (UCSP), which further refines and implements the General Plan. The Project Site is designated the C1 Corridor Third Avenue South District by the UCSP, which permits mixed commercial and multi-family residential uses pursuant to the UCSP development standards. The Project would provide a mixed use development of 71 multi–family residential units, and one 616 commercial unit, at a FAR of 2.0. The UCSP contains provisions that permit an increase above the base FAR of 1.0, if certain project amenities are provided. The Project has been designed to comply with the requirements of the UCSP. Also, the Findings required for the exception to increase the proposed FAR to 2.0 have been made and substantiated herein.

The Project has direct frontage on K Street, which is a residential street that provides access to Third Avenue, which is designated as a 4-lane Class 1 Collector Street in the General Plan. Third Avenue will be improved by the Applicant, in accordance with the conditions of approval, to provide sidewalk and landscape improvements in compliance with City design standards and requirements. Projects proposed for the western Chula Vista area are also required to pay the Western Transportation Development Impact Fee prior to Building Permit issuance, to pay their share of costs associated with future road construction in the area.

2. Economic Development

The Project will provide 71 new, high-quality, energy-efficient multi-family homes that will enhance the image and appearance of the neighborhood, help revitalize the commercial businesses in the area, and create jobs related to the construction and the use of the Project, that will benefit the local economy. The Project will provide new rental and for-sale multi-family housing in a commercial area that will improve the housing mix and enhance residential and commercial opportunities in the neighborhood. The Project Site location near the intersection of Third Avenue and K Street will provide convenient access for residents to nearby public transportation, jobs, schools, and commercial services. The development of the site will also increase the amount of property tax revenue to the City. The Project will be constructed using green building and landscaping features that comply with the Cal Green Building Standards. Thus, approval of the Project will help achieve the General Plan objectives that seek to promote a variety of job and housing opportunities to improve the City's jobs/housing balance, provide a diverse economic base, and encourage the growth of small businesses.

3. Public Facilities and Services

The Project Site is located in the attendance area of the Rice Elementary School, within the boundaries of the Chula Vista Elementary School District. The Project is also within the attendance area of Chula Vista Middle School and Chula Vista High School, within the Sweetwater Union High School District. Both school districts responded that they would be able to accommodate the additional students generated by the Project, and that the schools would not be adversely impacted by the approval of the Project.

The Project Site is within the boundaries of the City of Chula Vista wastewater services area. The existing sewer facility system includes an existing 4-inch public sewer main line located along the southwest property line of the Project Site. New 8 inch sewer laterals are proposed to service the Project. No adverse impacts to the City's sewer system or City's sewer threshold standards will occur as a result of the proposed Project.

The Project has been conditioned to ensure that all necessary public facilities and services will be available to serve the Project concurrent with the demand for those services. The City Engineer and Fire Departments have reviewed the proposed subdivision for conformance with City policies and have determined that the proposal meets those standards. The proposed Project would not induce significant population growth, as it is a mixed commercial/residential infill project and would not adversely impact existing or proposed park and recreational facilities. The Project has been conditioned to pay Park Acquisition and Development Fees prior to issuance of Building Permits. Project construction will be required to comply with the 2014 California Green Building Standards, the Cal Green Building Standards and the 2013 California Energy Code. In addition, the Applicant will construct the Project to comply with LEED Gold standards, and therefore energy-efficient multi-family homes will be developed.

4. Housing

The Project will be granted FAR bonuses and exceptions specified herein and therefore is consistent with the FAR and density prescribed within the UCSP C-1 Corridors District zoning, and will provide additional opportunities for high-quality, market-rate multi-family residential home ownership in the southwestern portion of the City. The Project Site is subject to the Balanced Communities –Affordable Housing Program of the City's Housing Element. For all new residential projects consisting of 50 or more dwelling units, 10% of the units shall be affordable to low and moderate income households, with 5% for lower income and 5% for moderate income. Pursuant to this program, the Project will be required to provide a total of 7 low and moderate affordable units, or pay an in-lieu fee.

5. Growth Management

The Project is in compliance with applicable Growth Management Element requirements because it is an infill project that will be served by existing public infrastructure. There are no public services, facilities, or phasing needs that warrant the preparation of a Public Facilities Financing Plan.

6. Environmental

The Project includes multi-family homes with common and private usable open space that exceeds the minimum common usable open space requirements of the UCSP. The Project Site is currently developed with commercial structures that will be demolished in accordance with applicable state and local laws to protect residents and workers from exposure to hazardous materials. The Project will be conditioned to minimize potential impacts to adjacent residents from noise and dust from construction and grading activities, to the maximum extent feasible. The Development Services Director has prepared an Addendum to the UCSP FEIR-06-01, in compliance with the CEQA. Potential significant impacts to Landform/Aesthetics (including visual character and light and glare effects), Air Quality, Hazards and Hazardous Materials, Noise and Traffic will be mitigated upon completion of the Mitigation Measures specified in the UCSP FEIR-06-01 Mitigation Monitoring and Reporting Program, which are required prior to issuance of the Final Map, Grading Plan, or Building Permits for the Project. The Planning Commission finds that the development of the site is consistent with the goals and policies of the City's Conservation Element.

B. That pursuant to Government Code Section 66473.1, the configuration, orientation, and topography of the Project Site allows for the optimum siting of buildings for natural and passive heating and cooling opportunities, and the development of the Site will be subject to Building Permit review pursuant to the 2013 California Building Code as amended and updated, including Cal Green Building Standards, and the 2013 California Energy Code, to ensure the maximum utilization of natural and passive heating and cooling opportunities.

C. That pursuant to Government Code Section 66412.3, the Planning Commission has considered the effect of this approval on the housing needs of the region and has balanced those needs against the public service needs of the residents of the City and the available fiscal and environmental resources.

D. That the Project Site is physically suited for residential development. The Project proposes to develop a level property that is developed with commercial structures, and is located on Third Avenue, a Circulation Element road, at the intersection of K Street. The Project design makes full utilization of the land, locates the building with convenient access to Third Avenue, an on-site parking garage, and to on-site common recreational amenities and open space areas. The Project Site is adjacent to commercial uses on the north, south and west, and residential development on the east. The proposed Project design takes advantage of the location and characteristics of the Project Site to provide a mixed use building at height and scale that transitions from 34 feet, 3 stories adjacent to lower density residential uses on the east, to 60 feet, 5 stories facing Third Avenue to the west. The Project Site also has convenient access to the MTS bus route on Third Avenue. As conditioned, the Project conforms to all standards established by the City for a mixed-use commercial/multi-family residential development.

VI. TENTATIVE MAP GENERAL CONDITIONS OF APPROVAL

A. Project Site is Improved with Project

The Applicant, or his/her successors in interest, shall improve the Project Site with the Project as described in the Tentative Subdivision Map, Chula Vista Tract No. 12-07, located at 795 Third Avenue.

VII. SPECIAL CONDITIONS OF APPROVAL

A. The conditions imposed on the Tentative Map approval herein are approximately proportional both to the nature and extent of impact created by the proposed Project. Unless otherwise specified, all conditions and code requirements listed below shall be fully completed by the Applicant, Owner or Successor-in-Interest to the Director of Development Services, or designee's, satisfaction prior to approval of the Final Map, unless otherwise specified:

GENERAL/ DEVELOPMENT SERVICES

1. The Project shall comply with the City of Chula Vista Standard Tentative Map Conditions, described in Section 5 of the City Subdivision Manual, as approved and amended from time to time, to the satisfaction of the Director of Development Services and City Engineer.

2. Applicant shall pay in full any unpaid balance for the Project, including Deposit Account No. DQ3021.

3. The Applicant shall implement, to the satisfaction of the Director of Development Services and the City Engineer, the mitigation measures identified in the Urban Core Specific Plan (UCSP) Final Environmental Impact Report and Mitigation Monitoring and Reporting Program FEIR-06-01for the Project, within the timeframe specified in the MMRP.

4. The Final Map shall include an exhibit delineating the open space and improvements to be maintained by the Applicant, Homeowner's Association or other entity, including the public plaza, common open space areas, landscaping, and bio-retention areas, to the satisfaction of the Director of Development Services and City Engineer.

5. Prior to issuance of the first Building Permit for the Project, the Applicant shall obtain approval of Design Review Permit DR15-0015 and construct the Project in compliance with the approved Design Review plans and conditions of approval.

6. The City of Chula Vista General Plan Housing Element established Policy 5.1.1 (the "Balanced Community Policy"), which requires the occupancy and affordability of ten percent (10%) of each housing development of 50 or more units for low and moderate-income households, with at least one half of those units (5% of project total units) being designated for low-income households (the "Affordable Housing Obligation"). In

satisfaction of the Balanced Community Policy, the Project Applicant shall execute an Affordable Housing Agreement prior to the issuance of the first Building Permit. Said Affordable Housing Agreement shall be recorded in the Office of the San Diego County Recorder over the entirety of the Project Site. The Affordable Housing Agreement shall provide that 10% of the total number of qualified low income (5%) and moderate housing units (5%), which equals a total of 7 low and moderate income units, shall be constructed on site or pay the In lieu fee of $124,220 per unit. The trigger point to pay the in lieu fee is determined by the City Manager and City Attorney or their designees.

LAND DEVELOMENT DIVISION /GENERAL COMMENTS AND FEES:

7. The following fees shall be payable prior to issuance of Building Permits, based on the Final Building Plans submitted:

    a. Sewer Connection and Capacity Fees
    b. Traffic Signal Fees
    c. Public Facilities Development Impact Fees (PFDIF)
    d. Western Transportation Development Impact Fees (WTDIF)
    e. Other Engineering Fees as applicable per the Master Fee Schedule

8. Additional deposits or fees in accordance with the City Subdivision Manual, and Master Fee Schedule shall be required for the submittal of the following items:

    a. Grading Plans
    b. Street Improvement Plans
    c. Final Map

9. Payment of the Park Acquisition and Development (PAD) Fee per dwelling unit shall be paid prior to the issuance of the first Building Permit in accordance with CVMC 17.10. 100. The current PAD Fee for West Chula Vista Projects is $7,607 for each Multi-Family Residential dwelling. The PAD Fee is adjusted on an annual basis each October 1 based on the Engineer Construction Cost Index. The payment of the PAD Fee amount in place at the time of the recording of the Final Map is required. The PAD Fee for the project at this time is $540,097 (71 @ $7,607/unit).

ACCESS AND SITE PLAN:

10. All driveways shall conform to the City of Chula Vista's sight distance requirements in accordance with Section 18.16.220 of the Municipal Code. Also, landscaping, street furniture, or signs shall not obstruct the visibility of driver at the street intersections or driveways.

11. Driveways shall be designated as private.

SEWER

12. Clearly show the existing and proposed sanitary sewer lines and how the site will connect to the City's public sewage system. No sewer lines will be allowed to be located under existing or proposed buildings. Indicate whether sewer lines are private or public.

GRADING AND DRAINAGE:

The following conditions shall be satisfied prior to approval of the Grading Plan for the Project:

13. Depict and detail existing and proposed drainage to ensure adjacent properties are not impacted.

14. Provide two updated copies of the following technical reports with the first submittal of Grading Plans:
    a. Drainage study
    b. Water Quality Technical Report (WQTR)
    c. Geotechnical Report

15. Applicant must obtain a Land Development Permit prior to beginning any earthwork activities at the Project Site and before issuance of Building Permits in accordance with Municipal Code Title 15.05. Applicant shall submit Grading Plans in conformance with the City's Subdivision Manual and the City's Development Storm Water Manual requirements, including, but not limited to the following:

    a. Grading Plans shall be prepared by a registered Civil Engineer and approved by the City Engineer.
    b. Drainage Study and Geotechnical/Soils Investigations are required with the first submittal of Grading Plans. The Drainage Study shall calculate the Pre-Development and Post-Development flows and show how downstream properties and storm drain facilities are impacted. Design shall incorporate detention of storm water runoff if Post-Development flows exceed Pre-Development flows; analysis shall include flows from 2 yr, 10 yr, and 50 yr. return frequency storms.
    c. Drainage Study shall also demonstrate that no property damage will occur during the 100-year storm event.
    d. All onsite drainage facilities shall be private.
    e. Any off-site work will require Letters of Permission from the property owner(s).

STORM WATER MANAGEMENT:

The following conditions shall be satisfied prior to approval of the Grading Plan for the Project:

16. This Project shall comply with all requirements of the Chula Vista Development Storm Water Manual (Storm Water Manual) for both construction and post-construction phases of the Project. Prior to issuance of the first Building Permit, documentation shall be provided, to the satisfaction of the City Engineer or designee, to demonstrate such compliance.

17. Development of this Project shall comply with all requirements of State Water Resources Control Board (SWRCB) NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity, and any subsequent re-issuances thereof. In accordance with said permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed and implemented concurrent with the commencement of grading activities. The SWPPP shall specify construction structural and non-structural pollution prevention measures.

18. A complete and accurate Notice-of-Intent (NOI) shall be filed with the San Diego Regional Water Quality Control Board (SRWQCB). A copy of the acknowledgement from the SRWQCB that a NOI has been received for this Project shall be filed with the City of Chula Vista when received. Further, a copy of the completed NOI from the SRWQCB showing the Permit Number for this project shall be filed with the City of Chula Vista when received.

19. Permanent storm water requirements, including site design, source control, and treatment control Best Management Practices (BMP's), all as shown in the approved WQTR, shall be incorporated into the Project design, and shall be shown on the plans. Provide sizing calculations and specifications for each BMP's. Any structural and non-structural BMP requirements that cannot be shown graphically must be either noted or stapled on the plans.

20. Pursuant to the NPDES Municipal Permit, Order No. R9-2013-0001, new regulations will come into effect on May 2015, which may impose additional requirements on development projects that have not begun construction at that time.

21. All on-site storm drain inlets and catch basins shall be provided with permanent stenciling and signage according to City of Chula Vista Standards to prohibit illegal discharge to the storm drain system.

22. The Applicant shall enter into a Storm Water Management Facilities Maintenance Agreement to perpetually maintain private BMP's located within the project prior to issuance of any Grading or Building Permits, whichever occurs first.

23. Project Site design shall include features to meet NPDES Standards. These features shall maximize infiltration and minimize impervious land coverage while conveying storm water runoff.

24. The trash enclosure area(s) shall be covered with a solid roof or awning to avoid contamination of runoff. The site shall be graded in such a way as to prevent run-on into, and run-off from, the trash enclosure area.

25. The Project Site runoff must be directed to a bioretention BMP. The bioretention BMP shall be designed in accordance with criteria established in the Countywide Model SUSMP and the California Stormwater Quality Association (CASQA) Storm Water Best Management Practices Handbook, BMP # TC-32. Details of the bioretention facility shall be shown on the plan.

26. The Municipal Permit requires runoff from all areas of a priority development project to be treated.

PUBLIC IMPROVEMENTS:

The following conditions shall be satisfied prior to approval of the Final Map for the Project:

27. Improvement Plans in conformance with the City's Subdivision Manual and a Construction Permit shall be required. The Improvement Plan shall include but not be limited to:

    a. Construct 10 foot sidewalk along Third Avenue, including 8 feet within the right-of-way and 2 feet not within the right-of-way, and tree grates, as shown on the Tentative Map.

    b. Removal and replacement of any broken or damaged curb, gutter, and sidewalk per SDRSD G-2, and G-7 along the Project's frontage to the satisfaction of the City Engineer. Sidewalk shall be designed and constructed with proper transitions to existing conditions.

    c. Additional asphalt paving for the replacement of the existing curb, gutter and sidewalk.

    d. Removal and replacement of existing pedestrian ramp on the corner of Third Avenue and K Street per Chula Vista Construction Standard CVCS-25. Current pedestrian ramp shall be replaced if it does not meet the City of Chula Vista Design Standards/ADA Standards, or if existing pedestrian ramp is cracked or broken.

    e. Installation of one 24 ft. wide driveway opening meeting design standards as shown in Chula Vista standard detail CVCS-1A. Dedication of right of way as needed in order for driveway to comply with American Disability Act (ADA) requirements.

    f. Installation of a sewer manhole per SDRSD S-2 is required at the connection of the 8 inch sewer lateral to the main public sewer line.

g. Installation of all sewer laterals per SDRSD S-13.

h. Provide utilities trenching and restoration per CVCS No. 3 and No. 4.

i. Sewer lateral and storm drain connections to existing public utilities. The Public Works Operations Section will need to inspect any existing sewer laterals and connections that are to be used by the new development. Laterals and connections may need replacement by Applicant as a result of this inspection.

j. Relocation of existing utilities, as determined by the City Engineer, or designee.

k. Installation of private streetlights and planters within the sidewalk per UCSP requirements.

28. Separate permits for other public utilities (gas, electric, water, cable, telephone) shall be required, as necessary.

29. Any improvements in the right-of-way beyond the Project limits shall be designed and constructed as to not interfere with adjacent businesses, as approved by the City Engineer.

30. The construction and completion of all improvements and release requirements shall be secured in accordance with CVMC 18.16.220.

SEWER:

31. Sewer lateral and storm drain connections to existing public utilities. The Public Works Operations Section shall inspect any existing sewer laterals and connections that are to be used by the new development. Laterals and connections may need replacement as a result of this inspection.

32. For the proposed private sewer facilities, manholes shall be used where 6" mains or larger are connected to public sewer.

PRIVATE ONSITE IMPROVEMENTS:

The following conditions shall be satisfied prior to approval of the Improvement Plans for the Project, as determined by the City Engineer:

33. The onsite sewer and storm drain system shall be private. All sewer laterals and storm drains shall be privately maintained from each building unit to the City-maintained public facilities.

34. All proposed sidewalks, walkways, pedestrian ramps, and disabled parking shall be designed to meet the City of Chula Vista Design Standards, ADA Standards, and Title 24 standards, as applicable.

MAPPING:

35. The Project will require the filing of a Condominium Final Map in accordance with Sections 66426 and 66427 of the Subdivision Map Act. The Applicant shall enter into an agreement prior to approval of the Final Map to secure all Public Improvements required for the development of the Project.

36. Prior to Final Map, Grading or Street Improvement Plan approval, the Owner/Applicant shall upload copies of the Street Improvement Plan, Grading Plan, Final Map and Site Improvement Plan in digital format such as AutoCAD DWG or DXF (AutoCAD version 2000 or above), ESRI GIS shape file, file, or personal geodatabase (ArcGIS version 9.0 or above). The files should be transmitted directly to the GIS section using the City's digital submittal file upload website at http://www.chulavistaca.gov/goto/GIS. The data upload site only accepts zip formatted files.

CC&R'S

37. Prior to approval of the Final Map, the Applicant shall submit Covenants, Conditions & Restrictions (CC&R's) to the Director of Development Services for approval by the Director of Development Services, City Attorney and City Engineer, or designee's. Said CC&R's shall include the following:

    a) Indemnification of City for private sewer spillage.
    b) Listing of maintained private facilities.
    c) The City's right but not the obligation to enforce the CC&R's.
    d) Provision that no private facilities shall be requested to become public unless 100% of the homeowners and 100% of the first mortgage holders have signed a written petition therefor.
    e) Maintenance of all walls, fences, lighting structures, paths, recreational amenities and structures, sewage facilities, drainage structures and landscaping.
    f) Implement education and enforcement program to prevent the discharge of pollutants from all on-site sources to the storm water conveyance system.
    g) Identify if any common lots, driveways, or private facilities are proposed, or if one sewer lateral is serving multiple units.

38. Said CC&R's shall be consistent with CVMC 18.44, and shall be recorded concurrently with the Final Map.

CHULA VISTA MUNICIPAL CODE REQUIREMENTS (ENGINEERING):

The following conditions shall be satisfied prior to approval of the Improvement Plans for the Project, as determined by the City Engineer, or designee:

39. Any private facilities (if applicable) within public right-of-way or City easement will require an Encroachment Permit prior to issuance of the first Building Permit.

40. All utilities serving the subject property and existing utilities located within or adjacent to the subject property shall be under grounded in accordance with the Chula Vista Municipal Code Section. Further, all new utilities serving the subject property shall be under grounded prior to the issuance of Building Permits.

VIII. GOVERNMENT CODE SECTION 66020 NOTICE

Pursuant to Government Code Section 66020(d) (1), NOTICE IS HEREBY GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to follow timely this procedure will bar any subsequent legal action to attack, set aside, void or annual imposition. The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with the project; and it does not apply to any fees, dedication, reservations, or other exactions which have been given notice similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

IX. EXECUTION AND RECORDATION OF RESOLUTION OF APPROVAL

The Property owner and the Applicant shall execute this document by signing the lines provided below, said execution indicating that the property owner and Applicant have each read, understood, and agreed to the conditions contained herein. Upon execution, this document shall be recorded with the County Recorder of the County of San Diego, at the sole expense of the property owner and the Applicant, and a signed, stamped copy of this recorded document shall be returned within ten days of recordation to the City Clerk. Failure to record this document shall indicate the property owner and Applicant's desire that the Project, and the corresponding application for Building Permits and/or a business license, be held in abeyance without approval. Said document will also be on file in the City Clerk's Office and known as Document No. _____.

_____ _____
Signature of Applicant Date

_____
Printed Name of Applicant

Signature of Property Owner

Date

Printed Name of Applicant

X. CONSEQUENCE OF FAILURE OF CONDITIONS

If any of the foregoing conditions fail to occur, or if they are, by their terms, to be implemented and maintained over time, if any of such conditions fail to be so implemented and maintained according to their terms, the City shall have the right to revoke or modify all approvals herein granted, deny, or further condition issuance of all future Building Permits, deny, revoke, or further condition all certificates of occupancy issued under the authority of approvals herein granted, institute and prosecute litigation to compel their compliance with said conditions or seek damages for their violation. The Applicant shall be notified ten (10) days in advance prior to any of the above actions being taken by the City and shall be given the opportunity to remedy any deficiencies identified by the City within a reasonable and diligent time frame.

XI. INVALIDITY; AUTOMATIC REVOCATION

It is the intention of the City Council that its adoption of this Resolution is dependent upon the enforceability of each and every term, provision and condition herein stated; and that in the event that any one or more terms, provision, or conditions are determined by a Court of competent jurisdiction to be invalid, illegal or unenforceable, this resolution shall be deemed to be automatically revoked and of no further force and effect ab initio.

BE IT FURTHER RESOLVED, that the City of Chula Vista Planning Commission does hereby approve the subject Tentative Subdivision Map (Chula Vista Tract No. 15-06) to combine multiple parcels into one for 71 residential units, and one commercial unit for individual ownership located at 795 Third Avenue, subject to the conditions of approval contained herein.

SIGNATURE PAGE FOLLOWS

Presented by:

Kelly Broughton
Director of Development Services

Approved as to form by:

Glen R. Googins
City Attorney

PASSED AND APPROVED BY THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA, CALIFORNIA, this 22nd day of June 2016, by the following vote, to-wit:

AYES:

NOES:

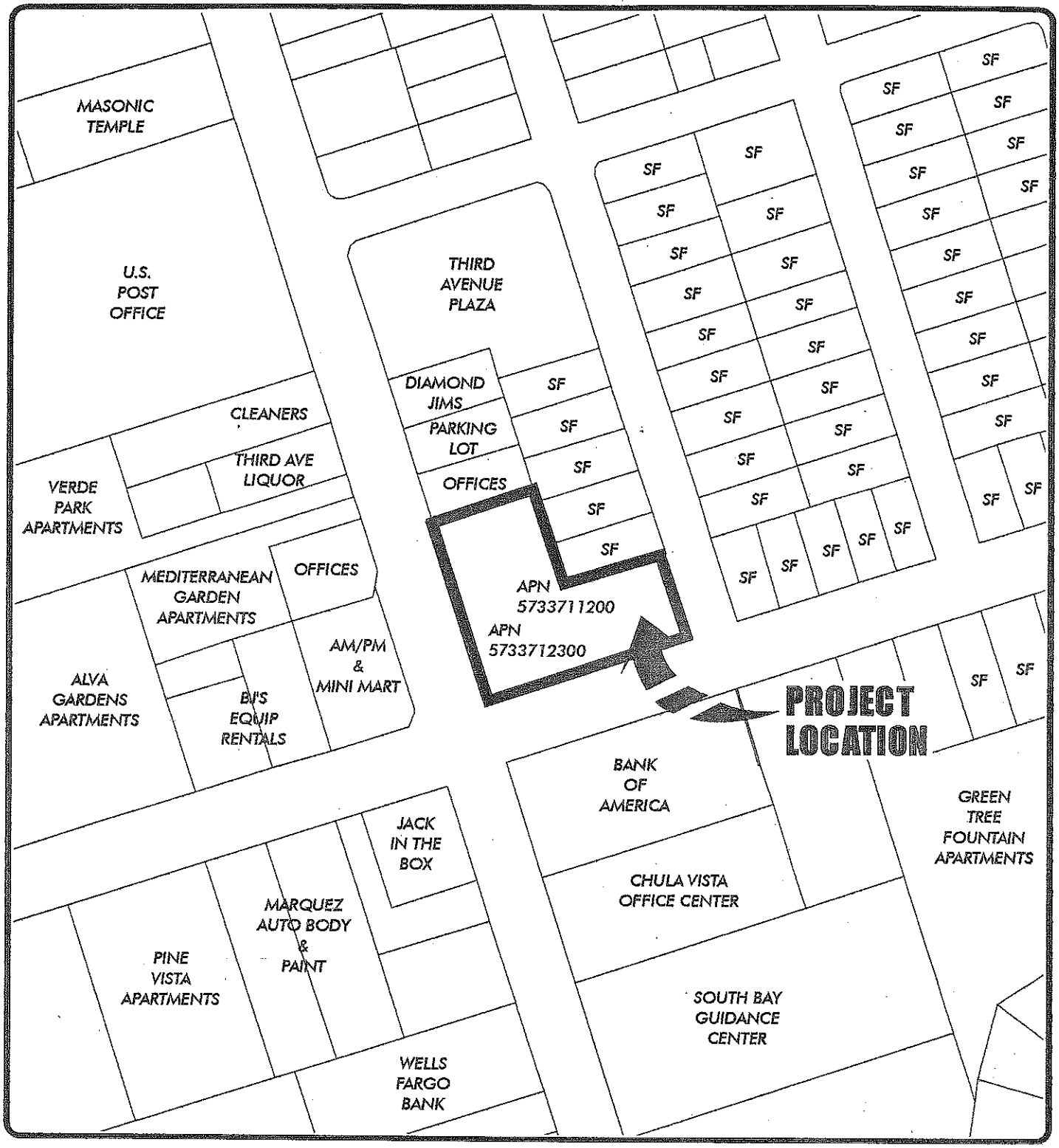
ABSENT:

ABSTAIN:

Yolanda Calvo, Chair

ATTEST:

Patricia Laughlin, Board Secretary



CHULA VISTA DEVELOPMENT SERVICES DEPARTMENT

LOCATOR

NORTH

PROJECT APPLICANT: Vista Del Mar

PROJECT ADDRESS: NEC Third Av & K St
APN's 5733711200 & 5733712300

SCALE: No Scale

FILE NUMBER: DR15-0015

PROJECT DESCRIPTION:

DESIGN REVIEW

Project Summary: Proposal for a mixed use 3-5 story, 71 condo units with 616 sq ft of commercial space and 142 below grade parking stalls.

Related cases:

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