



Type of Review Requested

- General Plan Amendment
General Development Plan
SPA/Specific Plan
Zone Change
Tentative Subdivision Map
Annexation
Other: Local Coastal Plan Amendment

STAFF USE ONLY

Case #:
Filing Date: By:
Assigned Planner:
Receipt #:
Project Account:
Deposit Account:
Related Cases:

Application Information

Applicant Name: City of Chula Vista Property, LLC
Applicant Address: 5950 Canoga Avenue, Ste. 500 Woodland Hills, CA 91367
Contact: Simon Dunstan Phone: 818-849-3282
Applicant's Interest in Property (If applicant is not the owner, the owner's authorization signature at the end of this form is required to process this request.)
Engineer/Agent: Same as above Address:
Contact: Phone:
Primary contact is: Applicant Agent Email address of primary contact: sdunstan@landdeveloper.net

General Project Description (all types)

Project Name: Chula Vista Bayside Hotels Proposed Use: Hospitality: Hotel
General Description of Proposed Project: The proposed amendments would change land use designations and zoning for two parcels on the Chula Vista Bayfront. The parcels are referred to as site 1a in the LCP and Bayfront Specific Plan, and S-4 in the Chula Vista Bayfront Master Plan. The site is located at the northwest corner of E Street and Interstate 5. The application seeks to permit amendments to the CVGP to change designation of the subject site from Professional and Admin. Office to Commercial Visitor. It also requests that the LCP and Bayfront Specific Plan be amended to change the use from Commercial Office to Commercial Visitor Limited (C-VL).

Subject Property Information (all types)

Location/Street Address: 789 E Street Chula Vista, CA 91910
Assessor's Parcel #: 565-310-09&565-310-25 Total Acreage: +/- 4.81 ac Redevelopment Area (if applicable): N/A
General Plan Designation: Professional & Office Zone Designation: Office
Planned Community (if applicable): Chula Vista Bayfront
Current Land Use: None - Vacant Within Montgomery Specific Plan? Yes No

General Plan Amendment

Proposed Land Use Designation: Commercial Visitor (C-V)
Justification for General Plan change: City of Chula Vista Property, LLC is proposing to build 2 select service hotels on the above identified parcels. A General Plan Amendment and Rezone is required to allow the proposed development.



General Development Plan

General Development Plan Name: N/A

Proposed Land Uses / Total Acres:

Commercial / _____ Acres	Industrial / _____ Acres
Parks / _____ Acres	Schools / _____ Acres
Community Purpose / _____ Acres	Circulation / _____ Acres
Public/Quasi / _____ Acres	Open Space / _____ Acres

Residential / Range:

Single Family Detached / _____ to _____ Units _____ Acres

Single Family Attached / _____ to _____ Units _____ Acres

Duplexes / _____ to _____ Units _____ Acres

Apartments / _____ to _____ Units _____ Acres

Condominiums / _____ to _____ Units _____ Acres

TOTALS / _____ to _____ Units _____ Acres

Annexation

Rezoning: N/A LAFCO Reference #: _____

Tentative Subdivision Map

Subdivision Name: N/A CV Tract #: _____

Minimum lot size: _____ Number of units: _____ Average lot size: _____

Zone Change

Rezoning Prezoning Setback

Proposed zoning: Commercial Visitor Limited (C-VL)

Authorization

Print applicant name: City of Chula Vista Property, LLC

Applicant Signature: _____ Date: 8/12/15

Print owner name*: City of Chula Vista Property, LLC

Owner Signature*: _____ Date: 8/12/15

*Proof of ownership may be required. Letter of consent may be provided in lieu of signature.

Section 1.b.

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EXHIBIT "A"

SHEET 1 OF 2

LEGAL DESCRIPTION CITY OF CHULA VISTA

PARCEL A

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161 OF RANCHO DE LA NACION, IN THE CITY OF CHULA VISTA, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 166, FILED MAY 11, 1869, IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY; AND MORE PARTICULARLY DESCRIBED AS FOLLOWS AND ILLUSTRATED ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART OF THIS DOCUMENT:

COMMENCING AT A PORTION ON THE SOUTHERLY LINE OF SAID QUARTER SECTION 161, DISTANT ALONG SAID SOUTHERLY LINE NORTH 72°06'38" EAST 20.00 FEET FROM A SPIKE MARKING THE SOUTHWESTERLY CORNER OF SAID QUARTER SECTION 161, SAID POINT ALSO BEING ON THE EASTERLY LINE OF THAT 40 FOOT RAILROAD RIGHT OF WAY AS DESCRIBED IN DEED TO CORONADO RAILROAD COMPANY, RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST 40.00 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 40 FOOT WIDE STRIP OF LAND AS RESERVED FOR A PUBLIC ROAD IN DEED TO GREGG ROGERS, RECORDED OCTOBER 11, 1922 IN BOOK 915, PAGE 60 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST 624.14 FEET TO THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161; ALONG LAST SAID NORTHERLY LINE NORTH 72°06'24" EAST, 52.00 FEET TO THE **TRUE POINT OF BEGINNING**; LEAVING LAST SAID LINE SOUTH 17°42'25" EAST 586.17 FEET; THENCE SOUTH 68°17'41" EAST 26.22 FEET; THENCE NORTH 68°15'12" EAST 217.52 FEET; THENCE NORTH 11°12'13" WEST, 55.28 FEET; THENCE NORTH 17°11'55" WEST 533.38 FEET TO THE SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161; THENCE ALONG SAID NORTHERLY LINE SOUTH 72°06'34" WEST TO THE **TRUE POINT OF BEGINNING**.

CONTINUED ON SHEET 2.....



CITY OF CHULA VISTA
PUBLIC WORKS DEPARTMENT
276 FOURTH AVENUE
CHULA VISTA, CA 91910
(619) 409-1974

FILE NO. EB-304

EXHIBIT "A"

LEGAL DESCRIPTION
CITY OF CHULA VISTA


CONTINUED FROM SHEET 1.....

EXCEPTING THEREFROM THAT PORTION OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161, LYING EASTERLY, NORTHEASTERLY AND SOUTHEASTERLY OF THE FOLLOWING DESCRIBED LINE AS DEPICTED ON STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DISTRICT 11 - RIGHT OF WAY MAP NO. 2530, DATED JANUARY 1984:

COMMENCING AT A PORTION ON THE SOUTHERLY LINE OF SAID QUARTER SECTION 161, DISTANT ALONG SAID SOUTHERLY LINE NORTH 72°06'38" EAST 20.00 FEET FROM A SPIKE MARKING THE SOUTHWESTERLY CORNER OF SAID QUARTER SECTION 161, SAID POINT ALSO BEING ON THE EASTERLY LINE OF THAT 40 FOOT RAILROAD RIGHT OF WAY AS DESCRIBED IN DEED TO CORONADO RAILROAD COMPANY, RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST A DISTANCE OF 40.00 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 40 FOOT WIDE STRIP OF LAND AS RESERVED FOR A PUBLIC ROAD IN DEED TO GREGG ROGERS, RECORDED OCTOBER 11, 1922 IN BOOK 915, PAGE 60 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST A DISTANCE OF 143.20 FEET TO A POINT ALONG SAID RAILROAD RIGHT OF WAY LINE, SAID POINT BEING ALSO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 12°29'19" EAST A DISTANCE OF 472.98 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 470 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 29°41'14" A DISTANCE OF 243.53 FEET TO A POINT ON THE WESTERLY LINE OF PARCEL 1 OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 29, 1969 AS DOCUMENT NO. 95061 OF OFFICIAL RECORDS OF SAID COUNTY.

CONTAINING 1.02 ACRES, MORE OR LESS



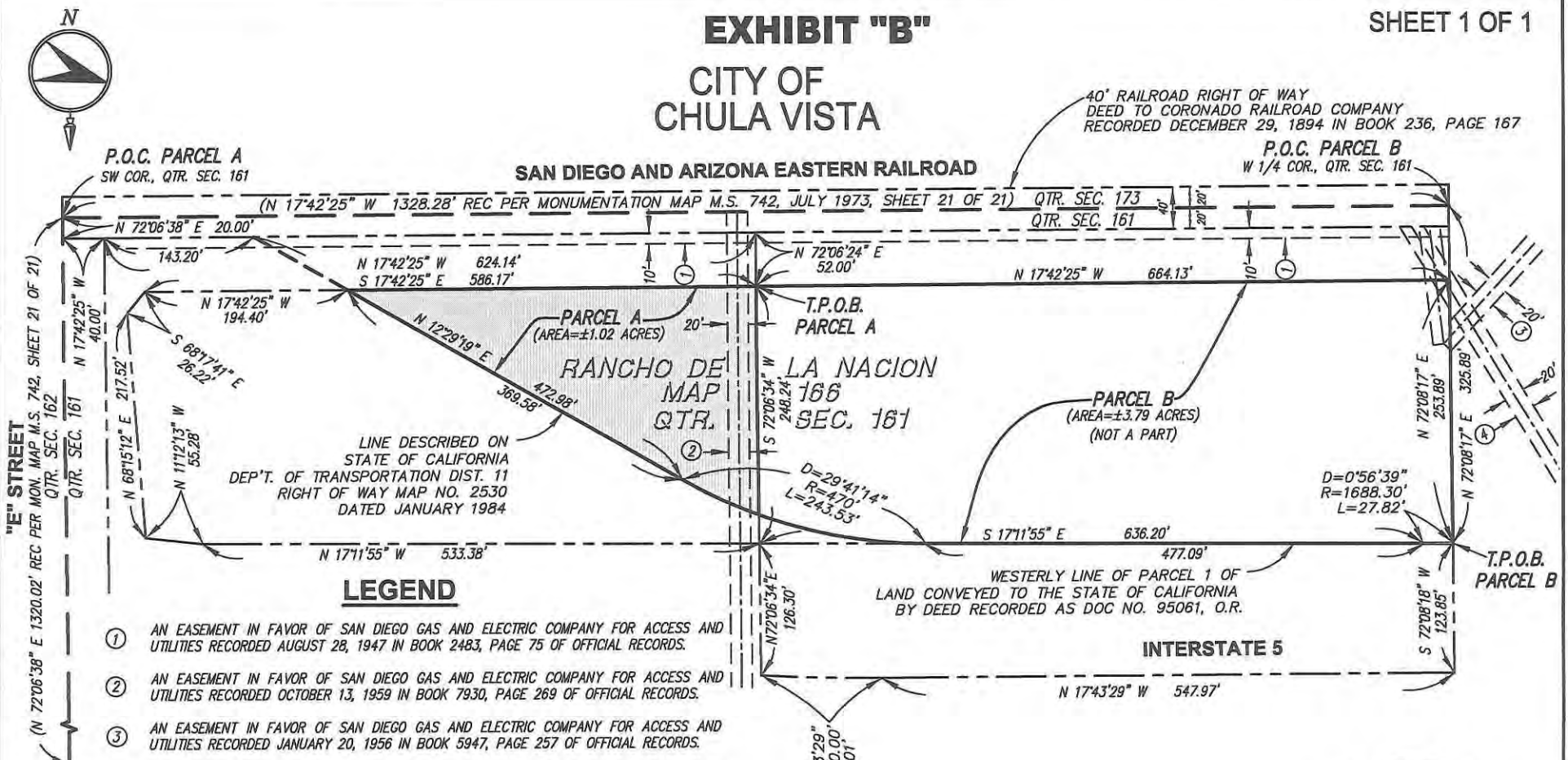
	<p>CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT 276 FOURTH AVENUE CHULA VISTA, CA 91910 (619) 409-1974</p>
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Gregory E. Tschersch 2/19/2015


 GREGORY E. TSCHERCH, P.L.S. 8814 DATE
 LICENSE EXPIRES 06/30/2015 FILE NO. EB-304

EXHIBIT "B"

CITY OF CHULA VISTA



Gregory E. Tschersch 2/19/2015
GREGORY E. TSCHERCH, P.L.S. 8814
 LICENSE EXPIRES 06/30/2015
 DATE


CITY OF CHULA VISTA
 CITY OF CHULA VISTA
 PUBLIC WORKS DEPARTMENT
 276 FOURTH AVENUE
 CHULA VISTA, CA 91910
 (619) 409-1974

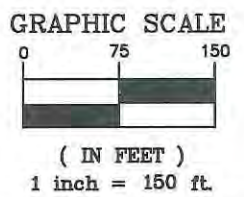


EXHIBIT "A"

LEGAL DESCRIPTION CITY OF CHULA VISTA

PARCEL B

ALL THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161 OF RANCHO DE LA NACION, IN THE CITY OF CHULA VISTA, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 166, BY MORRILL, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 11, 1869, LYING WESTERLY OF THE WESTERLY LINE OF PARCEL 1 OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 29, 1969 AS DOCUMENT NO. 95061 OF OFFICIAL RECORDS OF SAID COUNTY; AND MORE PARTICULARLY DESCRIBED AS FOLLOWS AND ILLUSTRATED ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART OF THIS DOCUMENT:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTH 72°08'17" EAST 325.89 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE -1- SOUTHERLY FROM A TANGENT BEARING SOUTH 18°08'34" EAST ALONG A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 1688.30 FEET THROUGH A CENTRAL ANGLE OF 0°56'39" A DISTANCE OF 27.82 FEET; THENCE -2- TANGENT TO SAID CURVE SOUTH 17°11'55" EAST 636.20 FEET TO THE SOUTHERLY LINE OF SAID NORTHWEST QUARTER; THENCE -3- ALONG SAID SOUTHERLY LINE NORTH 72°06'34" EAST 126.30 FEET TO THE WESTERLY BOUNDARY OF THAT PART OF SAID NORTHWEST QUARTER GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED AS DOCUMENT NO. 57993 ON JUNE 20, 1949 IN BOOK 3242, PAGE 128 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE -4- ALONG SAID WESTERLY BOUNDARY, NORTHERLY FROM A TANGENT BEARING NORTH 14°20'28" WEST ALONG A CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 1960.00 FEET THROUGH A CENTRAL ANGLE OF 03°23'29" A DISTANCE OF 116.01 FEET; THENCE -5- CONTINUING ALONG SAID WESTERLY BOUNDARY NORTH 17°43'29" WEST 547.97 FEET TO THE SAID NORTHERLY LINE OF SAID NORTHWEST QUARTER; THENCE -6- ALONG SAID NORTHERLY LINE SOUTH 72°08'18" WEST 123.85 FEET TO THE **TRUE POINT OF BEGINNING**.

EXCEPTING THE WESTERLY 72.00 FEET OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161.

CONTINUED ON SHEET 2.....



CITY OF CHULA VISTA
PUBLIC WORKS DEPARTMENT
276 FOURTH AVENUE
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EXHIBIT "A"

SHEET 2 OF 2

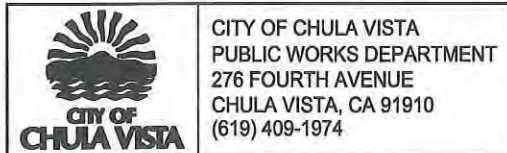
LEGAL DESCRIPTION CITY OF CHULA VISTA

CONTINUED FROM SHEET 1.....

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161, LYING EASTERLY, NORTHEASTERLY AND SOUTHEASTERLY OF THE FOLLOWING DESCRIBED LINE AS DEPICTED ON STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DISTRICT 11 - RIGHT OF WAY MAP NO. 2530, DATED JANUARY 1984:

COMMENCING AT A PORTION ON THE SOUTHERLY LINE OF SAID QUARTER SECTION 161, DISTANT ALONG SAID SOUTHERLY LINE NORTH 72°06'38" EAST 20.00 FEET FROM A SPIKE MARKING THE SOUTHWESTERLY CORNER OF SAID QUARTER SECTION 161, SAID POINT ALSO BEING ON THE EASTERLY LINE OF THAT 40 FOOT RAILROAD RIGHT OF WAY AS DESCRIBED IN DEED TO CORONADO RAILROAD COMPANY, RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST A DISTANCE OF 40.00 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 40 FOOT WIDE STRIP OF LAND AS RESERVED FOR A PUBLIC ROAD IN DEED TO GREGG ROGERS, RECORDED OCTOBER 11, 1922 IN BOOK 915, PAGE 60 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST A DISTANCE OF 143.20 FEET TO A POINT ALONG SAID RAILROAD RIGHT OF WAY LINE, SAID POINT BEING ALSO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 12°29'19" EAST A DISTANCE OF 472.98 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 470 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 29°41'14" A DISTANCE OF 243.53 FEET TO A POINT ON THE WESTERLY LINE OF PARCEL 1 OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 29, 1969 AS DOCUMENT NO. 95061 OF OFFICIAL RECORDS OF SAID COUNTY.

CONTAINING 3.79 ACRES, MORE OR LESS



Gregory E. Tschersch 2/19/2015
GREGORY E. TSCHERCH, P.L.S. 8814 DATE
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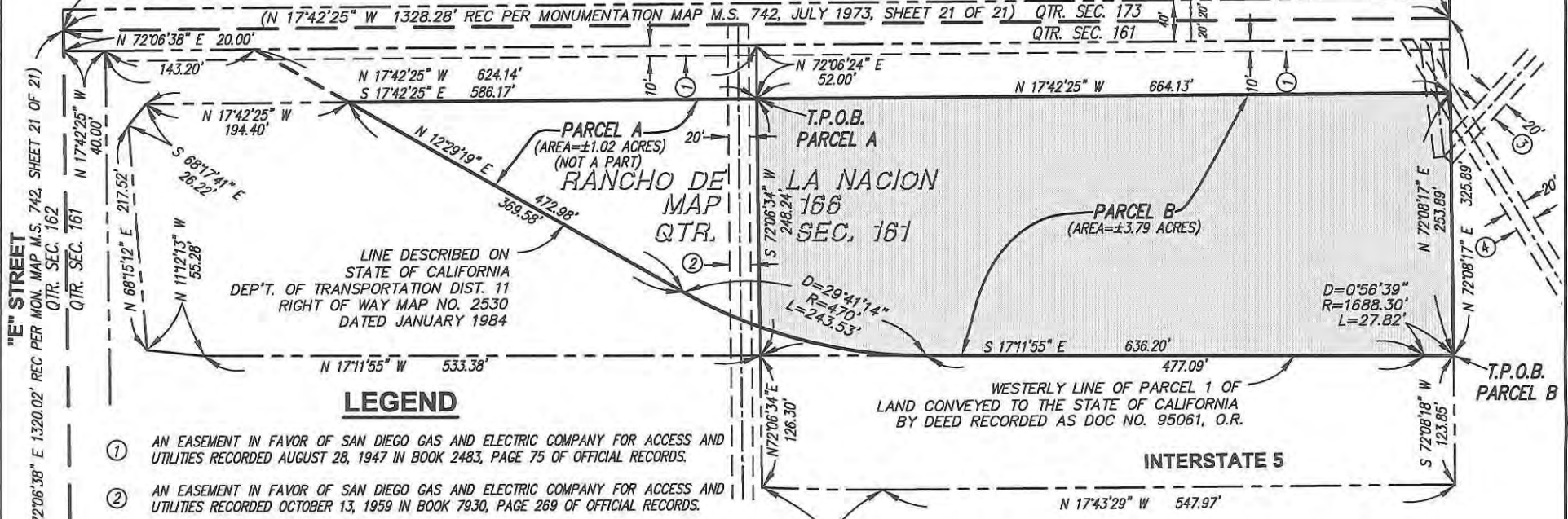
EXHIBIT "B" CITY OF CHULA VISTA

SAN DIEGO AND ARIZONA EASTERN RAILROAD

40' RAILROAD RIGHT OF WAY
DEED TO CORONADO RAILROAD COMPANY
RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167

P.O.C. PARCEL A
SW COR., QTR. SEC. 161

P.O.C. PARCEL B
W 1/4 COR., QTR. SEC. 161



LINE DESCRIBED ON
STATE OF CALIFORNIA
DEPT. OF TRANSPORTATION DIST. 11
RIGHT OF WAY MAP NO. 2530
DATED JANUARY 1984

WESTERLY LINE OF PARCEL 1 OF
LAND CONVEYED TO THE STATE OF CALIFORNIA
BY DEED RECORDED AS DOC NO. 95061, O.R.

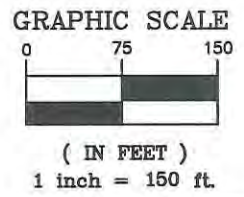
LEGEND

- ① AN EASEMENT IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY FOR ACCESS AND UTILITIES RECORDED AUGUST 28, 1947 IN BOOK 2483, PAGE 75 OF OFFICIAL RECORDS.
- ② AN EASEMENT IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY FOR ACCESS AND UTILITIES RECORDED OCTOBER 13, 1959 IN BOOK 7930, PAGE 269 OF OFFICIAL RECORDS.
- ③ AN EASEMENT IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY FOR ACCESS AND UTILITIES RECORDED JANUARY 20, 1956 IN BOOK 5947, PAGE 257 OF OFFICIAL RECORDS.
- ④ AN EASEMENT IN FAVOR OF THE CITY OF SAN DIEGO, A MUNICIPAL CORPORATION FOR A PUBLIC SEWER OR SEWERS AND INCIDENTAL PURPOSES RECORDED AUGUST 25, 1961 AS FILE NO. 148600 OF OFFICIAL RECORDS.

P.O.C. POINT OF COMMENCEMENT
T.P.O.B. TRUE POINT OF BEGINNING

- PARCEL BOUNDARY
- - - RIGHT OF WAY / PROPERTY LINE
- CENTERLINE
- - - EASEMENT LINE

CITY OF CHULA VISTA
PUBLIC WORKS DEPARTMENT
276 FOURTH AVENUE
CHULA VISTA, CA 91910
(619) 409-1974



Gregory E. Tschersch 2/19/2015
 GREGORY E. TSCHERCH, P.L.S. 8814
 LICENSE EXPIRES 06/30/2015
 DATE

I. Cover Page

Applicant: Land Developers and Associates Corporation
5950 Canoga Avenue, Suite 500
Woodland Hills, CA 91367
818.849.3282 Phone
818.784.8745 Fax
Daniel Singh, CEO

Project Proposal: Land Developers and Associates Corporation (LDA) is requesting that its combined parcels known as site 1a in the city's General Plan (GP) and the Local Coastal Plan (LCP) and the Bayfront Specific Plan (SP) be rezoned from Professional Office to a "modified" Commercial Visitor allowing only a hotel use. Subsequent to the approval of the amendments and rezone, LDA proposes to construct up to 120,000 square feet of select service hotel and required parking, infrastructure and landscaping.

A **Select-Service Hotel** is defined as a hybrid hotel between a limited-service and full-service hotel. It offers the fundamentals of limited-service properties together with a selection of services and amenity characteristics of full-service hotel properties. Generally, select-service hotels keep operating costs down by offering services and amenities in moderation. Generally, these hotels do not feature multiple restaurants, expansive catering services, or an abundance of meeting space. In-room amenities are usually towards the level found at full-service hotels. Examples of select-service hotels are: aloft, Holiday Inn Select, Four Points by Sheraton, Courtyard by Marriott, Hilton Garden Inn, Hotel Indigo, DoubleTree Club, Hyatt Place, Ramada, Wyndham Garden Inn, Clarion and Cambria Suites.

LDA proposes to amend the Chula Vista General Plan, Local Coastal Plan and Bayfront Specific Plan to reflect a change in designation and use for the 1a site from Commercial Professional Office to Commercial Visitor Limited. LDA's proposed development concept will conform to the approved building envelopes and habitat protection policies contained in the Chula Vista Bayfront Master Plan (CVBMP).

Project Location: Land Developers and Associates Corporation (LDA) is the owner of two parcels (APNs 565-310-09 and 565-310-25) in northwest Chula Vista and located within the Chula Vista Bayfront Master Planning area (CVBMP) and the Bayfront Local Coastal Planning Area (LCP). The two contiguous parcels comprise 4.81 acres (565-310-09 = 1.02 ac/565-310-25 = 3.79 ac). The parcels are located west of Interstate 5 and north of E Street (see Locater Map Exhibit III.a.) at Bay Boulevard.

II. Introduction

II.a. Why is the amendment required?

The subject site is located in the Chula Vista Bayfront Planning Area (CVBPA) which outlines the future development of visitor related uses in a setting that is surrounded by 310 acres of natural and improved public space. The parcels are currently designated in the GP as “Professional & Office” and Commercial – Professional and Administrative in the LCP. LDA is proposing a hotel use which necessitates amendments to the general plan, LCP and Bayfront Specific Plan. The proposed General Plan amendment would change the subject site’s land use designation from Professional Office to Commercial Visitor.

The LCP amendment would change the subject site’s zoning from Commercial and Professional Office to Commercial-Visitor Limited (C-VL) containing a restriction allowing only the development and operation of hotel uses. Other uses permitted under the C-V zone would not be allowed under the C-VL zone. Uses that would not be permitted under the limited C-V zone include:

Retail

- Restaurants with a cocktail lounge (stand-alone);
- Art galleries;
- Retail shops;
- Bona fide antique shops;
- Markets;
- Service Businesses not hotel related.

II.b. Why is the project being planned?

The Chula Vista Bayfront has been envisioned as a major destination for visitors and tourists since the 1970’s. In 2010, the city of Chula Vista together with the Unified Port District of San Diego began work on the Chula Vista Bayfront Master Plan (CVBMP). The “Plan”, which was approved by the California Coastal Commission in 2012 memorialized that vision by allowing the development of 166 acres of Bayfront land for commercial, office and industrial. The Plan also established protection of over 413 acres of wetlands and habitat.

The Plan’s keystone is a major hotel, convention space and residential development that would serve as the catalyst for other development on the Bayfront as well as much of western Chula Vista. The Plan also allowed for the development of smaller hotel uses in other parts of the Bayfront. LDA believes that there is a demand for select-service hotels in the northern part of the Bayfront along Interstate 5 at E Street. The current Plan calls for commercial and professional office uses along the E Street corridor, a major gateway to the Bayfront and the city of Chula Vista.

Prior to proposing a hotel use for the 1a site, LDA analyzed the possibility of developing offices uses allowed under the current entitlements. LDA's analysis indicated that the current and projected demand for new office space would not support an office development. Furthermore, a review of office uses along the Bayfront indicates a contraction of educational uses and an increase in low value industrial and commercial uses. In addition to lacking the economic demand to support new development, uses consistent with the existing tenant base would generate additional impacts in the form of traffic, noise and parking requirements.

Given the freeway orientation of the subject site, LDA believes that the proposed hotel use can offer a moderately priced alternative to the high-end accommodations proposed for the Bayfront and the limited hospitality opportunities in northwestern Chula Vista without generating impacts beyond those currently mitigated in the CVBMP.

While the proposed use (C-VL) is consistent with the types of land uses allowed in the CVBMP, the General Plan designation and existing LCP and SP zoning of the subject parcels is Professional and Commercial Office. In order to allow the proposed development, the Plan designation and zone need to be changed.

II.c. Historical Site Utilization

LDA reviewed historical documentation regarding past uses and entitlements provided by the city of Chula Vista (previous land owner). Currently, the site is vacant and documents reviewed for this application indicated that the site has historically been used for heavy Industrial purposes. Historical information provided by Ninyo & Moore in their January 28, 1989 Phase II soils report indicated that a reinforcement steel bar manufacturing/processing plant occupied a portion of the site. Photographs taken in 1969 revealed the presence of an industrial building which housed a crane boom on the premises and a blast furnace off-site. The southern portion of the site has been used as an automobile salvage yard which ceased operations in the early 1990's. The entire site has been vacant since the early 1990's.

II.d. Previous Entitlements, Applications and Actions

Based on a review of documentation related to the site provided by the City of Chula Vista there had been an application with the city's former Redevelopment Agency for the temporary use as an automobile wrecking yard in 1976. Later, records indicate that in 1978, the property owner applied for an Ownership Participation Agreement with the Redevelopment Agency for the construction of a 200-room motel.

No other documents were provided indicating other entitlement requests.

III. Existing Site Conditions

III.a. Site Location:

The subject site is identified as parcel 1a in the LCP, is located entirely in the city of Chula Vista and is governed by the city's local Coastal Program and Bayfront Specific Plan. The site is situated north of E Street and east of the former Bay Boulevard to the "paper" D Street (*see Locater Map: Exhibit I*). The National Wildlife Refuge is located northwest of site 1a in the Sweetwater District of the CVBMP. The San Diego Gas & Electric transmission utility line and the San Diego & Eastern Arizona rail line are directly west of the subject parcels. The northern boundary of the parcel is approximately 1,300 lineal feet for the southern boundary of the city of National City (see Appendix I. maps).

III.b. Site Description:

Parcel Area 1a (see Appendix I.c.) is currently vacant and is zoned and designated as C-P. The parcel is located just north of E Street and west of a freeway off-ramp. A portion of the property is under the jurisdiction of the California Department of Transportation (Caltrans) and is not included in the LCP Planning Area. The portion of the property located outside the Caltrans area is approximately 4.81 acres and is planned for office development in the CVBMP, LCP and the SP. This parcel has restricted access as a result of the closure of Bay Boulevard north of E Street. Site access is also restricted by the closed Bay Boulevard, SDG&E utility alignment and the MTS railway (inactive) located along the site's western property line.

Existing land uses for properties surrounding the subject parcel varied from open space to commercial. Aerial map exhibit I depicts the location of the site and its relation to surrounding uses. Directly north of the 1a parcel is the Sweetwater Marsh which will be further protected by a required 100-foot "no touch" buffer provided onsite along the property's northern lot line. Looking west, contiguous uses are the abandoned segment of Bay Boulevard (E Street to D Street), an inactive rail line owned by the San Diego and Eastern Arizona Railway (MTS) and directly west of the rail line is a 150-foot wide utility transmission alignment owned and operated by San Diego Gas & Electric.

Along the east perimeter of the site is the Bayshore Bikeway trail that runs parallel to Interstate 5. Approximately 415 feet from the eastern property line, on the east side of the I-5 are a mix of freeway commercial and multi-family residential uses. On the south side of the property is the current Discovery Center parking lot, E Street, vacant land (between E St. and F St.) and the UTC Aerospace Systems (industrial) campus, located on the south side of F St.

III.c. Topography and Physical Attributes of the Site:

Site 1a is vacant and vegetated with a mix of native and non-native vegetation. The site is generally level except for a 6-foot west facing slope along the northwestern perimeter of the site. Drainage is presumed



LAND DEVELOPER ASSOCIATES, INC.
16027 VENTURA BOULEVARD, SUITE 604
ENCINO, CALIFORNIA 91436
818.389.6439
DANIEL SINGH, PRESIDENT



ARCHITECTURE
LEESA & ASSOCIATES, LLC
21 GALARDO ST.
DENVER, CO 80223
PHONE: 720.443.9672

Chula Vista General Plan: Site 1-a

Site 1-a Locater Map

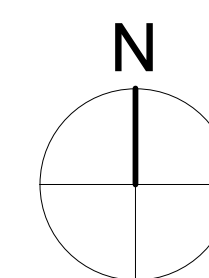


Exhibit II.a.

DRAWN BY	RTN
REVISIONS	03.07.2016
SHEET NAME	LOCATION MAP
SHEET NUMBER	SI-1

to be adequate for the proposed hotel development and surface parking as a storm drain collector pipe and inlets run along the western periphery of the site. Underground storm drain infrastructure runs the length of the site and is located along the abandoned Bay Boulevard with an existing manhole at the south end of the vacated roadway. A storm drain catchment system also exists along the eastern perimeter that serves the Bayshore Bikeway and Interstate 5.

III.d. Circulation:

In 1984, the state Department of Transportation (CALTRANS) acquired approximately 2.5 acres of the south-east end of the site to realign the I-5 on/off ramp at E Street. The realignment necessitated the closure of Bay Boulevard north of E Street. That action effectively eliminated all ingress and egress to/from the site.

In order to provide convenient and necessary access, LDA has worked with the city of Chula Vista, the Metropolitan Transit System and SDG&E to gain crossing rights needed to reestablish vehicular access. MTS has authorized crossing rights over the rail line and the utility has indicated that no facilities will be affected by the proposed easement. With respect to the former Bay Boulevard, the city and LDA are negotiating a long-term lease for the use of the land for access and circulation purposes.

Since the property currently has no legal vehicular or pedestrian access, the location(s) of the connections have not been determined. It is assumed though that the main access will be located at the south end of the site. With the addition of the former Bay Boulevard parcel, a perimeter road can be provided with access points positioned at the north and south ends of the main parcel. Should the GP amendment and rezone be granted, LDA will work with the city and the Port of San Diego to design vehicular and pedestrian access points that conform to regulatory standards and comply with the direction of the CVBMP.

IV. Proposed Amendments

IV.a. Proposed Amendments:

LDA is requesting that the city's General Plan (GP) be amended and the site's underlying zone be changed to allow for development of hotel uses. In order to allow the proposed use, the GP designation would be changed to Commercial Visitor (C-V). The existing CP-O zone would be converted to Commercial Visitor (C-V). The requested modification would restrict uses to hotel uses only (CVMC §19.84.002 (2)(a)) and would not permit other uses allowed under the zone unless C-V allowed commercial and retail uses are ancillary to the main use and contained within the main structures. This would ensure that first and foremost, all ancillary uses are provided for the use, convenience and enjoyment of hotel guests.

The rationale for the restricted zoning and narrow definition of allowed uses proposed by the developer is to limit that extent of impacts generated by the development and its operation to fall below or, at a minimum be consistent with the range and level of impacts analyzed and mitigated in the original Bayfront plan and Specific Plan as well as the CVBMP. Allowing a host of uses permitted under the C-V zone (restaurants, bowling alleys, etc.) would carry additional impacts and would potentially incur supplemental analysis.

IV.a.1. Description of the Proposal:

- The proposed development is a hotel use permitted under the proposed C-VL zone;
- Project is not residential;
- The proposed use would be a select service hotel constructed to the building standards current allowed under the CVBMP (120,000 sq. ft./44 ft. max);
- The proposed zone (C-VL) would be consistent with GP amendment. LDA is requesting the zoning be changed concurrent with the GP amendment;
- The limited C-VL zone would allow only hotel uses and would not permit other uses allowed under the C-V zone unless ancillary to the hotel use and contained within the main hotel structure.

IV.a.2. Development Schedule:

The project would be planned and scheduled for construction subsequent to the approval of the proposed amendment to the General Plan, LCP and the Specific Plan.

IV.a.3. Project Data:

In preparation of the application submission, LDA retained a range of consultants to analyze impacts generated from the operation of the proposed use. For the purposes of this application, water demand, sewer generation, traffic and fiscal impacts were analyzed. Contained in each of the attached reports are not only the impacts generated from the hotel use, but also a comparison to the current permitted land use is provided for each category analyzed.

Summary findings for each report are provided below with the full reports attached in the application's appendix.

IV.a.3.i. Water and Sewer Demand Report:

LDA received an analysis report prepared by Dexter Wilson Engineering to determine the level of change in forecast wastewater generation and potable water demand as a result of the proposed GP amendment and rezoning. The analysis considered the current projections for the utilities as published in the 2010 Chula Vista Bayfront Master Plan Final Environmental Impact Report (CVBMP FEIR) for a commercial office development. That projection data was compared to estimates for a proposed hotel

contained in the same environmental document. The comparison assumed that both developments would observe existing buildout scenarios allowed in the CVBMP (120,000 s.f./44 ft.).

Wastewater

Based on the analysis prepared by the consultant, the hotel use would result in a net reduction of 2,600 GPD when compared to the office use. As a result of the proposed land use change, parcel 1a (CVBMP S4) will have a net benefit by reducing total wastewater flows and account for only 2.2% of the total projected flows for the entire Sweetwater District as projected in the 2008 Sewer Technical Study.

Water

The consultant analyzed projected demand for potable water for the proposed land use changes and compared that demand to the projected impacts for an office use contained in the FEIR. Based on the review, the change in use will add approximately 9,250 GPD.

That increase is considered less than significant when several factors are considered. First, the total demand for the Sweetwater District is reduced from the analyzed levels through the elimination of the resort hotel originally planned for parcel S1 in the CVBMP. Second, it is expected that the addition of the proposed hotel development will be subject to the planning area's "room cap" contained in the CVBMP. Moreover, no net increase in the total room count for the CVBMP and the elimination of the office on the 1a (CVBMP S4) site will result in a net reduction in demand by 11,352 GPD.

The consultant also analyzed the capacity of existing underground facilities (sewer/water) and those planned to adequately serve the Sweetwater District which includes the subject site. Based on that analysis, no changes to the planned infrastructure is required or recommended.

IV.a.3.ii. Traffic Impact Analysis Report

To assess the level of traffic impacts resulting from the proposed land use change, LDA hired Federhart & Associates to calculate traffic generation rates (peak and non-peak) for the proposed hotel use designation and compare those rates to that of an office development. All figures used in this analysis were derived from the 2010 Chula Vista Bayfront Master Plan Final Environmental Impact Report, Appendix 4.2.1 and SANDAG'S "Guide of Vehicular Traffic Generation Rates for the San Diego Region, 2002". For the purposes of this analysis, a business class, select service hotel development was considered based on the subject parcel size, maximum room count and the limitation of amenities, such as pools, personal services and onsite restaurants. It was also determined that comparison building programs would be equal and based upon the CVBMP approved development envelope (140,000 sq. ft./44 ft. ht.).

In short, the analysis identified significant traffic related benefits along the E Street corridor from the proposed change in use over the existing office designation for the 1A (S4) parcel. In particular, peak hour traffic impacts are reduced an average of 45% in the morning hours and 47% during evening periods. Overall, traffic generation for the proposed hotel use is 27% lower than the allowed office use.

A significant reduction in trips generated from the 1a site not only minimizes the potential for congestion at the E Street and Bay Boulevard entrance to Chula Vista's Bayfront, but also extends the operable life existing traffic signals along E Street at the I-5 corridor. Moreover, a nearly 50% reduction in AM/PM peak hour trips reduces the pressure on the nearby freeway on/off ramps and improves ramp performance over the office building option.

IV.a.3.iii Fiscal Impact Analysis:

LDA retained Pro Forma Advisors to evaluate the fiscal impacts of an entitlement change for site 1a located in the City of Chula Vista. The report does not evaluate fiscal issues outside of the change in use. The Site is currently governed by a form based development code that allows from a maximum of 120,000 square feet of building area and a 44-foot height limit. LDA is proposing to maintain the same building envelope; however, switch from a commercial office ("Existing Allowed Use") to a hotel land use ("Proposed Allowed Use").

A fiscal impact analysis (FIA) of the proposed use was completed to determine whether the requested land use change will not adversely impact the City's "Quality of Life Standards" as determined through the development's impact on the General Fund. The analysis evaluates the net fiscal impact of the office use across a 10-year period, including build out, and reviews the proposed hotel use's annual net fiscal impact across a similar 10-year period as a point of comparison.

The fiscal impact study was prepared in accordance with the City's developed FIA Framework. As prescribed in the FIA methodology, Pro Forma Advisors used revenue and expenditure factors from the fiscal impact model to estimate fiscal revenues and expenditures expected to grow proportionally with new development. Special analysis models were used to estimate revenues, such as property tax revenues, transient occupancy tax, vehicle license fee revenues and sales tax generation, that will not grow proportionately with new development. The detailed methodology of the FIA Framework is described in the memorandum "Chula Vista Fiscal Model Update – Overview and User's Guide," dated January 2015. The following methodology section highlights key inputs and updates made to the methodology for the Existing Entitlements and Proposed Entitlements FIA.

Using the City's FIA Framework, the existing entitlements (office) would have a net positive revenue annual impact of approximately \$18,800 in Year 2 that is expected to grow to approximately \$49,000 in an illustrative Year 10 based on the hypothetical commercial development program. In contrast, the proposed use (hotel) would have a net positive revenue annual impact of approximately \$671,100 in Year 2 that is expected to grow to approximately \$881,700 in an illustrative Year 10 based on the proposed hotel development program. Over the 10-year evaluation period it could be expected that the proposed use would generate over \$7 million more in net positive revenues to the City than the Existing Allowed Use. The transient occupancy tax (TOT) receipts represent the greatest source of fiscal revenue for the proposed use. These revenues offset estimated costs to service the proposed hotel development. Public safety costs make up the majority of anticipated fiscal expenditures in both development alternatives.

IV.a.4. Other Entitlement Applications:

LDA is requesting no other entitlements at this time.

V. Land Use Considerations

- LDA has analyzed opportunities available in the south San Diego County office market given the site's current zoning. According to a 2015 report on regional office supply, vacancy rates and absorption rates published by Colliers International for the local region, South County has the third highest office vacancy rate in the county, and based on a 14,330 sq. ft. annual absorption rate it would require over 8 years to occupy the allowed space.

LDA has commitments to develop two hotels and anticipates the hotels will begin construction shortly after the amendments and development permits are approved. Both properties are projected to take approximately 12 to 18 months to construct and begin operating in a hypothetical Year 2. Hotels typically require 2-3 years to reach stabilized occupancy. This would occur in a hypothetical Year 5 in this analysis. LDA believes that within the initial 2 years of operation, the development will achieve significantly greater return for the city and generate more local jobs than the currently allowed use at the end of the initial 10-year cycle.

- The 1a site sits at the northeast corner of the Chula Vista Bayfront which is primarily planned for visitor serving uses. The requested amendments are consistent with the overall fabric and character of the Bayfront plan. And, the development of hotels in the Sweetwater District will provide a catalyst for the transformation of the E Street gateway. Additionally, this development will provide moderately priced accommodations that will serve a wider visitor market.
- The 1a site is currently vacant and lacks vehicular and pedestrian connections and is somewhat remote from the rest of the Sweetwater District within the LCP and the CVBMP. Development of the property with a hotel use that is open to the public would activate the area and integrate the visitor use with other attributes of the Bayfront. Under the current zoning, the development would be shut off from the public and limit the benefits to the E Street gateway and other Sweetwater District uses.
- The proposed changes would enhance surrounding uses by providing moderately priced hotel accommodations to visitors. LDA proposes to integrate the 1a site with the natural habitat and provide vehicular, pedestrian and bicycle oriented infrastructure that would connect the site with the rest of the Sweetwater District and the Bayfront.
- The surrounding parcels are within the Sweetwater District and part of a master planned area the proposed land use does not conflict with that plan and in fact, enhances it by developing the site with a use open to the public accessible to Bayfront visitors which conforms to the California Coastal Act.

- Currently the site is vacant and the proposed use will conform to the existing Local Coastal Plan and the CVBMP with respect to building size and height.
- The proposed use will not increase density or development beyond the currently allowed levels permitted by the LCP and the CVBMP. The proposed change seeks to balance the mix of land uses allowed in the Sweetwater District contained in the city's Local Coastal Program. Under the controlling 2013 land use plan, the distribution of uses allows for only 6 acres of commercial visitor (C-V) oriented development while the plan allots 26 acres of professional and office (C-P) development. The LDA proposal would reallocate roughly 5 acres of C-P zone to C-VL. Under the proposal, the distribution would be 11 acres of C-V and maintain 21 acres of C-P zoning.
- The proposed actions would have no effect on nearby parcels.
- The CVBMP is primarily designed as a visitor/tourist related development. The LDA proposal is consistent with the master plan.

VI. Economic Considerations

- A hotel use at the 1a site will serve to jumpstart visitor related development and activity in the northern portion of Chula Vista's Bayfront. Under current zoning, the subject site allows a professional office use. Conversely, an analysis of new office demand in Chula Vista indicates that the region has some of the highest vacancy rates in the county. Additionally, new office absorption rates are roughly 14,000 feet per year projecting that it would take nearly 9 years for local market to generate demand for an office development allowed under the current zoning.

Over the last two years, LDA has been discussing the potential for a hotel at the site with major hotel flags and has received interest. Without the necessary zoning it will not be possible to continue discussions with these world class hoteliers. Currently, Chula Vista lacks high quality accommodations, and the LDA proposal will change that. The 1a site is strategically located and can provide access to visitors at the Bayfront or to western Chula Vista. The development will also go a long way in activating the E Street gateway and spurring investment along Bay Boulevard and E Street in western Chula Vista.

- Currently, the site is vacant and there has been no activity on the site for more than 20 years. As stated previously there is no demand for new office space in Chula Vista.
- The Hotel use will generate approximately 500 direct and indirect jobs. Though a job creation analysis has not been developed for this application, LDA has prepared similar reports for comparable hotel projects in Southern California. For instance, a typical select-service type hotel with approximately 200 rooms would generate 250 construction jobs (through development phase), 45 FTE hotel operations jobs and approximately 45 food service jobs. Indirect employment is split between construction and hotel operations induced activity could generate an additional 170 jobs.

- In preparation for this submittal, LDA retained an economic consultant (see Appendix IV.a.) to provide a Fiscal Impact Analysis to identify and quantify projected revenues generated by the proposed use. The consultant concluded that in the first full year of operation, the development would generate \$682,000 in local revenues (Property tax, Transient Occupancy Tax, Business License Fees, etc.) and in Year 10, the development would generate approximately \$880,000.

By contrast, the office use would contribute approximately \$19,000 in the first full year of operation and \$50,000 in Year 10. Again, the local office market is very soft and there is little certainty that there is or will be a market for 120,000 sq. ft. of commercial office in the next several years.

VII. Environmental Considerations

In 1989 the former Chula Vista Redevelopment Agency accepted a “Phase II Subsurface Investigation” report for the property. The 1989 report determined some areas of the site to be contaminated with “technically” hazardous material, but that all affected soils could be disposed of and the site remediated at minimal cost.

- The report is included in Appendix III.d. “Reports” for review. Since there has been no known activity on the site since the completion of the report, its findings may still be pertinent. In November 2016 LDA engaged Ninyo & Moore, the authors of the 1989 study to perform an onsite reconnaissance and update of the existing report. That effort concluded that the conclusions drawn in the 1989 report are in fact still valid but that additional work would need to be completed to be in compliance with industry standards in effect today. LDA proposes to conduct all steps recommended in the update letter (APP. III.d.) following the conclusion of the rezone process and in advance of the development phase.

- LDA has not completed its own biological assessment but there have been 2 separate surveys of the site conducted by Dudek and Associates. The first, conducted in 2005 for the city of Chula Vista was focused specifically on the subject site and determined that there were no sensitive wildlife species detected on the project site at the times that the surveys were conducted. The study also found that the level of disturbed land and the lack of high quality habitat onsite projected that the existence of sensitive wildlife species would not occur.

The second survey was also conducted by Dudek in 2015 for the extension of the E Street corridor. That study focused on the entire Sweetwater District with limited attention placed on the 1a site. Findings contained in the 2015 report highlighted Tier II vegetation on site. Though the habitat is disturbed, the plan recommends that some mitigation will be required.

As part of the development proposal, LDA will conduct a focused survey and mitigate any loss to sensitive or protected species in accordance with the CVBMP and the MSCP Subarea plan.

- LDA proposes to adhere to the mitigation measures contained in the CVBMP and the accompanying Settlement Agreement with respect to habitat and wildlife protection, lines of site, noise and soils.

- The site is planned for development in the LCP, CVBMP and the Chula Vista General Plan.
- The site is proposed to be developed as visitor commercial-hotel only.
- The 1a site is located in the Chula Vista Bayfront Local Coastal Program Land Use Plan and the Specific Plan Area which is generally located west of Interstate 5, south of the Sweetwater River and north of Palomar Street. Within the LCP area is a contiguous area of land known as the Midbayfront, which is comprised of several parcels totaling approximately 128 acres. The Midbayfront planning area abuts the 316-acre Sweetwater Marsh National Wildlife Refuge (NWR) and the F and G Street Marsh, a non-contiguous part of the Sweetwater NWR. The Sweetwater NWR is the largest remaining natural wetland on San Diego Bay and includes significant salt marsh habitats which support a number of sensitive plant and animal species, including several endangered species.

The majority of the Midbayfront site is comprised of ruderal land. Habitat on the Midbayfront site includes approximately brackish marsh, disturbed wetlands, Riparian Tamarisk Scrub and Diegan coastal sage scrub and disturbed coastal sage scrub. The Midbayfront is not a “Covered Project” the Subarea Plan of the Multiple Species Conservation Plan (MSCP). Covered Projects contain areas delineated for development and 100% conservation. The Development Areas of Covered Projects will not be subject to the HLIT Ordinance or any other additional mitigation or habitat preservation requirements beyond those incorporated into individual project approvals and the Subarea Plan.

- LDA will mitigate any loss in accordance with the MSCP. The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term habitat conservation plan developed to address the needs of multiple species and the preservation of natural vegetation communities in southwestern San Diego County.

VIII. Infrastructure Considerations

- The 1a site is currently vacant but has been developed previously. The property is served by all underground and above ground utilities. The CVBMP outlines standards for upgraded infrastructure which will be provided through the Development Impact Fees associated with the proposed project.
- LDA has studied the proposed project’s impact on existing infrastructure in comparison to the current allowed use. According to the attached consultant reports (Appendix III.a.) the proposed hotel use under the current LCP and CVBMP reduces the impact to water, sewage and traffic infrastructure when compared to the currently zoned Commercial Office use.
- LDA proposes to build all required infrastructure including underground water and sewage facilities and storm water retention and conveyance systems concurrent with hotel development.

Specifications for all required infrastructure will be consistent with approved mitigation measures contained in the CVBMP, LCP and associated FEIR.

- The proposed development would have no negative impact on community character in western Chula Vista and will be consistent with the overall visitor related orientation of the Bayfront. Consistency will be assured through adherence to the development standards contained in the approved CVBMP. Throughout the LCP and CVBMP approval process extreme care was taken to ensure that all new Bayfront development complimented the bulk and scale of existing structures east of I-5. The respective plans require that building heights not exceed 44 feet and building area at 120,000 square feet. Additionally, the hotel use is consistent with the freeway orientation of the commercial visitor uses along E Street east of the highway.

IV. Annexation

- No annexation or incorporation is necessary; the 1a site is wholly located in the city of Chula Vista.

X. Existing Land Use Documents Consistency Review

X.a City of Chula Vista General Plan Consistency Review

The following section is a review of the Chula Vista General Plan to determine areas in the General Plan where the proposed amendment would be consistent or in conflict.

Policies:

CVGP Chapter 5: Land Use and Transportation Element

Objective – LUT 1 Provide a balance of residential and non-residential development throughout the city that achieves a vibrant development pattern, enhances the character of the city, and meets the present and future needs of all residents and businesses.

LUT 1.5 Endeavor to create a mixture of employment opportunities for citizens at all income levels.

The development of hotel uses at the subject site will create an impetus for additional investment in the Sweetwater District of the Chula Vista Bayfront, diversify the types and quality of commercial uses in northwestern Chula Vista and generate a significant number of skilled and entry level employment opportunities in a much quicker timeframe than professional office uses allowed under current zoning for the site.

As indicated in the previous sections of the Justification Report, South San Diego and Chula Vista in particular, are experiencing high vacancy levels in the office space sector. Based on current statistics, complete buildout of the site under current entitlements would require approximately 8 years using optimistic projections. And, most office space is being leased by private education and training

operations which have seen a contraction locally. Conversely, the outlook for visitor related uses is on the upswing.

LDA has received interest from national hospitality flags representing value and quality that currently doesn't exist in Chula Vista. The freeway orientation of the site draws from both destination visitors as well as highway travelers.

LUT 1.6 Attract and maintain land uses that generate revenue for the city of Chula Vista while maintaining a balance of other community needs, such as housing, jobs, open space, and public facilities.

Visitor related uses similar to those proposed by LDA have the potential to generate considerable revenue for the city. An analysis prepared by Pro Forma Advisors LLC, March 2016, estimated that a hotel operation consistent with the LDA proposal would generate a net total of \$881,684.00 annually over expenses in year 10, nearly 20 times more revenue than estimated for the currently entitled use. The existing professional office zoning are estimated to generate \$48,957.00 over expenses in year 10.

The proposed use maintains a balance of community needs in the northwest portion of the city of Chula Vista. The hotel use will create 250 construction and 73 permanent jobs that would be available to Chula Vista residents. The developer also commits to observing all setbacks, environmental standards and habitat protection zones established by the CVBMP to insure the preservation of local natural resources. The proposed use has been analyzed for its impact on local public facilities and has been determined to not place additional pressure on existing or planned public infrastructure.

LUT 1.12 Encourage regional-serving high-volume retail or other uses to locate near freeway access to minimize traffic on city streets.

The proposed hotel is adjacent to Interstate 5 north of E Street and is served by on/off ramps in all directions. Visitors accessing or departing the site do not need to use city streets to access the freeway.

LUT 1.20 Redevelop the Bayfront Planning Area as a world-class Bayfront that will benefit citizens and visitors through the development of entertainment, retail, cultural, residential, office, parks and the preservation of natural open spaces.

LDA proposes to develop a hotel use on Chula Vista's Bayfront which is consistent with LUT 1.20. The addition of quality visitor accommodations in northwest Chula Vista will benefit local residents by providing new jobs at various pay levels. It will benefit visitors by offering new quality accommodations which are currently not available in western Chula Vista. And revenues generated through the operation of the hotel can be used to maintain and preserve natural resources in the Bayfront planning area.

Objective – LUT 4 Establish policies, standards and procedures to minimize blighting influences and maintain the integrity of stable residential neighborhoods.

LUT 4.7 Recognize established communities and neighborhoods within the city through signage, landscaping, or other identifying features.

The LDA owned parcel is strategically located at the E Street gateway to the Chula Vista Bayfront and the developer has previously engaged representatives of the Living Coast Discovery Center and the Port of

San Diego to discuss concepts for a gateway sign that would create an identification for the entrance. The CVBMP, the Local Coastal Program and the General Plan for the city of Chula Vista call for identification signage and improvements that create a sense of place and arrival. LDA supports that policy and commits to partnering to establish a permanent gateway at E Street.

Objective - LUT 5 Designate mixed use areas with higher density housing that is near shopping, jobs, and transit in appropriate locations throughout the city.

LUT 5.8 Encourage a wide variety of retail and commercial services, such as restaurants and cultural arts/entertainment, in appropriate locations.

The proposed site is within the LCP which is planned primarily as a visitor oriented district. Additionally, Chula Vista lacks quality hotel accommodations and the development has the potential to spur more investment in commercial activities.

LUT 5.9 Encourage active and inviting pedestrian friendly street environments that include a variety of uses within commercial and mixed use areas.

The LDA proposal envisions pedestrian, bicycle and vehicular connections utilizing the subject site and surrounding parcels that currently are unimproved. Under the current zoning, a private office building would be off-limits to the public and deny access to an area next to a major gateway to the Bayfront.

LUT 5.10 Support the continued development of the visitor economy in the Northwest Planning Area and additional visitor commercial uses and amenities in the Bayfront Planning Area.

The LDA proposal represents a major investment in the local visitor economy and a significant step forward in implementing the Bayfront plan in the Sweetwater District. The CVBMP sets forward a phasing plan that envisions development of the Sweetwater district in the final stages of the area's development. The LDA proposal reshuffles that timeline and places the most visible gateway at the front end of development rather than the tail end.

LUT 5.11 Endeavor to reduce the number of peak hour automobile trips by supporting increased services near workplaces.

Included in this application is an analysis that compares traffic generation rates between the proposed and existing zoning contained in the General Plan. The analysis, based on SANDAG trip generation rates reduces peak as well as overall daily trips reducing pressure on nearby highway off/on ramps and surface roads. The proposal also has the potential to create new demand for commercial and restaurant uses that will serve the proposed development as well as western Chula Vista.

Objective – LUT 6 Ensure that adjacent land uses are compatible with one another.

LUT 6.9 Coordinate with adjacent land owners, the Port of San Diego in establishing compatible land uses for areas adjacent to city boundaries.

LDA representatives have met on numerous occasions with Port of San Diego and the city of Chula Vista to discuss the proposed development and the concept of integrating the subject site with the rest of the

Sweetwater District. Specifically, LDA has proposed forming a public/private partnership to design and construct improvements that would enhance the E Street gateway, develop an identity for the entrance and provide intra-district bicycle and pedestrian connections to increase access to the northern Bayfront.

Objective – LUT 7 Appropriate transitions should be provided between land uses.

LUT 7.2 Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts would occur.

The LDA proposal will conform to the development restrictions built into the LCP and CVBMP. Within the subject site, LDA commits to creating a “no-touch” 100’ buffer on the northern end of the site to ensure protection of the adjacent Sweetwater marsh. Additionally, LDA’s plan incorporates the partial use of the SDG&E utility transmission alignment for access to the subject site. With approval of the utility other parts of the alignment will be improved to accommodate pedestrian connections and public areas for ecotourism uses. All protected and sensitive areas will be adequately secured and signed to keep the public out of restricted areas.

Objective – LUT 8 Strengthen and sustain Chula Vista’s image as a unique place by maintaining, enhancing, and creating physical features that distinguish Chula Vista neighborhoods, neighborhoods, communities, and public spaces and enhance its image as a pedestrian-oriented and livable community.

LUT 8.1 Develop a program to enhance the identity of special districts and neighborhoods to create variety and interest in the built environment, including such items as signage, monuments, landscaping, and street improvements.

In earlier sections, it was stated that LDA has been in discussions with the city and the Port of San Diego to agree upon a concept and a plan for the improvement of the E Street gateway.

Objective – LUT 9 Create enhanced gateway features for city entry points and other important areas, such as special districts.

LUT 9.1 Create consistent entry features for city entryways so people recognize that they are entering Chula Vista.

All identification features will appropriately identify the City of Chula Vista.

Objective – LUT 10 Create attractive street environments that complement public and private properties, create attractive public rights-of-way, and provide visual interest for residents and visitors.

LUT 10.7 Work with utility providers to coordinate the design of utility facilities to ensure that the facilities fit within the context of their surroundings and do not cause negative visual impacts.

LDA has been in discussion with the city of Chula Vista and SDG&E over the improvement and use of the utility transmission alignment. Any plans to improve the alignment would be developed in consultation with the city of Chula Vista and would be intended to adhere to the requirements in the Local Coastal Plan and the CVBMP and repurpose to land for public use and as a buffer designed to protect adjacent sensitive habitat.

Objective – LUT 23 Promote the use of non-polluting and renewable alternatives for mobility through a system of bicycle and pedestrian paths and trails that area safe, attractive and convenient forms of transportation.

LUT 23 Promote the use of non-motorized and renewable alternatives for mobility through a system of bicycle and pedestrian paths and trails that are safe, attractive and convenient forms of transportation.

LDA has proposed to connect the site with pedestrian and bicycle trails that will integrate the site and the hotel use with the rest of the Sweetwater District and the western Chula Vista. Currently, the site is not served by access roads which will be addressed through a subsequent entitlement application.

Contained in that approval will be a network of proposed trails and roads that will serve the hotel operation and open the site to the public. Under current zoning, an office building complex would not be accessible to the public and would not provide public access to the site or extend the trail system to the northeastern corner of the Bayfront. The contemplated trail system would connect with the regional Bayshore Bikeway and the planned Bayfront system. The existing utility alignment would provide parking and staging areas for bicyclists and other visitors to the Bayfront. Providing staging areas at the Bayfront’s entrances will allow bicyclists to park and access the Bayfront without increasing vehicular trips, thereby maximizing parking and reducing pollution nears sensitive environs.

Objective – LUT 55 Encourage redevelopment of E Street between Interstate 5 and Broadway with mixed use, especially near the E Street Trolley Station, and an emphasis on visitor serving uses, with some office and multi-family residential.

LUT 55.1 Provide visitor-serving land uses on the north side of E Street, adjacent to Interstate 5.

The proposed hotel site is located north of E Street and adjacent to Interstate 5 and has the potential to induce redevelopment as the visitor serving uses generate activity.

Objective – LUT 98 Create a water-oriented focal point for the entire city of Chula Vista, which includes uses that are attractive to visitors and residents alike.

LUT 98.1 Provide for a balanced and well-defined mix of land uses including visitor serving, commercial, cultural, civic, residential, recreational, and open space conservation.

The proposal provides visitor serving operations that will serve as a catalyst for additional investment in restaurants and other commercial operations in the Sweetwater District of the Bayfront.

Objective - LUT 102

Establish linkages between the Bayfront Planning Area and the Northwest Planning Area for pedestrians, bicycles, and transit.

Objective – LUT 102 Create park and recreational opportunities in the Bayfront Planning Area that protect the natural beauty of the bay and improve access and usage by area residents and visitors.

LUT 102 Create park and recreational opportunities in the Bayfront Planning Area that project the natural beauty of the Bay and improve access and usage by area residents and visitors.

The proposed trail network will provide access to the Bayfront for visitors. The proposal envisions staging areas for bicyclists and viewing areas to bolster the city's efforts to expand ecotourism opportunities.

Policies

LUT 102.1 Pedestrian and bicycle access between the Bayfront Planning Area and the Northwest Planning Area should be identified, and guidelines for their development should be established, through the Bayfront Specific Plan or a subsequent implementation document.

A hotel use would allow and encourage access by the public by providing visitor oriented services to the northwest corner of the Chula Vista Bayfront planning area by allowing public access to site 1a. Though there will be a greater level of use by the public access at the site, measures will be taken to protect adjacent sensitive areas and habitat. Restrictions on domestic animals, noise and intrusion will be in effect to ensure natural and protected areas are not disturbed or damaged.

LUT 102.2 Ensure the design and construction of enhanced (wider) Interstate freeway overpasses at E, F, and H Streets, as a discrete project or in conjunction with any freeway interchange improvement programs. The crossings shall incorporate vehicular, transit, and pedestrian/bicycle access.

The proposed general plan, specific plan and local coastal program amendment would allow for the construction of up to 120,000 sq. ft. of hotel development. The development would require the payment of transportation impact fees that are programmed to be used to design and improve adjacent freeway overpasses in accordance with the CVGP. The existing professional office zone, would also generate fees upon development but would not be a viable development option for several years based on local occupancy and absorption rate statistics indicating little or no demand for new office development.

It is in the best interest of the proposed hotel to provide enhanced access to the Bayfront for visitors. Moreover, safe, convenient and attractive access for hotel users will increase opportunities for the kind of activities desired by the Port of San Diego, the City of Chula Vista and the public in general. Walking, biking and vistas looking on natural resources are more possible in the short term through hotel development. And, the public will be better served through easier access to the waterfront and the amenities and services in western Chula Vista.

Approving the requested amendments would enable a viable project to move forward resulting in quicker funding of desired improvements. Additionally, LDA will make every effort to design its internal development to accommodate pedestrian and bicycle connections created by new transportation improvements.

LUT 102.3 Promote the development and operation of a circulation system to link and serve the Bayfront Planning Area, the Urban Core Subarea's commercial Areas, and the E and H Street trolley stations.

Site 1a is strategically located near major regional transportation facilities (highway, trolley) which are an asset to a hotel use. LDA's proposed hotel development would benefit from pedestrian links to western Chula Vista. In general, hotel guests desire the ability to easily access commercial and nearby entertainment offerings. Additionally, guests will enjoy convenient access to the E Street transit center which provides public transportation options for the entire region.

Objective - LUT 103

Establish roadways in the Bayfront Planning Area that respond to the special operating characteristics of roadways within a more urbanized environment, accommodate slower speeds in pedestrian-oriented areas, and facilitate multi-modal design elements and amenities.

Policies

LUT 103.1 Design and develop roadways to include pedestrian, bicycle and transit Amenities appropriate to their function.

The subject site is located within the Chula Vista Bayfront planning area which calls for the development of a fully integrated roadway system that not only connects the Bayfront to western Chula Vista but provides for pedestrian and bicycle paths as well. LDA will pay into the planning area's infrastructure fund which will finance the construction of planned pedestrian and bicycle facilities.

Objective - LUT 104

Increase mobility for residents and visitors in the Bayfront Planning Area.

Policies

Objective–LUT 104 Encourage redevelopment and new development activities within the Sweetwater Subarea that will minimize impacts to environmentally sensitive lands adjacent to the Sweetwater Marsh National Wildlife Refuge.

LUT 104.1 Create safe and convenient pedestrian access to, from, and within the Bayfront Planning Area.

LDA has proposed a mobility-based design concept that would comply with the overall goals of the CVBMP. The concept seeks to integrate the 1a site with the planned and existing roadways, bike lanes and pedestrian paths. The concept also creates connections to each of the parcels within in the Sweetwater District and the greater Bayfront as well.

LUT 104.2 Encourage lower intensity and visitor serving development such as hotel, mixed-use, commercial and office that will be compatible with this (Bayfront) environmentally-themed area.

The proposal would allow the construction of 120,000 sq. ft. of hotel. The proposal intends to capitalize on the natural surroundings of the Chula Vista Bayfront. Nationally, the hospitality industry has seen an

increase in ecotourism based travel. The LDA proposal seeks to attract that niche market by providing open space corridors accessible to naturalists.

LUT 104.10 Maximize the sense of place and access to the Bayfront via the E street entry and provide clear identifiable gateways to the Bayfront.

The LDA proposal seeks to create a recognizable and an appropriate gateway at the E Street entrance.

LUT 104.2 Provide adequate sidewalk space on heavily traveled pedestrian corridors within the Bayfront Planning Area.

LDA will provide pedestrian access infrastructure designed and constructed in conformance with the CVBMP.

LUT 104.3 Provide mid-block pedestrian crossings and sidewalk curb extensions, where feasible, to shorten pedestrian walking distances.

Where possible and practicable, LDA will provide mid-block pedestrian crossing opportunities within the development.

LUT 104.4 Locate secure bicycle parking facilities near transit centers, major public and private buildings, and in recreational areas.

LDA intends to provide facilities to serve all visitors coming to the Bayfront. To that end, LDA will provide public access and staging areas for area bikers. That access could include bicycle parking, bicycle unloading areas and seating facilities for bicyclists using the Bayshore Bikeway.

LUT 104.5 Encourage the establishment of a transit shuttle system that connects the Bayfront Planning Area with the Northwest Plan Area Urban Core. Connections to the Civic Center and transit stations on E and H Streets should be considered as priorities.

LDA will support the establishment and the operation of a shuttle system. All services that provide enhanced access to local attractions is a benefit to hotel operations. Additionally, a shuttle stop could be located at the site and shuttle information can be provided to guests at the hotel.

Objective - LUT 106

Provide for natural open space conservation in the Bayfront Planning Area.

Policies

LUT 106.1 Provide for the conservation of natural open space within the Chula Vista Greenbelt system.

The CVBMP requires a 100'-wide "no-touch buffer zone" along the entire northern property line of the 1a site. The setback will ensure that development and related activities are sufficiently distanced from sensitive and natural habitat in the Sweetwater Marsh. The nearly 1acre of "buffer" along with other

measures in the CVBMP will strengthen environmental protection of the Sweetwater marsh and other sensitive areas.

LUT 106.2 Identify and protect important public viewpoints and view sheds along the Bayfront where native habitat areas exist.

LDA intends to leverage the site's proximity to the waterfront by providing public viewing areas that will provide panoramic vistas of the shoreline. All vertical development will conform to height limits established by the CVBMP and the Chula Vista Specific Plan. Additionally, the building(s) constructed on the 1a site will be positioned, to the extent possible, in a perpendicular orientation to reduce the perception of bulk and view blockages.

LUT 106.3 Provide for well-designed, safe and secure staging areas, kiosks, and rest stops within the Bayfront segment of the Chula Vista Greenbelt system.

LDA intends to provide facilities to serve all visitors coming to the Bayfront. To that end, LDA will provide public access and staging areas for area bikers. That access could include bicycle parking, bicycle unloading areas and seating facilities for bicyclists using the Bayshore Bikeway.

Objective - LUT 107

Encourage redevelopment and new development activities within the Sweetwater Subarea that will minimize impacts to environmentally sensitive lands adjacent to the Sweetwater Marsh National Wildlife Refuge.

LUT 107.1 Focus new development and redevelopment on less environmentally sensitive lands.

Parcel 1a has been planned for development through the CVBMP and the City of Chula Vista Local Coastal Program. LDA proposes to mitigate, as required by the controlling regulations, sensitive and protected habitat found on the site. The site, previously developed with an auto salvage use has been vacant for nearly 30 years. It is situated adjacent to the I-5 freeway to the east, E Street to the south and a 150' wide active utility easement to the west. Along the northern perimeter, is the Sweetwater River. As part of the CVBMP planning process, a 100'-wide buffer is required to ensure adequate protection for the marsh. The buffer will be fenced in accordance with the CVBMP and LDA will strive to keep active uses away from the marsh as practicable.

Other measures/policies will also be explored to keep human and domesticated animals away from sensitive/protected areas within and outside of the site.

LUT 107.2 Encourage lower intensity and visitor-serving development such as hotel, mixed use, commercial and office that will be compatible with this environmentally themed area.

LDA has proposed the development of a business class hotel which would yield, according to studies included in this application, fewer impacts to surrounding areas. Additionally, the proposed "Commercial-Visitor Limited" designation disallows standalone commercial and retail operations

allowed under the traditional commercial-visitor zone. Under the proposed “Limited” zone, uses are limited to hotel operations and ancillary activities designed to serve hotel guests and on-site staff.

LUT 107.3 Provide parks and open space for recreation, nature study and enjoyment of San Diego Bay.

As stated above LDA has proposed that public uses be incorporated into the development. Potential improvements may include, bike lanes, staging areas and viewing platforms.

LUT 107.4 Protect, maintain, and enhance wildlife habitat within the National Wildlife Refuge while allowing public enjoyment of coastal resources.

The establishment of a “no-touch” buffer provides effective environmental protection along the Sweetwater River. Areas outside of the buffer are optimum locations that can provide opportunities for public enjoyment of coastal resources.

Intensity/Height

LUT 107.5 In the Sweetwater Subarea, the "Visitor Commercial" designation is intended to have an area-wide aggregate FAR of 0.5 and the Professional/ Administrative designation is intended to have an area-wide aggregate FAR of 0.75. The Bayfront Specific Plan will establish parcel-specific FARs that may vary from the area-wide aggregate (refer to Section 4.9.1, Interpreting the Land Use Diagram, for a discussion of district-wide versus parcel-specific FAR.).

LDA commits to complying with all building regulations contained in the CVBMP and the Bayfront Specific Plan.

LUT 107.6 Building heights shall be predominantly low-rise to mid-rise with some high-rise buildings located within the eastern part of the Subarea. Any high-rise buildings will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

LDA commits to complying with all building regulations contained in the CVBMP and the Bayfront Specific Plan.

LUT 107.7 Establish locations within the Subarea where permitted building heights and Densities are greater than in locations adjacent to sensitive open spaces.

LDA commits to complying with all building regulations contained in the CVBMP and the Bayfront Specific Plan.

LUT 107.8 Establish standards for transitions in building height that respond to public view corridors and proximity to sensitive open spaces.

LDA is proposing to orient buildings, to the extent possible, in a perpendicular manner to the coast line to reduce view blockage and the perception of bulk.

LUT 107.9 The Bayfront Specific Plan or other regulations prepared to guide development in the Sweetwater Subarea shall address design issues that create a sense of place, a pedestrian-friendly environment, enhanced pedestrian and bicycle linkages, and compatibility with the scale and nature-oriented focus of the area as described in LUT Section 7.6.

LDA has submitted to the City of Chula Vista, a concept paper for the improvement of the E Street gateway to the Chula Vista Bayfront. The concept explores the potential for connections and enhanced signage and streetscapes at the gateway. All improvements would be consistent with a coastal orientation promoting a natural theme.

LUT 107.10 Maximize the sense of arrival and access to the Bayfront via the E Street entry and provide clearly identifiable gateways to the Bayfront.

LDA has submitted to the City of Chula Vista, a concept paper for the improvement of the E Street gateway to the Chula Vista Bayfront. The concept explores the potential for connections and enhanced signage and streetscapes at the gateway. All improvements would be consistent with a coastal orientation promoting a natural theme.

LUT 107.11 Community amenities to be considered for the Sweetwater Subarea as part of any incentives program should include, but not be limited to, those listed in any incentives program should include, but not be limited to, those listed in Policy LUT 27.1

LDA has submitted to the City of Chula Vista, a concept paper for the improvement of the E Street gateway to the Chula Vista Bayfront. The concept explores the potential for connections and enhanced signage and streetscapes at the gateway. All improvements would be consistent with a coastal orientation promoting a natural theme.

Amenities incorporated in the gateway concept include streetscape amenities contained in *LUT 27.1*. Such as,

- Public plazas and pocket parks
- Water features in public open spaces
- Streetscape improvements
- Pedestrian path improvements
- Enhanced pedestrian connections between parks, public spaces, and neighborhoods by means of paths and open space areas
- Jogging, walking, and fitness trails
- Outdoor through-block connections

CVGP Chapter 6: Economic Development

Objective – ED 1 Provide a diverse economic base for the City of Chula Vista

ED 1.6 Promote economic development that fosters job availability, economic revitalization, and tax revenues.

The addition of quality accommodations from national brands utilizing expanded reservation system will significantly elevate the city's place in the tourism market. Additionally, a successful hotel operation in the Sweetwater District will induce investment and activity in the other developable parcels in the northeastern portion of the Bayfront.

Objective – ED 6 Become a hub for leisure and recreational activities, shopping, and entertainment in south San Diego County.

The proposal will add new quality accommodations for visitors and potentially induce new investment in quality local and visitor serving operations.

ED 6.1 Pursue actions to support development of tourism in the City.

The addition of new quality accommodations in the Sweetwater District will elevate the attractiveness of Chula Vista as a visitor destination. The national brands operate reservation systems that will promote the Chula Vista location to millions of potential visitors each year. Additionally, hotel taxes generated at the hotel will provide significant and ongoing revenues to promote the area as a visitor destination.

ED 6.6 Promote the city's natural amenities to visitors.

The LDA proposal can generate revenue to enhance and maintain the Bayfront's natural resources. As part of the development concept, the hotel site and adjacent parcels will be improved with public areas designed to support the area's ecotourism opportunities.

Objective – ED 8 Develop and maintain a city-wide image that promotes the city's assets.

ED 8.2 Facilitate the identity of activity areas throughout the City to aid in promoting recognizable destinations for shopping, recreating and business.

The E Street entrance will be enhanced with a gateway theme that will promote the city and the Bayfront.

ED 8.3 Designate the location, function, and characteristics of City gateways and key corridors, and enhance them to make them attractive and inviting.

Upon approval of the proposed amendments, LDA will engage the city, the Port of San Diego and key stakeholders to begin discussions on the conceptual framework for an effective and thematically appropriate gateway design.

CVGP Chapter 9: Environmental

Objective – E 11 Improve Chula Vista’s Open Space and trails network, including the provision of additional internal connections between the various elements of the network.

LDA envisions utilizing portions of the site and the existing SDG&E transmission alignment to provide pedestrian and bicycle trails to connect the site to the Bayshore Bikeway and the Bayfront’s internal trail system.

Objective – E 13 Acknowledge the uniqueness of the of the natural resources and the ecologically-oriented recreational amenities in Chula Vista and the south San Diego sub-region and the potential viability of ecotourism to enhance economic and environmental sustainability.

The proposed amendment seeks to increase access for visitors to Chula Vista’s Bayfront.

Objective – E 17 Ensure the adequate remediation of contaminated sites as redevelopment occurs in order to protect health and safety.

LDA will conduct required remediation of contaminated soils deposited by the former steel foundry and auto salvage yard. All contaminated soils identification, removal and disposal will comply with all applicable California and local laws and regulations in effect at the time of program implementation.

X.b. Chula Vista Bayfront Local Coastal Program – Land Use Plan Consistency

City of Chula Vista Local Coastal Program (LCP) Consistency Review

The following section is a review of The Chula Vista LCP Land Use Plan (LUP) to determine areas in the LCP where the proposed amendment would be consistent or in conflict.

LCP Goals for Development (pg. II-1)

The proposed amendment is consistent with the overall goals of the LCP in that it introduces a hotel use in the Sweetwater portion of the Bayfront in order to achieve the following:

- Creates a waterfront oriented focal point for the entire city of Chula Vista which include uses that are attractive to visitors and residents alike.
- Establishes linkages between the Bayfront planning area and the Northwest Planning Area for pedestrians, bicycles and transit.
- Provides for the extension of the downtown urban core into the Bayfront to emphasize a strong east-west connection.
- Provides a continuous open space network which links the Bayfront to the planned ” Chula Vista Greenbelt” incorporating the Sweetwater River Valley to the north and the Otay River Valley to the south.
- Promotes integrated land uses in the Bayfront and creates an identifiable image for the Bayfront.
- Provides good regional access to encourage visitors to the Bayfront.

- Encourages redevelopment and new development activities within the Sweetwater Subarea that will minimize impacts to environmentally sensitive lands adjacent to the Sweetwater Marsh National Wildlife Refuge.

The following section outlines the LCP's objectives and goals that are consistent with proposed amendment and provides justification for its consistency with the plan. Based on the overall visitor and environmental orientation of the LCP, instances where the proposed amendment was found to be inconsistent (other than the underlying zone) with the plan could not be identified.

Chula Vista Bayfront Local Coastal Land Use Plan Policies:

Land Use Regulation Objectives/Polices (pg. III-9)

AREAWIDE DEVELOPMENT OBJECTIVES AND POLICIES

LAND USE (pg. III-1)

Objective LU.1: Bayfront development should encourage a mixed-use development combining visitor serving commercial/recreational uses, public parks and residential. The mixed-use character of the of the Bayfront will: 1) minimize traffic impact of development on the surrounding roadway system by splitting the peak hour traffic between trip origins and destinations; and 2) significantly expand public access and use of the Bayfront.

The proposed use is consistent with *Objective LU.1* in that it provides visitor uses in the Sweetwater District and reduces traffic impacts when compared to the CP-O use. Because the nature of the hotel use will be open to public, the amendment will expand access to the Bayfront by serving visitors and integrating access routes between parcels located in the northeastern portion of the Bayfront.

Objective LU.2: Integrate new development with the existing National Wildlife Refuge in a manner which permits public enjoyment/access to the resources while protecting sensitive habitat areas from intrusion or adverse impacts due to development and/or human activities.

The proposed amendment and rezone would allow the development of visitor serving uses that have been found to be consistent with the existing wildlife refuge. Additionally, the LCP requires that a 100-foot "no touch" buffer be established on the north perimeter of site 1a further protecting the preserve. *Objective LU.2* promotes the symbiotic relationship between the Bayfront's natural habitat and public access and enjoyment, and under the current zoning (Professional Office) would more than likely result in the closing of the site to the public based on the need for security to private offices. Alternatively, a hotel use would be open to the public and allow for additional pedestrian and bicycle connections providing greater access to the Bayfront.

Objective LU.5.5 Lower cost visitor and recreational facilities shall be protected, encourage and wherever feasible, provided.

The proposed use subject to the rezone would allow the construction and operation of a select service hotel which would provide affordable rates for visitors. Select service hotels provide lower rates than high quality and luxury hotels while offering comfortable and high quality accommodations.

Policy 5.5.A Visitor Commercial designated land that supports visitor serving commercial land uses and activities, such as hotels/motels, entertainment attractions, restaurants and shopping within the city of Chula Vista shall be encouraged and provided. Visitor-serving commercial areas have been and shall be designated in the vicinity of primary coastal access routes, particularly in proximity to the bay. Development standards for the Visitor Commercial designation shall encourage pedestrian activity through the Chula Vista Bayfront LCP Amendment III-10 September 2012 Land Use Plan Amended on July 22, 2015 and August 11, 2015 design and location of building frontages and parking provisions. Visitor serving commercial uses shall fit the character and scale of the surrounding community.

The proposed amendment is consistent with LCP Policy 5.5.A which requires that visitor-serving uses be located in proximity to primary coastal routes. The subject site (1a) is located adjacent to E street at Bay Boulevard, the primary northern gateway to the Bayfront. Additionally, all proposed development will be consistent with building intensities contained in the CV LCP, Specific Plan and the CVBMP.

*Policy LU.5.5.E Lower cost visitor and recreational facilities shall be protected, encouraged and provided where feasible. **Priority shall be given to the development of visitor serving and commercial recreational facilities designed to enhance public opportunities for coastal recreation over private residential, general industrial, or general commercial development.** A range of room types, sizes, and room prices should be provided in order to serve a variety of income ranges. On land designated Commercial Visitor, only Commercial Visitor uses shall be permitted.*

The proposed amendment would allow the development of new select or limited service accommodations. This category of hotel provides quality accommodations at competitive and affordable rates. The proposal would allow the Bayfront to serve a variety of visitors seeking a range of cost options.

Objective LU.6 Permit a balanced and well defined mix of land uses which will be responsive to the development and conservation goals of the Bayfront LCP.

Table 3-1, Land Use Distribution (page III-12) delineates the types of land uses and correspondent acreage allowed by the CV LCP. In the existing LCP there are three areas, including parcel 1a where commercial and professional offices are allowed. The plan calls for a total of 26 acres of office development while commercial visitor uses comprise a much smaller portion of the Bayfront. The LCP allots just six acres for visitor accommodations despite the priority given to C-V uses in the Bayfront plan.

Objective DI.1 Allow development intensity that provides for the economic development of the Bayfront within the capacity of public service and infrastructure systems.

Table 3-1.5: Building Height Limits by Parcel Area Parcel Area

*Maximum Building Height from Pad (feet)**

Sweetwater District

Parcel 1a - 44'

LDA has committed to maintain building intensities consistent with those allowed under the current LCP.

CIRCULATION, PUBLIC ACCESS, AND PARKING (pg. III-17)

Objective AC.5 Create auto-free zones along the shoreline and other areas which have unique environmental conditions or potential, and make provision for pedestrians and bicyclists.

Pedestrian and bicycle access is a primary goal of the Bayfront plan which is why LDA has committed to enhance and extend pedestrian and bicycle infrastructure in the northeastern portion of the Bayfront. The Bayshore bikeway is located to the east of parcel 1a and the developer has proposed to integrate pedestrian and bicycle access into the site. Additionally, the utility alignment will be improved and include biking trails that will integrate 1a with the rest of the Bayfront and western Chula Vista. Under the current zoning, it is likely the area would be restricted to public access due to the need for security in and around private office settings.

Policy AC.5.A Major employment, retail, and entertainment districts and major coastal recreational areas should be well served by public transit and easily accessible to pedestrians and bicyclists. Residential, commercial, and recreational uses should be located in relationship to each other so as to encourage walking, bicycling, and transit ridership.

Site 1a is located approximately 650 feet from the E Street transit center in northwestern Chula Vista which provides regional service for light rail, bus and taxis for a major portion of the city. As such, visitors, tourists and workers access or departing the site will have convenient transit access point connecting the 1a site to the entire South Bay, Mexico and Downtown San Diego and beyond. There are existing pedestrian walkways from the intersection of Bay Boulevard and E Street that lead directly to the transit station. At the project level, LDA will design and build adequate, safe and convenient connections to Bay Boulevard.

Objective AC.7 Avoid congestion of the freeways and connection arterials by maintaining a mix of land uses where peak traffic generating periods are staggered throughout the day.

In preparation of this application traffic impacts resulting from the proposed land use change were assessed, LDA hired Federhart & Associates to calculate traffic generation rates (peak and non-peak) for the proposed hotel use designation and compare those rates to that of an office development. All figures used in this analysis were derived from the 2010 Chula Vista Bayfront Master Plan Final Environmental Impact Report, Appendix 4.2.1 and SANDAG'S "Guide of Vehicular Traffic Generation Rates for the San Diego Region, 2002". For the purposes of this analysis, a business class, select service hotel development was considered based on the subject parcel size, maximum room count and the limitation of amenities, such as pools, personal services and onsite restaurants. It was also determined that the office and hotel building programs would be equal and based upon the CVBMP approved development envelope (140,000 sq.ft./44' ht.).

In short, the analysis identified significant traffic related benefits along the E Street corridor derived from the proposed change in use over the existing office designation for the 1A (S4) parcel. In particular, peak hour traffic impacts are reduced an average of 45% in the morning hours and 47% during evening periods. Overall, traffic generation for the proposed hotel use is 27% lower than the allowed office use.

A significant reduction in trips generated from the 1a site not only minimizes the potential for congestion at the E Street and Bay Boulevard entrance to Chula Vista's Bayfront, but also extends the operable life existing traffic signals along E Street at the I-5 corridor. Moreover, a nearly 50% reduction in AM/PM peak hour trips reduces the pressure on the nearby freeway on/off ramps and improves ramp performance over the office building option.

Policy AC.7.A The land use mix identified in this LUP has been selected to avoid congestion of the freeways and connection arterials. All development within the LCP Planning Area shall be consistent with the land use policies of this Plan.

As stated above, the change in use proposed by LDA will reduce peak hour traffic by 50% and overall trip generation at the site by 27%. The reduction in peak and overall traffic generated by the proposed use over the allowed use increases conformance to Policy AC.7.A.

Roadway Improvement Objective/Policies (pg. III-23)

Objective RI.1 Improve Bayfront access through improvements to Marina Parkway, the "E" Street bridge, "H" Street, "J" Street, and on- and off-ramps to I-5. Public access to the Chula Vista Nature Center on the National Wildlife Refuge shall be maintained.

Policy RI.1.B "E" Street shall be extended west as a 4-lane Class I collector street from Bay Boulevard westerly to the new "F" Street intersection. This will provide additional capacity to maintain adequate traffic flow at the major northern project entry. "E" Street shall then change to a 2-lane Class II collector street through the remainder of the Sweetwater District and into the Harbor District. "E" Street will turn into Marina Parkway at "H" Street.

LDA believes that approval of the proposed amendment poses the best opportunity to implement Policy RI.1.B. LDA has analyzed the possibility of financing and constructing a professional office development pursuant to zoning allowed in the existing LCP. Based on the high occupancy rates in Chula Vista as well as depressed lease rates developing commercial office space is infeasible. That condition is not likely to change. Without new development, there will be a lack of revenues required to fund needed roadway infrastructure.

Alternatively, approval of the proposed amendment will generate millions in impact fees that will fund the improvements listed in Policy RI.1.B. Additionally, a hotel development will provide funding for the E Street gateway improvements that are currently unfunded.

Pedestrian and Bicycle Circulation Objective/Policies (pg. III-26)

Objective PB.1 Pedestrian access to the shoreline shall be provided as well as bicycle routes for alternative access and circulation within the Bayfront area.

Policy PB.1.C To provide continuity with adjacent planning areas, pedestrian shoreline access shall interconnect with other existing or proposed circulation routes within the Port Master Plan (Exhibit 9b). Project level planning and coordination shall provide for:

Connection to Port Lands. Throughout the Bayfront, public access will be integrated with Port development. This will result in continuous public access routes with intermittent exposure to the water's edge within the Port lands.

Connection North to Sweetwater River Project. Pedestrian and bicycle routes in the Bayfront shall interconnect with the recreational improvements included in the Caltrans/Army Corps of Engineers project, and/or the Chula Vista Greenbelt trail system proposed in the Sweetwater River Valley. The filling of wetlands for bike paths is not permitted, including, but not limited to, any extension of the toe of the Caltrans freeway fill slope into the mitigation areas of the connector marsh. Chula Vista Bayfront LCP Amendment III-27 September 2012 Land Use Plan Amended on July 22, 2015 and August 11, 2015

Connection with Chula Vista Neighborhoods. Pedestrian routes will interconnect major open spaces in the Bayfront area to adjacent Chula Vista neighborhoods via "E" Street, "F" Street, "H" Street, and "J" Street.

LDA supports the concepts included in PB.1.C and will incorporate the connections included therein as they relate to and connect with parcel 1a.

Parking Objective/Policies (pg. III-27)

Objective PK.1 Adequate parking shall be provided for all developed uses in the Bayfront, including parking for all public, park, and open space uses in the Bayfront. Parking should be provided in an efficient manner, sharing spaces among uses when practical, and in a manner that does not intrude upon the scenic qualities of the Bayfront. Parking within the SDG&E ROW parcels should be provided to meet parking requirements, provided the ROW parking is landscaped to improve the overall appearance of the Bayfront, while preserving public views to the Bay.

Policy PK.1.A New development shall provide off-street parking sufficient to serve the approved use in order to minimize impacts to public street parking available for coastal access and recreation.

LDA proposes to provide the required parking included in the LCP (see below).

Policy PK.1.C Off-street parking spaces shall be provided for developed uses per the following schedule:

"Hotels, motels: 1 space for each living or sleeping unit, plus 1 space for every 25 rooms or portion thereof." (CV LCP, page III-28)

Policy PK.1.D Bicycle parking spaces shall be provided for developed uses according to the following schedule. Only those uses listed below are required to provide bicycle parking. Bicycle parking facilities shall be fixed storage racks or devices designed to secure the frame and wheel of the bicycle:

"Commercial recreation: 1 space per 33 automobile spaces required." (CV LCP page III-28)

Policy PK.1.H Where parking is incorporated into the SDG&E ROW, the parking areas shall be landscaped with a perimeter planting of trees and ground cover. The tree planting will be tightly spaced to provide a dense canopy at eye level. Tree species will be limited to those that will not interfere with the overhead power lines and trimmed as necessary to meet standards of SDG&E. Due to environmental management

requirements, this policy does not apply to Subarea 1: Sweetwater District. Tree plantings shall not encroach into identified view corridors.

LDA intends to comply with Policy PK.1.H.

PHYSICAL FORM AND APPEARANCE

General Form and Appearance Objective/Policies

Objective FA.1 The existing substandard industrial image of the Bayfront should be changed by developing a new identity consonant with its future public and commercial recreational role. The visual quality of the shoreline should be improved by promoting both public and private uses that will provide for proper restoration, landscaping, and maintenance of shoreline areas. Structures or conditions that have a blighting influence on the area should be removed or mitigated through façade enhancements and landscaping. Finally, a readily understandable and memorable relationship of the Bayfront (and the areas and elements that comprise it) to adjoining areas of Chula Vista, including the freeway and arterial approaches to the Bayfront, should be developed.

Policy FA.1.A New development within the LCP Planning Area shall be consistent with the land use designations permitted in the Land Use section. The majority of new development shall be visitor-serving commercial, commercial professional and administrative, and residential, with only a very limited amount of additional industrial development permitted. The scale of these new uses, combined with improved landscaping and screening of existing industrial development, will benefit the image of the Bayfront as a whole.

CV LCP Table 3-1 (page III-12) outlines the land use distribution for the portion of the Bayfront governed by the LCP. Commercial and Professional office comprise 26 acres while Commercial-Visitor uses total 6 acres. LDA's proposal transfers a modest 4.38 acres from office to hotel and seeks to more balance the amount of visitor uses with office. A hotel at this site would also do much increase public access to a prime portion of the Bayfront. Conversely, a private office use at the 1a location would limit or restrict access depending on the tenant mix.

Policy FA.1.C New development within the LCP Planning Area shall be constructed according to the high-quality and aesthetic standards set forth in the LUP. Continuing development and/or redevelopment will displace abandoned and substandard structures that have a blighting influence. Any vegetative areas disturbed by development shall be relandscaped. The landscaping shall be consistent with the Environmental Management policies herein and shall give priority to the use of drought-tolerant plant materials.

LDA has committed to developing the 1a site with high quality construction that is commensurate with standards contained in the LCP. Likewise, all new landscaping will be consistent with plant life and materials called for in the controlling documents and will, to the extent possible be drought resilient.

Objective FA.3 To provide aesthetic improvements to existing and new development, including establishing clearly identifiable gateways to the Bayfront, preserving existing views and creating enhanced views with development, and encouraging high-quality, well-integrated, mixed-use

development with a harmonious relationship between sensitive habitats and the built environment. The factors that are important to achieve this objective are:

- *Landscape Character*
- *Bayfront Gateways*
- *Architectural Edges*
- *Views*
- *Building Placement*
- *Architectural Character*
- *Wildlife Protection*

Policy FA.3.F To increase view opportunities through developments, high- and mid-rise residential towers shall be oriented with their long sides parallel to the major view corridors.

Site 1a is rectangular in dimension and is oriented north to south making it difficult to locate structures completely perpendicular to the shore. Complete adherence to this policy would require structures to be bulky to achieve the allowed intensity. The developer is considering a slight rotation of the building(s) to take advantage of the site's length while providing a thinner structure to protect view corridors from the east.

Policy FA.3.G A unifying, high-quality architectural character and design shall be established for all new buildings and facade enhancements.

LDA has committed to developing the site to a high quality architectural standard that is required by the LCP and other controlling documents while maintaining consistency with hotel brand design styles.

Bayfront Gateway Objective/Policies

Objective GT.1 Gateway plans shall be established at major access points to the Bayfront area. These gateways shall enhance the sense of arrival and invitation to the Bayfront through the use of prominent landscaping and signage that protects and enhances public views to the waterfront.

Policy GT.1.A A Gateway shall be established at "E" Street concurrent with development occurring between "C" and "F" Streets.

LDA has presented a concept plan to the city that describes the development of an "integrated" gateway that not only blends aesthetically and physically properties and infrastructure located on the Bayfront but western Chula Vista as well. These improvements are planned to be constructed at the time development on the 1a site is underway.

ENVIRONMENTAL MANAGEMENT

Environmental Management Objective/Policies Objective EM.1 Long-term protection and enhancement of critical natural habitat areas should be provided by cooperating in a multi-jurisdictional planning and implementation plan with adequate safeguards and guarantees.

Policy EM.1.D.11 All buffers around (non-wetland) ESHA shall be a minimum of 100 feet in width, or a lesser width may be approved by the City if findings are made that a lesser buffer would adequately protect the resource. However, in no case can the buffer size be reduced to less than 50 feet.

Development on site 1a is required to observe a 100-foot “no touch” buffer along the parcel’s north property line. The requirement is contained in the LCP as well as the CVBMP. LDA commits to complying with the requirement.

Natural Resources Management Plan (NRMP)

Policy NR.9.G In order to ensure that sensitive resources are protected from adjacent development, fencing shall be required for the 100-foot buffer on the north side of parcel 1a prior to any physical alterations of the site. In addition, at the time project specific development is proposed on parcels 1a shading impacts, appropriate setbacks, step backs, and/or height reductions, will be analyzed as part of the necessary subsequent environmental review for those projects.

LDA will orient the proposed development to observe the required setbacks and buffers as well as the height requirement placed on the site by the LCP and the CVBMP.

SUBAREA DEVELOPMENT OBJECTIVES AND POLICIES

SUBAREA 1 – SWEETWATER DISTRICT

Physical Form and Appearance

Objective SA1.PF.1 Maximize the sense of arrival to the Bayfront via the “E” Street entry and provide clearly identifiable gateways to the Bayfront.

In previous sections, LDA has committed to working with the City of Chula Vista and the Port of San Diego to identify appropriate and consistent designs for the E Street gateway.

Policy SA1.PF.1.A Provide a clearly identifiable gateway to the Bayfront at the intersection of Bay Boulevard and “E” Street concurrent with the development occurring between “C” and “F” Streets.

See response to Policy SA1.PF.1

X.c. Chula Vista Bayfront Local Coastal Program Amendment Bayfront Specific Plan (September 2012; amended on August 11, 2015) Consistency

The Bayfront Specific Plan is intended to implement applicable land use policy documents through a series of specific design related regulations. The current request by LDA is to rezone the 1a site through amendments to the Chula Vista General Plan and Local Coastal Plan. The Specific Plan requires development related standards that are not directly applicable to a use-related rezone application.

LDA has reviewed the Specific Plan and plans to comply with the standards that apply to the proposed development when appropriate. At that time, the following standards will be reviewed more in depth and areas of compliance will be discussed subsequent to a successful rezone process and during the development entitlement phase.

19.85.006 Form and appearance.

A. Form and Appearance Objectives. The following objectives shall serve as guidelines for use of land and water resources to preserve a sound natural environment:

2. Change the existing industrial image of the Bayfront and develop a new identity consonant with its future prominent public and commercial recreational role.

5. Eliminate or reduce barriers to linking the Bayfront to the rest of western Chula Vista and establish a memorable relationship between the Bayfront (and the areas and elements that comprise it) and adjoining areas of Chula Vista, the freeway, and arterial approaches to the Bayfront.

B. Specific Provisions. To promote these requirements, the form and appearance provisions of the LUP acknowledge three major components that comprise the physical form of the area: natural resources areas to be preserved; a public space and recreation system, including walkways, bicycle ways, and park areas; and development units having common usage and/or qualities, which should be treated as distinctive, but closely interrelated, visual entities.

1. Landscape Character and Function. Major landscape components shall establish strong visual continuity in response to varied functional needs. Landscaping will incorporate both hardscape features and softscape (planting).

2. Dense Landscape Planting. All areas designated for dense landscape planting shall include dense planting of trees and shrubs to serve three purposes: diminish the visual impact of large existing industrial structures, such as those of Goodrich and SDG&E's power plant and transmission towers, and extensive parking areas and outdoor storage areas; define major entry points to the Bayfront and frame views; and be used in masses as visual stopping points to limit views and provide natural vertical elements. Heights of trees and shrubs may be limited by USFWS requirements in areas near the wildlife refuge.

7. Gateways. Special consideration shall be given at gateways (Exhibit 6) to roadway design, including signing and lighting, landscaping and siting, and design of adjoining structures, to allow for design treatment that conveys an entry character.

8. Architectural Edges. The development shall comply with the following conditions in the specified areas as shown on Exhibit 6:

a. Habitat Protection. Structures shall be sited a sufficient distance from natural habitat areas to protect the natural setting and prevent direct impacts to wildlife.

b. Pedestrian and Bicycle Access. Structures shall be sited at a sufficient distance from the water's edge or marsh edge to allow for sidewalks and bicycle paths that ensure unencumbered pedestrian and bicycle access to the waterfront and coastline.

c. Privacy. Structures shall be designed so that the uses that take place in a structure or private space adjoining the structure do not detract from, or prevent appropriate public use of, adjoining public open spaces. Reciprocally, the public areas shall be designed and their use regulated in a manner that does not diminish the intended private use of adjoining developed lands.

d. Firm Edges. Firm edges are required where a strong visual form, generally linear, is necessary to provide either for a terminus of views in certain directions or a sense of entry or arrival. These edges should be formed by buildings, but they also may be achieved by use of earth berms or mass plantings.

9. View Points. Development of the Bayfront shall ensure provision of three types of views:

c. Views from the perimeters of the Bayfront outward: views that are primarily pedestrian oriented, stationary, and more sustained should be experienced from parts of the open space and pathway system and enable viewers to renew visual contact at close range with the Bay and marshlands.

19.85.008 Parking requirements.

4. Hotels, motels: one space for each living or sleeping unit, plus one space for every 25 rooms or portion thereof.

Section X.d.

Proposed Areas of Revision

Affected Documents:

1. Chula Vista General Plan (adopted 12/2005; amended 03/2015)

Page(s)	LUT-45	General Plan Land Use Diagram
	LUT-59	Table 5-6 General Plan Land Use Distribution (2030)
	LUT-60	Table 5-7 General Plan Land Use in 2030

Nature of Proposed Revision:

The proposed change relates to the land uses contained in the diagram on the above referenced page. The change, should the amendment be approved would involve switching designator color to red indicating a commercial visitor use zone.

Proposed amendments to tables 5-6 and 5-7 would reallocate the approximately 5 acres from the Commercial Office designation to Commercial Visitor where applicable.

2. Chula Vista Bayfront Local Coastal Program: Land Use Plan (adopted 09/2012; amended 07/2015 & 08/2015)

Pages: III-3; III-5; III-12 & III-13.

Nature of Proposed Revision:

Page III-3 – Change color of designator to indicate Commercial Visitor land use.

Page III-5 – Remove “C-P” reference and replace with “C-VL”; Remove office reference and change to hotel.

Page III-12 – Amend Table 3-1 to reallocate acreage distribution related to proposed land use change.

Page III-13 – Remove reference to parcel 1-a and related office zone. Add “Commercial-Visitor Limited (C-VL)” zone language.

3. Chula Vista Bayfront Specific Plan (September 2012)

Page 19 – Add “Commercial-Visitor Limited (C-VL)” zone language.

**TABLE 5-6
GENERAL PLAN LAND USE DISTRIBUTION IN 2030 (ACREAGES)**

General Plan Land Use Designation	Total General Plan Area	Bay-front	North-west	South-west	East		
					East Chula Vista Subareas	Unincorp. Sweet-water Subarea	Unincorp. Otay Ranch Subarea
RESIDENTIAL							
Low	6,977		64		1,560	2,453 ¹	2,900
Low Medium	8,010		1,354	1,401	4,737	307	211
Medium	1,604		187	288	1,025	32	72
Medium High	665		143	113	312		97
High	525		124	253	148		
Urban Core	84		84				
Bayfront High	14	14					
COMMERCIAL							
Retail	826		115	202	477	32	
Visitor	143 148	130 135	11	2			
Professional & Admin.	165 160	18 13	61	7	67	12	
MIXED USE							
Mixed Use Residential	933		174	98	611		50
Mixed Use Commercial	135	25	37	58	15		
Mixed Use Transit Focus Area	122		83	39			
INDUSTRIAL							
Limited Industrial	1,876	62	116	384	1,098		216
Regional Technology Park	85				85		
General Industrial	175	175					
PUBLIC, QUASI PUBLIC AND OPEN SPACE							
Public/Quasi-Public	2,901	55	225	321	1,880	381	39
Parks and Recreation	978	74	73	106	606	88	31
Open Space	7,314	100	215	617	3,587	1,101	1,694
Open Space Preserve	16,926	362	18	97	4,582	1,997	9,870
Open Space – Active Recreation	375	8	44		323		
Water	2,672	1,498				9	1,165
SPECIAL PLANNING AREA							
Eastern Urban Center	266				266		
Resort	230						230
Town Center	85				85		
OTHER²	4,606	99	866	829	2,343	408	61
TOTAL ACRES	58,692	2,620	3,994	4,815	23,807	6,820	16,636

1-The unincorporated portion of the Northwest Planning Area (87 acres of Residential Low) is included in the Unincorporated Sweetwater Subarea column only.

2-Streets, freeways, utility right-of-ways

**TABLE 5-7
GENERAL PLAN LAND USE IN 2030**

General Plan Land Use Designation	2030 Acres	2030 Dwelling Units
RESIDENTIAL		
Low	6,977	8,232
Low Medium	8,010	41,286
Medium	1,604	16,159
Medium High	665	10,314
High	525	15,382
Urban Core	84	3,830
<u>Bayfront High</u>	14	1,500
COMMERCIAL		
Retail	826	
Visitor	443 148	
Professional & Admin.	465 160	
MIXED USE		
Mixed Use Residential	933	17,639
Mixed Use Commercial	135	
Mixed Use Transit Focus Area	122	3,782
INDUSTRIAL		
Limited Industrial	1,876	
Regional Technology Park	85	
General Industrial	175	
PUBLIC, QUASI PUBLIC AND OPEN SPACE		
Public/Quasi-Public	2,901	
Parks and Recreation	978	
Open Space	7,314	
Open Space Preserve	16,926	
Open Space – Active Recreation	375	
Water	2,672	
SPECIAL PLANNING AREA		
Eastern Urban Center	266	4,905
Resort	230	
Town Center	85	1,929
OTHER *	4,606	
TOTAL ACRES	58,692	124,958

* Streets, freeways, utility right-of-ways

Table 3-1 Land Use Distribution

Zone	Acreage
Commercial	
Visitor (C-V)	6
Visitor (C-VL)	5
Thoroughfare (C-T)	42
Professional and Administrative (C-P)	21
Commercial Subtotal	74
Industrial	
<i>General (I-G)</i>	112
<i>Research and Limited (I-RL)</i>	14
<i>Limited (I-L)</i>	8
Industrial Subtotal	134
Residential	
<i>Mixed Harbor District (R-MH)</i>	23
Residential Subtotal	23
Public and Open Space	
<i>Public and Quasi-Public (P-Q)</i>	28
<i>Parks and Recreation (P-R)</i>	1
<i>Open Space (O-S)</i>	310
Public and Open Space Subtotal	339

- Mid-rise development is defined as 4- to 7-story buildings with condominium style residences and central garage structures.
- High-rise development is defined as 8-story and above buildings with condominium style residences and central garage structures.

Allocation: approximately 23 acres.

COMMERCIAL. A number of specific commercial uses are permitted in the LCP Planning Area. Total allocation: approximately 74 acres.

Commercial – Visitor (C-V). This land use designation provides uses for the needs of tourists, travelers, and local residents. This use is primarily located in proximity to the freeway. The regulations of this designation are designed to encourage the provision of transient housing facilities,

restaurants, service stations, and other activities providing for the convenience, welfare, or entertainment of the traveler. Permitted uses include:

1. Hotels and inns

2. Retail, including:

- Restaurants with a cocktail lounge as an integral part;
- Art galleries;
- Retail shops;
- Parking garages;
- Bonafide antique shops;
- Markets;
- Restaurants and snack bars;
- Service businesses; and
- Any other establishment serving visitors determined to be of the same general character as the above-permitted uses.

Allocation: approximately 6 acres.

Commercial – Thoroughfare (C-T). This land use designation includes primarily motel, restaurant, and entertainment facilities similar to the existing developments that principally serve auto-oriented traffic. Additional permitted uses would include gas stations and similar traveler-oriented goods and services. Land uses not permitted within this designation (except as noted below for tourist oriented development) are those that would principally serve pedestrian traffic. These non-permitted uses include convenience retail, food and beverage retail sales, business and personal services. However, in order to promote high-priority visitor-serving uses, commercial retail and restaurant uses oriented towards tourist or visitor uses are permitted in the Commercial – Thoroughfare land use designation. Allocation: approximately 42 acres.

Commercial – Professional and Administrative (C-P). Three areas of Professional and Administrative Commercial are provided. The locations are indicated on Land Use Map, Exhibit 8, and include ~~Parcel Area 1-a within the CVBMP proposed for office use, new parcels within the Harbor District (Parcel 2-h), and an existing parcel within the Goodrich Parcel Area 2-b.~~ The permitted uses include administrative office and support uses for the adjacent industrial uses. Additionally, retail commercial uses permitted in Parcel 2-h include a retail market for the provision of related goods and services for the permanent and visiting population in the vicinity. Allocation: approximately 26 acres.

Commercial – Visitor Limited (C-VL). The C-VL land use designation provides for hospitality uses for tourists, visitors and residents. Uses are generally located near freeways. The use differs from the Commercial Visitor designation in that it allows only hotel and motel uses. Alternate visitor related uses including restaurants, retail shops and bars are allowed as ancillary operations that are located within the main hotel structure. The location is illustrated on the Land Use Map and covers Parcel 1-a.

INDUSTRIAL. Three types of industrial uses are designated on the Land Use Map: Limited, Research and Limited, and General. These land uses are confined to an area generally south of “F” Street, plus the inland parcel east of I-5. Existing uses will continue to be permitted and to expand within the limits of the LCP. Allocation: approximately 134 acres.

Industrial – Limited (I-L). This zone and land use designation includes light industrial activities

Chapter 19.84
BAYFRONT SPECIFIC PLAN – LAND USE ZONES

Sections

- 19.84.001 Purpose and scope.
- 19.84.002 Commercial zones.
- 19.84.003 Industrial zones.
- 19.84.004 Public/quasi-public and open space zones.
- 19.84.005 Residential zones.
- 19.84.006 Circulation and other designations.

19.84.001 Purpose and scope.

The Bayfront Specific Plan provides for the classification of land use and the regulation of development by land use zoning and parcel. These classifications, zones, are depicted in Exhibit 5, herein. Each zone contains a set of regulations setting forth the allowable uses and standards for development within that district. This chapter provides the development standards relating to land use activities for each zone. (Ord. 3238 § 2 (Exh. B), 2012; Ord. 2613, 1994; Ord. 2532, 1992).

19.84.002 Commercial zones.

A. Commercial – Visitor (C-V).

1. Purpose and Intent. The purpose of the commercial – visitor zone is to provide regulations of uses serving the needs of tourists, travelers, and local residents. The regulations of this zone are designed to encourage the provision of transient housing facilities, restaurants, service stations, and other activities providing for the convenience, welfare, or entertainment of the traveler.
2. Permitted Uses. The following uses are permitted:
 - a. Hotels and inns;
 - b. Retail, including:
 - i. Restaurants with a cocktail lounge as an integral part;
 - ii. Art galleries;
 - iii. Stores and retail shops;
 - iv. Parking garages;
 - v. Antique shops;
 - vi. Markets;
 - vii. Restaurants and snack bars; and
 - viii. Any other establishment serving visitors determined to be of the same general character of the above-permitted uses;
 - c. Commercial recreation, including:
 - i. Tennis clubs and facilities;
 - ii. Health clubs;
 - iii. Sports and health classes and clinics;
 - iv. Professional sports facilities;
 - v. Sports medicine facilities;
 - vi. Sports training facilities;
 - vii. Boat rentals and rentals of other water recreational items;

-
- viii. Swimming and diving facilities; and
 - ix. Any other business or facility determined to be of the same general character of the above-permitted uses.
- 3. Conditionally Permitted Uses. Any of the above-permitted uses whose parking requirement can only be met by shared parking may be permitted subject to approval of a conditional use permit.
 - 4. Prohibited Uses. Any of the above-permitted or conditionally permitted business or activity that produces noise above 60 CNEL at the exterior boundaries of this zone.

A.a. Commercial-Visitor Limited (C-VL)

1. Purpose and Intent. The C-VL land use designation provides for hospitality uses for tourists, visitors and residents. Uses are generally located near freeways. The use differs from the Commercial Visitor designation in that it allows only hotel and motel uses. Alternate visitor related uses including restaurants, retail shops and bars are allowed as ancillary operations that are located within the main hotel structure. The location is illustrated on the Land Use Map and covers Parcel 1-a.

2. Permitted Uses The following uses are permitted:

- a. Hotels and Inns
- b. Retail limited to uses located within hotel interior designed to serve guest and other onsite personnel
 - i. Restaurant and Cocktail Service
 - ii. Visitor related Retail
 - iii. Snack Bars

XI. Conclusion

LDA owns two undeveloped parcels in the northwestern corner of the Sweetwater District of Chula Vista's Bayfront. The 4.81acre site is currently zoned for office use. The owner is requesting that the site be rezoned and the General Plan be amended to allow for the development of a hotel use. Further, the formal request is that the allowed use for the site under the amendment would allow hotels only and not permit other uses listed in the Commercial Visitor (C-V) zone. Specifically, the application requests that a new zone be approved designated as Commercial-Visitor Limited (C-VL). Additionally, LDA proposes to maintain the existing building standards that are allowed under the Chula Vista LCP and the Bayfront Master Plan. The LCP and CVBMP allow the development of 120,000 sq. ft. of building area with a maximum height of 44 ft.

In preparation of this application, LDA produced a number of graphics and retained professional consultants to generate reports covering a number of areas. Traffic, fiscal impacts and water and sewer generation rates were developed and compared to levels that would exist under the current zoning.

Below is a discussion of each category of impact. In every case, a justifiable argument can be made that the proposed hotel use generates fewer impacts and provides significantly higher revenue to the city of Chula Vista.

XI.a. Impacts

Traffic

The traffic ramification report included in this application utilized SANDAG trip generation rates to compare traffic impacts generated from a hotel use (proposed) and an office complex (allowed). The report indicates that the change in use will result in an overall reduction in daily trips and most importantly, a significant reduction in peak hour trips which will have a benefit the Interstate 5 ramps at E Street.

Utilities

A report analyzing the demand rates for water and sewer capacity was conducted to determine the impact a hotel use would have when compared to an office complex. The report found that the hotel use would reduce the demand for sewer capacity. And though the hotel use would increase the amount of water used at the site, land use changes to the Sweetwater District have reduced overall demand than what was planned for in the CVBMP FEIR.

XI.b. Fiscal

Job Creation

Though a job creation analysis has not been developed for this application, LDA has prepared reports for comparable hotel projects in Southern California. A typical select-service hotel with approximately 200 rooms would generate approximately 250 construction jobs, 45 hotel operations jobs and approximately 28 food service jobs. Indirect jobs created split between construction and hotel operations induced activity could generate an additional 170 jobs.

Revenue Generation

A fiscal analysis report was prepared to quantify the level of revenue generation for a hotel at the subject site and annual rate in a 10-year planning horizon. The analysis indicated that a hotel would generate nearly 20 times the revenue than a similar sized office complex. Since local demand for visitor accommodations is greater than office development, the hotel use would be absorbed within the first three years, whereas it would take nearly 8 years to absorb the available density for office under optimistic circumstances.

XI.c. Compatibility

Local Coastal Plan and Specific Plan

The proposed zoning change would be consistent with Chula Vista's LCP. Under the plan, (Table 3-1, pg. III-12) the land use distribution would still allow for 21 acres of office use and increase Commercial Visitor uses to just over 10 acres. Other goals contained in the LCP are consistent with the proposed rezone and General Plan Amendment. The freeway orientation of the site, the integration of non-motorized transportation modes and the protection of coastal sight lines are all factors inherent in the proposal and consistent with goals established by the Local Coastal Plan.

Chula Vista General Plan

The Chula Vista General Plan sets forth several objectives and goals for future development of the city and in particular, the Bayfront. The proposed hotel use is consistent with the goals of the General Plan from a citywide perspective as well as for the Bayfront Planning area.

Chula Vista Bayfront Local Coastal Program – Land Use Plan

The proposed use is consistent with the LCP which includes hotel uses. All requirements included in the LCP for the site can be achieved. Moreover, the proposed use generates fewer impacts than the allowed professional office use.

Chula Vista Bayfront Specific Plan

The Bayfront Specific Plan is intended to implement applicable land use policy documents through a series of specific design related regulations. The current request by LDA is to rezone the 1a site through amendments to the Chula Vista General Plan and Local Coastal Plan. The Specific Plan requires development related standards that are not directly applicable to a use-related rezone application.

LDA has reviewed the Specific Plan and plans to comply with the standards that apply to the proposed development when appropriate. At that time the standards contained in the Bayfront Specific Plan will be reviewed in depth and areas of compliance will be discussed subsequent to a successful rezone process and during the development entitlement phase.

Chula Vista Bayfront Master Plan

Aside from the change in use, the LDA proposal adheres to all requirements contained in the Bayfront Plan. The developer also commits to collaborating with the Port of San Diego and the city to fully

integrate the subject site with other public uses in the Sweetwater District and work to design and construct an appropriate gateway for the E Street entrance to the Bayfront.

The LDA proposal, if approved has the ability to jump start development in the northern portion of the Bayfront and frontload the development of the Sweetwater District well in advance of the proposed phasing in the CVBMP. The proposal would also fund infrastructure improvement and generate resources needed to implement the Natural Resources Protection Plan recently adopted by the Port of San Diego.

XI.d. Environment

Intensity

The LDA proposal commits to maintaining the building standards contained in the LCP and CVBMP. The Chula Vista General Plan identifies hotel development as a low intensity use and recommends visitor related uses as a goal in the northwest sector of Chula Vista. In addition to the building size and height, LDA commits to adhering to all CVBMP requirements with respect to energy efficiency, landscaping, protection zones, building materials and operations, etc.

Protection

The LDA proposal commits to preserving the required 100 ft. buffer within the norther property line. In addition, construction, materials and operations will adhere to the requirements contained in the CVBMP Settlement Agreement approved in May 4th, 2010 Settlement Agreement.

XI.e. Energy

The May 4th CVBMP Settlement Agreement sets forth requirements for energy efficiency and sustainability. LDA commits to utilizing energy efficient fixtures, utilizing natural ventilation and modern technology to achieve the highest level of efficiency feasible.

XI.f. Coastal Access

Site

The site is located away from the shoreline at the northwestern corner of the Sweetwater District in the Chula Vista Bayfront. To the north is the southern boundary of the Sweetwater Natural Preserve. The proposal includes the establishment of a 100 ft. “no-touch” buffer to protect the marsh from human contact.

Connectivity

LDA proposes to use its land and portions of the existing SDG&E transmission alignment to construct a trail system that will connect with other parcels in the Sweetwater District, the entire Bayfront and the northwestern Chula Vista. The proposal is consistent with the Master Plan and the city’s General Plan goals to provide greater non-motorized connectivity and mobility.

Area Identification

LDA has previously discussed the E Street gateway with the city and the Port of San Diego. After approval of the amendment, LDA will initiate discussions with the city and other stakeholders to establish a process to design an appropriate gateway at E Street. Proper identification and improvement is consistent with the Chula Vista General Plan and the Local Coastal Plan.

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Appendices

Maps

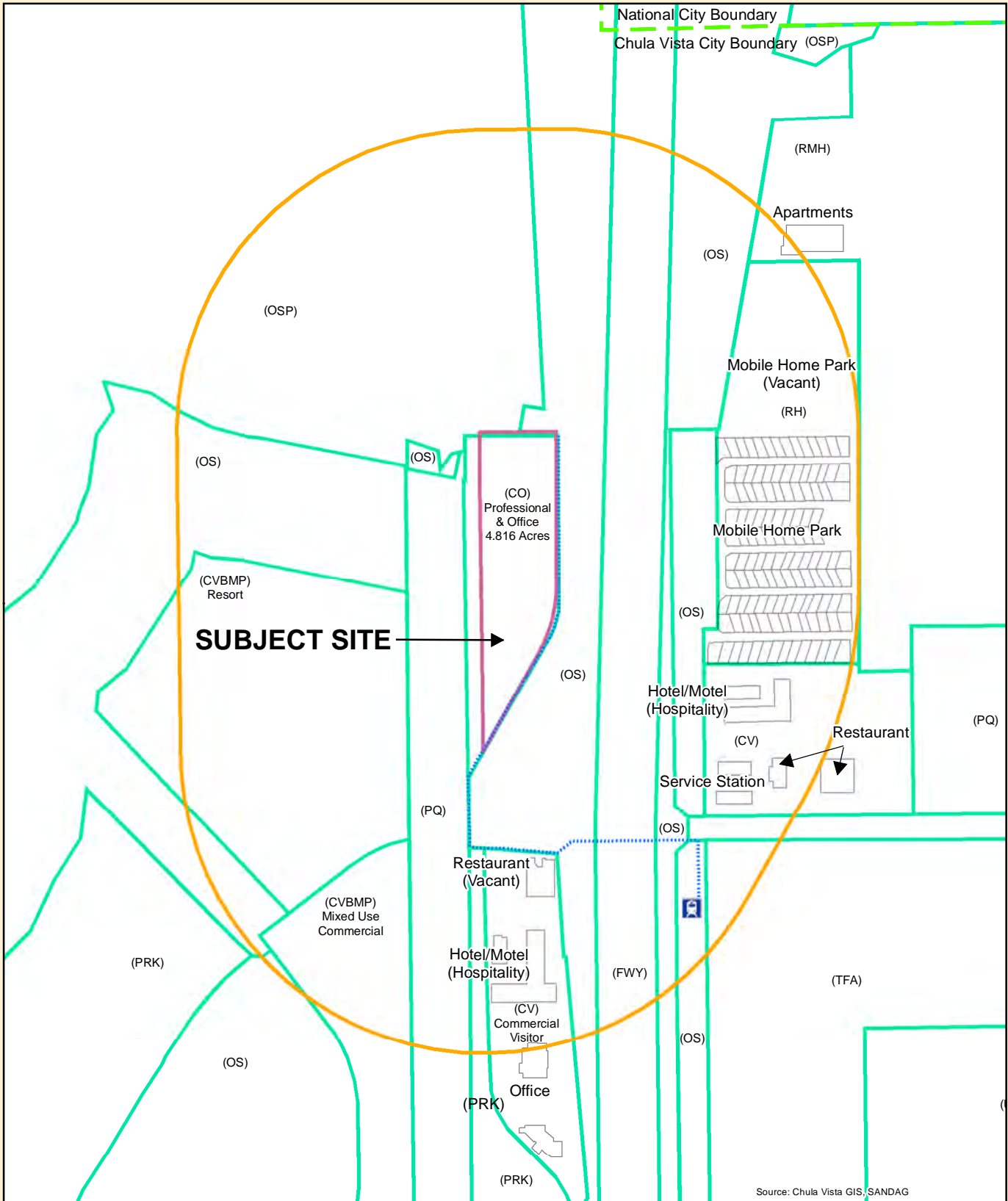
- Appendix I.a. Map: Existing General Plan Designation
- Appendix I.b. Map: Proposed General Plan Designation
- Appendix I.c. Map: Existing Zoning
- Appendix I.d. Map: Proposed Zoning

Site 1a Photos

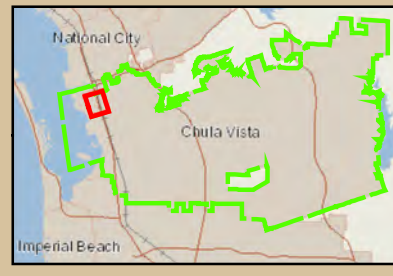
- Appendix II. Graphic Exhibits: Site Photos

Consultant Reports

- Appendix III. Consultant Reports
- Appendix III.a. Report: Water/Wastewater Demand/Generation
Comparison Analysis: Dexter Wilson, 2015
- Appendix III.b. Report: Traffic Ramification Analysis;
Federhart Advisors, 2015
- Appendix III.c. Report: Fiscal Impact Analysis; Pro Forma Associates, 2016
- Appendix III.d. Phase II Soils report & November 2016 Update Letter;
Ninyo & Moore, 1989



Source: Chula Vista GIS, SANDAG



General Plan Existing

Location:
Chula Vista Bayfront, E Street
and Bay Boulevard

APN:
565-310-09
565-310-25

Property Owner Name:
Land Developers Associates, Corp.

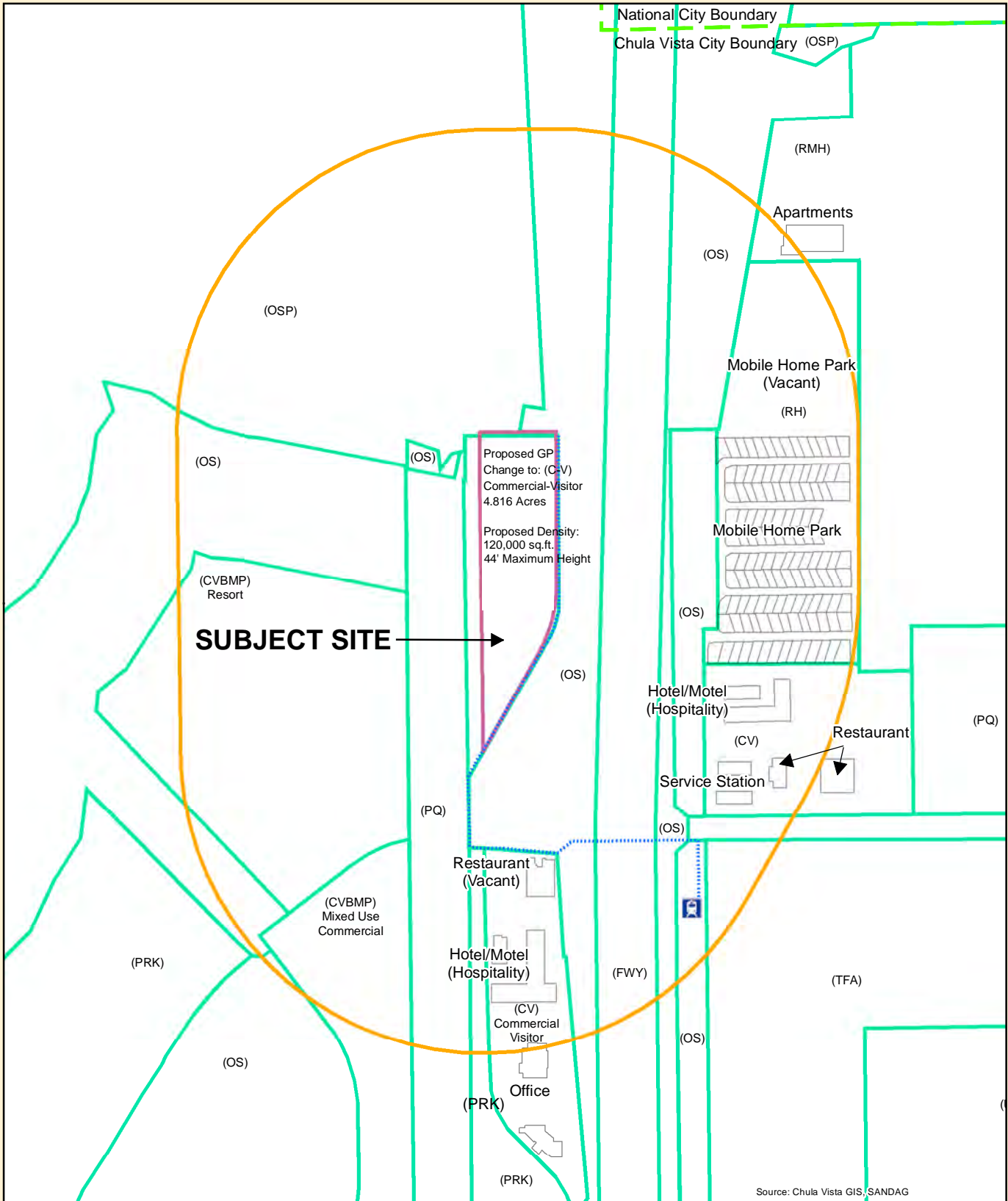
Property Owner Address:
5950 Canoga Ave. Ste. 500
Woodland Hills, CA 91367

Plan Prepared by:
PRM Consulting

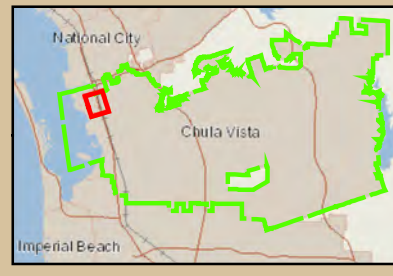
Date of Preparation:
3/2/2017

- GTFIS Trolley Stops
- Pedestrian Connection
- Chula Vista City Boundary
- Subject Site
- General Plan
- Buffer 1000 ft
- Building Footprint

0 250 500 Feet



Source: Chula Vista GIS, SANDAG



General Plan Proposed

Location:
Chula Vista Bayfront, E Street
and Bay Boulevard

APN:
565-310-09
565-310-25

Property Owner Name:
Land Developers Associates, Corp.

Property Owner Address:
5950 Canoga Ave., Ste. 500
Woodland Hills, CA 91367

Plan Prepared by:
PRM Consulting

Date of Preparation:
3/2/2017

GTFIS Trolley Stops

Pedestrian Connection

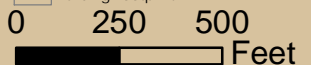
Chula Vista City Boundary

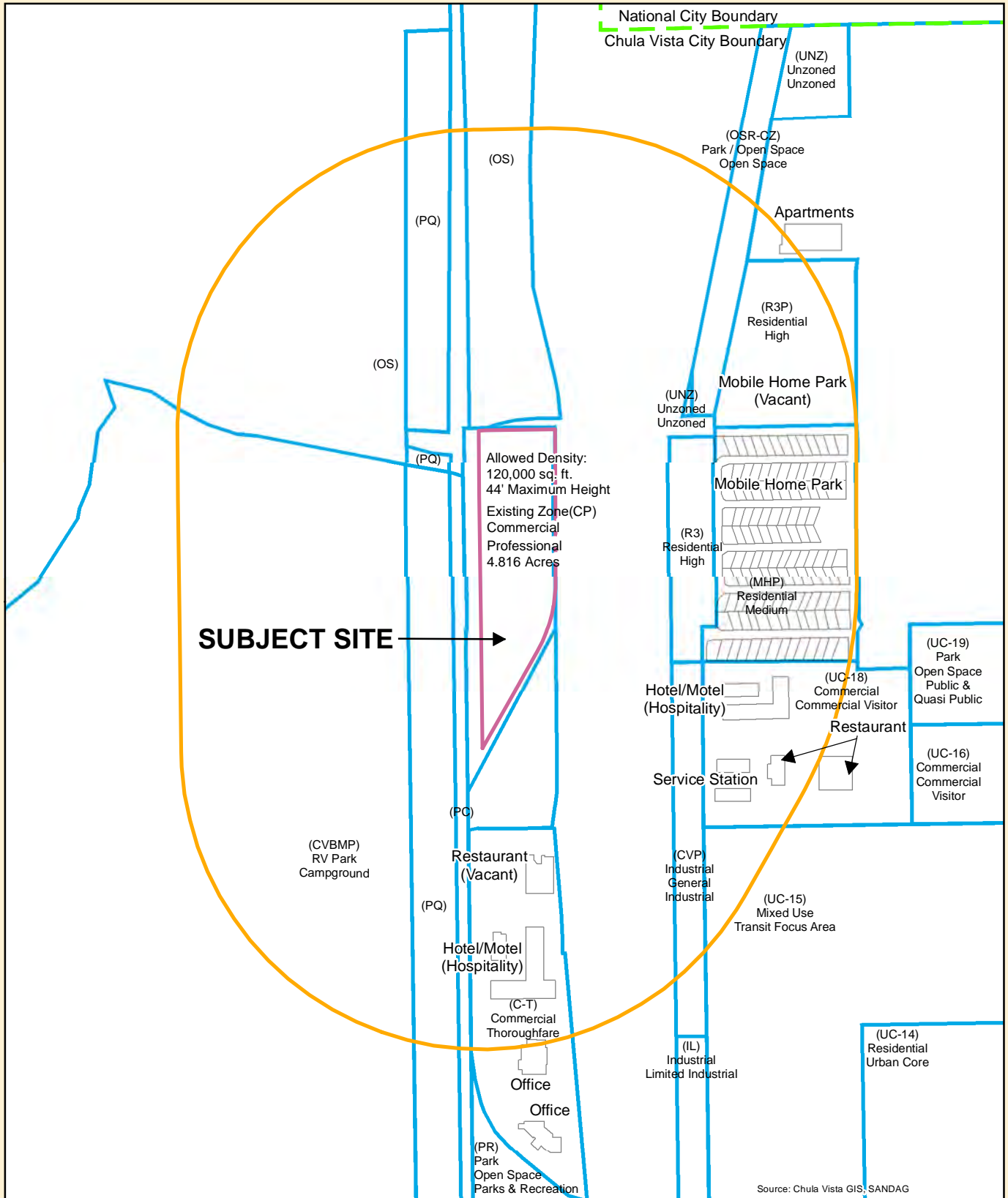
Subject Site

General Plan

Buffer 1000 ft

Building Footprint

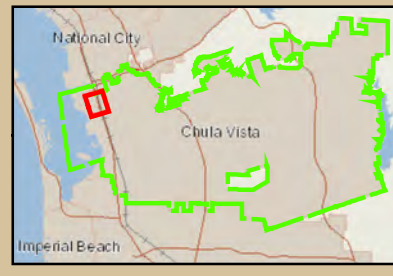




SUBJECT SITE →

Allowed Density:
120,000 sq. ft.
44' Maximum Height
Existing Zone(CP)
Commercial Professional
4.816 Acres

Source: Chula Vista GIS, SANDAG



Zoning Existing

Location:
Chula Vista Bayfront, E Street
and Bay Boulevard

APN:
565-310-09
565-310-25

Property Owner Name:
Land Developers Associates, Corp.

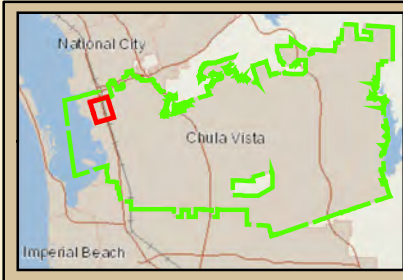
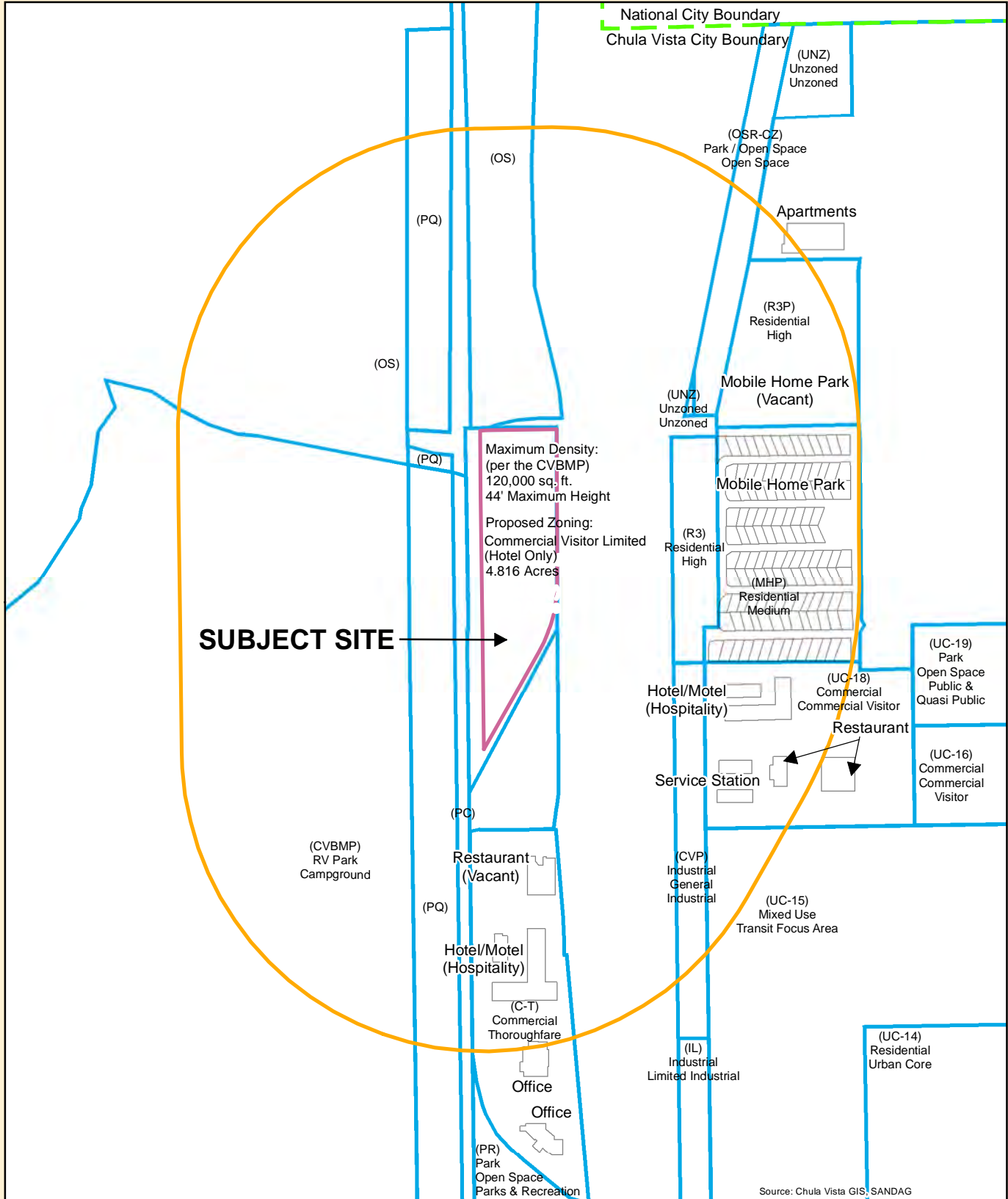
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Plan Prepared by:
PRM Consulting

Date of Preparation:
3/2/2017

- Chula Vista City Boundary
- Subject Site
- Zoning
- Buffer 1000 ft
- Building Footprint

0 250 500 Feet



Zoning Proposed

Location:
Chula Vista Bayfront, E Street
and Bay Boulevard

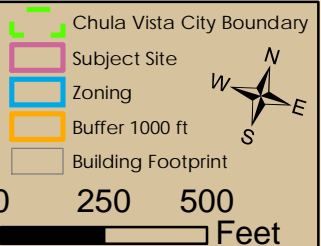
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Plan Prepared by:
PRM Consulting

Date of Preparation:
3/2/2017





Land Developers and Associates Corporation
Chula Vista Development Site 1-a
General Plan Amendment & Rezoning
SITE PHOTOS

Appendix II.

EXTERNAL PHOTOS

Site Mid-Point from East of I-5



To the South at 1-a from I-5



Southern Portion of 1-a from the East

Northern Portion of 1-a from the East

Site Mid-Point from the North



Looking South at 1-a from E St. Ramp



EXTERNAL PHOTOS

Site Mid-Point from East of I-5



Looking South from Bay Blvd at E St.



Southern Portion of 1-a from East

Northern Portion of 1-a from the East

INTERNAL PHOTOS

To the West, Midpoint



To the West, North Property Line



To the Northwest, North Section of Site

To the Southwest, Midpoint

Looking North from Southern Point



Looking North from Midpoint



INTERNAL PHOTOS



Looking Northwest from Northern Point

Looking Northwest from Midpoint

Site Mid-Point from East of I-5



Looking South at 1-a from I-5 South



Northern Portion of 1-a from the East

Chula Vista Bayfront
Site 1a Rezone Application

INTERNAL PHOTOS

Looking South from Northern Point



Looking Southeast from Northern Point



Looking Southwest from Northern Point

Looking South

INTERNAL PHOTOS

Looking East from Midpoint



Looking Northeast from Midpoint



To the East from North Property Line

To the Northeast from Southern Point

DEXTER S. WILSON, P.E.
ANDREW M. OVEN, P.E.
STEPHEN M. NIELSEN, P.E.
NATALIE J. FRASCHETTI, P.E.

MEMORANDUM

1011-001

TO: Simon J. Dunstan

FROM: Steph Nielsen, P.E., Dexter Wilson Engineering, Inc.

DATE: December 21, 2015

SUBJECT: Proposed Land Use Change for the Chula Vista Bayfront Master Plan

Introduction

This memorandum is in regards to the proposed land use change for the S4 Parcel of the Chula Vista Bayfront Master Plan (CVBMP). This parcel is identified as Parcel 1-A by the City, but will be referred to as the S4 Parcel throughout this document to avoid confusion with the comparisons to CVBMP documents. The CVBMP is a 550-acre project in the southeastern area of the San Diego Bay. The project is bordered by the Sweetwater Wildlife Refuge to the north, Interstate 5 and Bay Boulevard to the east, Palomar Street and salt evaporation ponds to the south, and the San Diego Bay to the west.

The CVBMP proposes a mixture of land uses including hotels, retail, office/research and development, residential, civic/cultural, marina, marina sales and service, R/V Park, open

space, and an energy utility zone. Some of these uses, such as the marina, already exist in the project area, but will be updated and improved as part of the proposed project.

The S4 parcel is a 6.1 acre parcel within the Sweetwater District of the CVBMP area and was previously proposed as 120,000 square feet of office space. The proposed land change would consist of no office space and hotel development with a total of 206 rooms. The purpose of this report is to assess the change in projected water demand and sewer generation as a result of the proposed land use change to Parcel S4. More specifically, this memorandum will provide a comparison to the water and sewer projections in the Environmental Impact Report (EIR) for the CVBMP.

Wastewater Design Criteria

The criteria to determine the projected wastewater generation for the previously planned office space was based on the January 2008 Sewer Technical Study for the Chula Vista Bayfront Master Plan (Sewer Technical Study). The findings in the 2008 Technical Report are incorporated into the EIR and the report is included as an appendix to the EIR. To convert office space to equivalent dwelling units (EDUs) a factor of 0.6 EDU/1,000 sf was used. A value of 265 gpd/EDU was used to project wastewater generation based on the City of Chula Vista criteria that was in place at that time.

The Sewer Technical Study uses a factor 0.33 EDU/Room for other parcels with hotel land use. This value will be used for the projection of wastewater generation of the proposed hotel land use. The generation factor in the May 2014 City of Chula Vista Wastewater Collection System Master Plan (Chula Vista Wastewater Master Plan) is 230 gpd/EDU. Thus, one hotel room is expected to have a wastewater generation of 75.9 gpd. A generation factor of 80 gpd/room is used for the purpose of this memo.

Wastewater Generation Comparison

Table 1 shows the projected wastewater flows for the previously planned office space and the proposed hotel land use. The proposed land use change results in a decrease of projected average wastewater flow of 2,600 gpd.

TABLE 1 PROJECTED SEWER FLOW SUMMARY						
Description	Land Use	Area, sf	Unit Factor	Units	Generation Factor	Average Flow, gpd
Previous	Office	120,000	0.6 EDU per 1,000 sf	72 EDU	265 gpd/EDU	19,080
Current	Hotel	--	--	206 Rooms	80 gpd/room	16,480
Reduction						(2,600)

Water Demand Criteria

The criteria to determine the projected water demand for the previously planned office space was established in the January 2008 Water Technical Study for the CVBMP. The findings from this report are incorporated into the EIR and the report is included as an appendix to the EIR. The demand factor used for the planned office space is 1,861 gpd/acre.

The criteria to determine the projected hotel water demand is based on the sewer generation factor developed for hotel land use and an assumed water-to-sewer return rate. As previously stated, the sewer generation factor used to project wastewater flows from the proposed hotel land use is 80 gpd/room. A water- to-sewer return rate is assumed to be 0.8. Thus, the hotel water demand factor for this analysis will be 100 gpd/room.

Water Demand Comparison

Table 2 shows the projected water demands for the previously planned office space and the proposed hotel land use. The proposed land use change results in an increase of average projected water demand of 9,248 gpd.

TABLE 2 PROJECTED WATER DEMAND SUMMARY					
Description	Land Use	Area, acres	Units	Demand Factor	Average Demand, gpd
Previous	Office	6.1	--	1,861 gpd/acre	11,352
Proposed	Hotel	--	206 Rooms	100 gpd/room	20,600
Increase					9,248

Conclusion

Based on our review of the overall CVBMP and the information contained in this memorandum, we have concluded that the proposed land use change for Parcel S4 will have a less than significant impact on projected wastewater flows and water demands. The decrease in projected wastewater flows (2,600 gpd) represents approximately 2.2 percent of the total projected wastewater flows for development in the Sweetwater District area per the 2008 Sewer Technical Study and will not result in any changes to the recommended sewer facilities for the project.

The projected increase in water demand from Parcel S4 (9,248 gpd) represents approximately 3.9 percent of the total Sweetwater District demand from the January 2008 Water Technical Study. The change in land use is not anticipated to change the required fire flow for the site and the January 2008 Water Technical Study evaluated the ability of the regional system to deliver 8,000 gpm to the CVBMP area. Based on this, no changes to the recommended water system serving the area will be required as a result of this land use change.

From an overall water supply standpoint, we can also conclude that the proposed land use change on Parcel S4 is less than significant for the following reasons:

- Although 206 Hotel rooms are being added to Parcel S4, the total number of hotel rooms within the CVBMP area is not changing as the rooms are simply being shifted within the overall project. Conversely, the office space that was planned for Parcel S4 is not being shifted elsewhere such that the total net development in the CVBMP area is actually decreasing as a result of this land use change.
- The adjacent S4 Parcel was originally planned for 750 resort hotel units with a projected average water demand of 162,906 gpd. This parcel is now planned as an RV Park that would have an estimated average demand of 10,428 gpd based on the acreage (18.36 ac) and water duty factor (568 gpd/ac) from the January 2008 Water Technical Study. This significant decrease in water demand will more than offset the minor increase resulting from the Parcel S4 land use change.

SMN:pjs



October 26, 2015

JF 1503

**A Traffic Report For The Parcel S-4, Rezoning From Office To Hotel, In the Phase IV Area
Of The Chula Vista Bayfront Master Plan CVBMP**

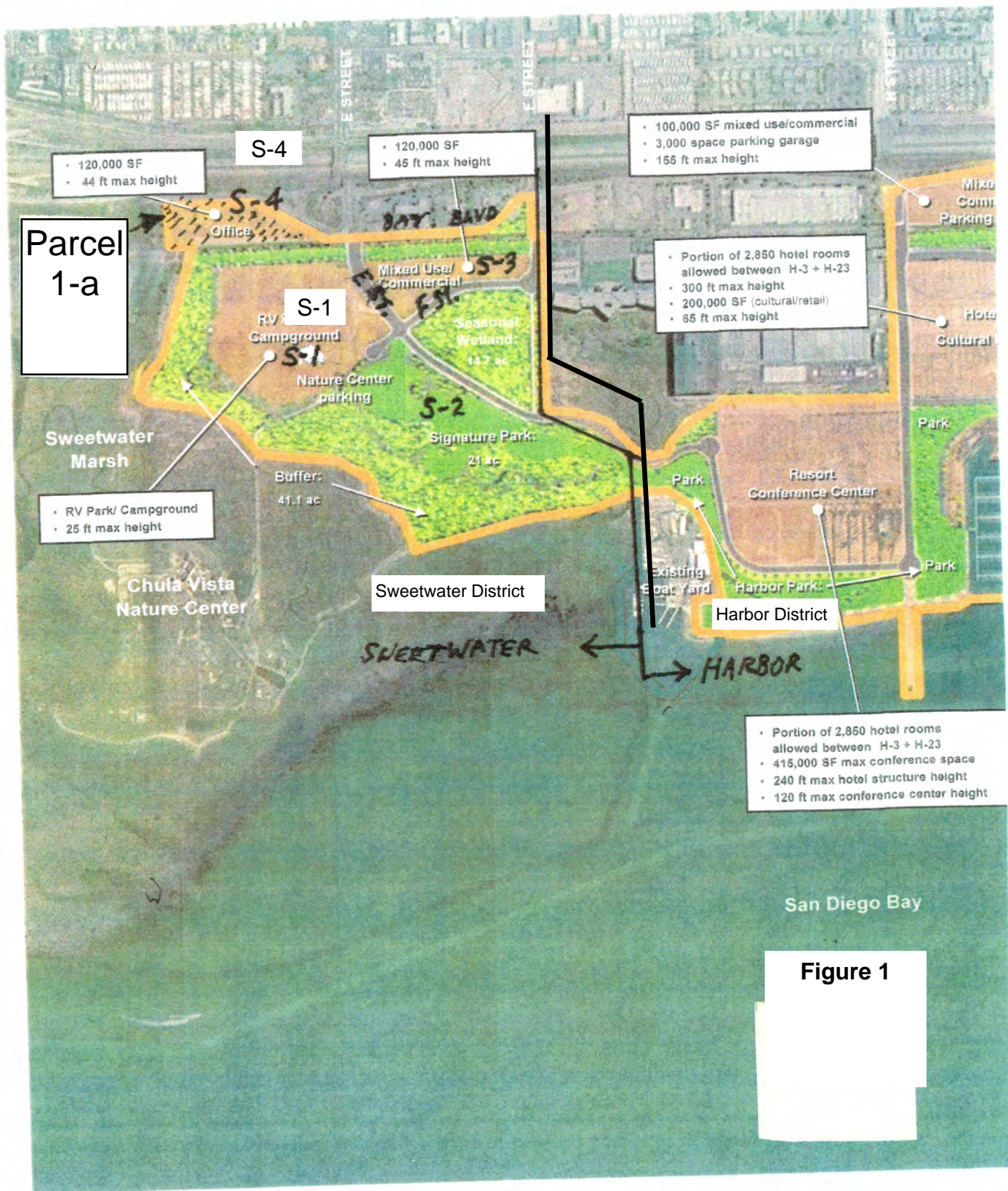
Introduction

The City of Chula Vista, in collaboration with the Port of San Diego, has adopted the CVBMP for the large, mostly undeveloped area lying, west of I-5, south of the Sweetwater River.

The northern 556 acres of the total CVBMP is called the Sweetwater District and has E Street as its major, future traffic facility. Figure 1 shows the Sweetwater District and the S-4 parcel lying at the extreme eastern part of the Sweetwater District, east of the railroad right of way, along I-5 and including Bay Blvd. north of E Street.

Also note that E Street, in the future, is planned to play a major part in accessing all the parcels of the Sweetwater District as well as some in the Harbor District to the southwest.

Note that Figure 1 shows the future development of S-4 to be "office". The recent owner of this Parcel has determined that two hotels, with the same total floor area of 120,000 sq. ft., will be more developable at the present time than offices, and therefore he is asking The City of Chula Vista for a change in zoning for the S-4 parcel. He has retained this consultant to help obtain the land use designation change from Office to Hotel.



Chula Vista Bayfront Master Plan Illustrative Locally and State-Approved Land Use Plan by City of Chula Vista and Port of San Diego

The Traffic Study

Since all of the jurisdictions involved have not yet approved the future traffic access to / from the S-4 parcel, so that it will not be harmful to the environment nor the future E Street, a normal Traffic Impact study is not possible to accompany the request for a zone change at the present time. Consequently, it was decided to proceed with a Traffic Impact Report that only studies the traffic generation of the approved Office land use versus the Hotel land use that is being proposed.

Traffic Generation Of The Existing S-4 Office Proposal

Table 1 is taken from the final EIR of the CVBMP, for the three developable parcels shown on Figure 1. Those three parcels are S-1, S-3 and S-4. Note that the existing land use for S-4 is 120,000 Sq. ft. of High Rise Commercial office use which at SANDAGS commonly used, April 2002 publication, (See Appendix 1A) will generate 2040 daily trips and 265 AM peak hour and 286 PM peak hour trips. It is the peak hour vehicle contribution of the existing, or proposed peak hour volumes of any project, that is one of the items of most interest to traffic engineers and transportation planners in this age of traffic congestion and long traffic delays.

Traffic Generation Of The Proposed S-4 Hotel Proposal

With the proposal to have future Hotel land use instead of Office, the owner of S-4, had his Architect determine the number of rentable Hotel rooms that could be accommodated on the S-4 parcel under The City of Chula Vista's standards and specifics. It was determined by him that 212 occupied rooms could be accommodated along with parking, fire safety, setback, traffic access and all other City of Chula Vista considerations. Figure 2 shows an architectural rendering of how 2 Hotels could sit on Parcel S-4 while meeting all the City requirements.

City staff asked questions regarding patronage of the Hotel uses .e.g. will the patrons be vacationers or business people? Since there are traffic generation differences, even though probably, when completed the hotel facilities will be a mixture of both hotel patrons, here they will be examined separately using SANDAGS, 2002 rates.

As a Resort Hotel the 212 hotel rooms at 8 / room will generate 1696 ADT's compared to the 2040 ADT's of the existing, planned, office land use of Table 1 (See Appendix 1). Further, the Resort Hotel will generate 85 AM and 119 PM peak hours trips, compared to the Office uses of Table 1 that shows 265 AM and 286 PM trips for the Offices. The Resort Hotels thus will generate only 32% of what the offices will in the AM

TABLE 4.2-13
Summary of Phase IV Trip Generation

Phase	Parcel	Land Use	Units ¹		Trip Rate ²		Daily Trips	A.M. Peak Hour			P.M. Peak Hour			
								In	Out	Total	In	Out	Total	
Sweetwater District														
IV	S-3	Mixed Use Commercial	120	ksf	17	/	ksf	2,040	239	26	265	57	229	286
IV	S-4	Office	120	ksf	17	/	ksf	2,040	239	26	265	57	229	286
IV	S-1	Resort Hotel	750	rm	8	/	rm	6,000	180	120	300	168	252	420
Subtotal								10,080	658	172	830	282	710	992
Harbor District														
IV	H-12	Ferry Terminal/Restaurant	25	ksf	100	/	ksf	2,500	15	10	25	140	60	200
IV	H-18	Office	100	ksf	20	/	ksf	2,000	252	28	280	52	208	260
IV	HP-28	H Street Pier	0.40	ac	50	/	ac	20	1	2	3	1	1	2
Subtotal								4,520	268	40	308	193	269	462
Total								14,600	926	212	1,138	475	979	1,454

SOURCE: Kimley-Horn and Associates 2008.

ksf = thousand square feet

¹The intensity of each land use was provided by the Port of San Diego.

²Trip Generation rates are based on SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002.

Table 1

peak, and 42% in the PM peak. From the ADT view, the Resort Hotels will generate 83% of the Office uses of Table 1.

For Business Hotels, SANDAGS generation rates show 7 trips per room, or 1484 ADT's from the 212 rooms compared to the 2040 ADT's shown on Table 1. During the AM peak, the Business Hotels will generate 119 peak vehicles while in the PM there would be 134 vehicles. Thus the Business Hotels will generate 73% of the office ADT's generation shown in Table 1, and only 45% AM and 47% PM respectfully of peak hours. Table 2 below compares the generation of the three land uses, graphically.

Table 2

A Comparison Of The Traffic Generation Of Offices Of Parcel S-4, With Hotels For Two Different Groups of Patrons

	<u>Land Use</u>		
	<u>Office</u>	<u>Resort Hotels</u>	<u>Business Hotels</u>
Size	120 KSF	120 KSF / 212 /Rooms,	120 KSF / 212 Rooms
ADT Rate	17/KSF	8/Room	7/Room
Daily ADT's	2040	1696*	1484*
AM Pk HR.	265	85**	119**
PM Pk HR	286	119***	134***
% of Offices	100%	*ADT = 83%	* 73%
		**AM = 32%	** 45%
		***PM = 42%	*** 47%

Of 100% of Office Generation (* - ** - ***)

Conclusions And Recommendations

Table 2 clearly shows that either of the Hotel rates used have clear traffic generation benefits over Offices on the S-4 parcel – especially in the all important peak traffic hours of the future network planned for the Sweetwater District of the CVBMP and therefore, this

consultant recommends the Hotel zoning over the Office zoning, since it will generate so much less traffic – especially in the peak hours.

It is recommended that the owners of Parcel S-4 conform to City of Chula Vista policies of providing direct access to the local street network and in this case, conditions of the Bayfront Transportation Development Impact Fee Program, or BFDIF.

James Federhart

Jim Federhart

Federhart & Associates



F

APPENDIX

(NOT SO)
**BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
 FOR THE SAN DIEGO REGION**



401 B Street, Suite 300
 San Diego, California 92101
 (619) 899-1900 • Fax (619) 899-1950

APRIL 2002

NOTE: This listing only represents a *guide* of average, or estimated, traffic generation (driveway) rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. **Always check with local jurisdictions for their preferred or applicable rates.**

LAND USE	TRIP CATEGORIES (PRIMARY, DIVERTED, PASS-BY)*	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN/OUT ratio) Between 6:00-9:30 A.M. Between 1:00-5:30 P.M.		TRIP LENGTH (Miles)
AGRICULTURE (Open Space)	[80 18 2]	2/acre**			1.0
AIRPORT	[78 20 2]	50/acre, 100/flight, 70/1000 sq. ft.*** 6/acre, 2/flight, 5/based aircraft*** 100/acre**	5% (6.4) 2% (7.3)	5% (5.5) 15% (5.5)	12.5
AUTOMOBILE*					
Car Wash		900/site, 600/acre** 100/wash stall**	4% (5.5) 8% (5.5)	7% (5.5) 8% (5.5)	2.8
Gasoline	[21 51 28]	160/vehicle fueling space** 155/vehicle fueling space** 150/vehicle fueling space, 900/station** 50/1000 sq. ft., 300/acre, 60/service stall*** 20/1000 sq. ft., 400/acre, 20/service stall** 60/1000 sq. ft.*** 40/service stall** 25/1000 sq. ft., 30/service stall**	7% (5.5) 2% (5.5) 7% (5.5) 3% (7.3) 2% (7.3) 4% 7% (6.4)	8% (5.5) 8% (5.5) 7% (5.5) 2% (4.6) 11% (4.6) 100% 10% (5.5)	
CEMETERY		5/acre*			
CHURCH (or Synagogue)	[64 25 11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday or days of assembly)	3% (6.4)	8% (5.5)	3
COMMERCIAL/RETAIL*					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft. w/usually 3+ major stores)		35/1000 sq. ft., 400/acre**	4% (7.3)	10% (5.5)	
Regional Shopping Center (40-80 acres, 400,000-800,000 sq. ft. w/usually 2+ major stores)	[54 35 11]	50/1000 sq. ft., 500/acre**	4% (7.3)	7% (5.5)	5.5
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft. w/usually 1 major store, detached restaurant(s), grocery and drugstore)	[47 31 22]	80/1000 sq. ft., 700/acre***	4% (6.4)	10% (5.5)	3.5
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft. w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre***	4% (6.4)	10% (5.5)	
Commercial Shops	[45 40 15]				
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre**	3% (6.4)	7% (5.5)	3.4
Electronics Superstore		50/1000 sq. ft.**		10% (5.5)	
Factory Outlet		40/1000 sq. ft.**	3% (7.3)	7% (5.5)	
Supermarket		150/1000 sq. ft., 2000/acre***	4% (7.3)	10% (5.5)	
Drugstore		90/1000 sq. ft.**	4% (6.4)	10% (5.5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8% (5.5)	8% (5.5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9% (5.5)	7% (5.5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6% (5.5)	7% (5.5)	
Discount Club		60/1000 sq. ft., 600/acre***	1% (7.3)	7% (5.5)	
Discount Store		60/1000 sq. ft., 600/acre**	3% (6.4)	8% (5.5)	
Furniture Store		5/1000 sq. ft., 100/acre**	4% (7.3)	7% (5.5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7% (6.4)	7% (5.5)	
Home Improvement Superstore		40/1000 sq. ft.**	3% (6.4)	8% (5.5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2% (6.4)	9% (5.5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3% (6.4)	10% (5.5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only) 5/dwelling unit, 200/acre* (residential only)	3% (6.4) 9% (3.7)	9% (5.5) 13% (6.4)	
EDUCATION					
University (4 years)	[91 9 0]	2.4/student, 100/acre*	10% (8.2)	9% (3.7)	3.7
Junior College (2 years)	[92 7 1]	1.2/student, 24/1000 sq. ft., 120/acre***	12% (8.2)	9% (6.4)	4.0
High School	[75 19 6]	1.3/student, 15/1000 sq. ft., 60/acre***	20% (7.3)	10% (4.6)	4.8
Middle/Junior High	[63 25 12]	1.4/student, 12/1000 sq. ft., 50/acre***	30% (6.4)	9% (4.6)	5.0
Elementary	[57 25 10]	1.6/student, 14/1000 sq. ft., 90/acre***	32% (6.4)	9% (4.6)	3.4
Day Care	[28 58 14]	5/child, 80/1000 sq. ft.***	17% (5.5)	18% (5.5)	3.7
FINANCIAL*	[35 42 23]				3.5
Bank (Walk-in only)		150/1000 sq. ft., 1000/acre***	4% (7.3)	3% (4.6)	
with Drive-Through		200/1000 sq. ft., 1500/acre**	5% (6.4)	10% (5.5)	
Drive-Through only		250 (125 one-way)/lane*	3% (5.5)	13% (5.5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%	9%	
Drive-Through only		100 (50 one-way)/lane**	4%	15%	
HOSPITAL	[73 25 21]				3.7
General		20/bed, 25/1000 sq. ft., 250/acre*	3% (7.3)	10% (4.6)	
Convalescent/Nursing		3/bed**	7% (6.4)	7% (4.6)	
INDUSTRIAL					
Industrial/Business Park (commercial included)	[79 19 2]	15/1000 sq. ft., 200/acre***	12% (8.2)	23% (2.8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	22%	
Industrial Plant (multiple shifts)	[92 6 3]	10/1000 sq. ft., 120/acre**	14% (8.2)	15% (3.7)	11.8
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	10% (9.1)	20% (2.8)	
Warehousing		5/1000 sq. ft., 60/acre**	13% (7.3)	15% (4.6)	
Storage		2/1000 sq. ft. @ 2/valif, 30/acre*	6%	9%	
Science Research & Development		8/1000 sq. ft., 80/acre**	16%	14%	
Landfill & Recycling Center		5/acre	11%	10%	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Sanee, Solana Beach, Vista and County of San Diego.

ADVISORY/ALIASIGN MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California

LAND USE	TRIP CATEGORIES (PRIMARY/DIVERTED-PASS-BY)*	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN/OUT ratio) Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	TRIP LENGTH (Miles)**	
LIBRARY	[44-44-12]	50/1000 sq. ft. 400/acre**	2%	(7-3)	10% (5-5)	3.9
LODGING	[58-38-4]					7.5
Hotel (w/convention facilities/restaurants)		10/occupied room, 300/acre	8%	(6-4)	3% (6-4)	
Motel		9/occupied room, 200/acre**	3%	(4-6)	3% (6-4)	
Resort Hotel		8/occupied room, 100/acre**	3%	(6-4)	7% (4-6)	
Business Hotel		7/occupied room**	3%	(4-6)	3% (6-4)	
MILITARY	[82-16-2]	2.5/military & civilian personnel*	9%	(9-1)	10% (2-3)	11.2
OFFICE						
Standard Commercial Office (less than 100,000 sq. ft.)	[77-19-4]	20/1000 sq. ft. 300/acre*	14%	(9-1)	13% (2-8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 5+ stories)	[82-15-3]	17/1000 sq. ft. 600/acre*	13%	(9-1)	14% (2-8)	10.0
Office Park (400,000+ sq. ft.)		12/1000 sq. ft. 200/acre**	13%	(9-1)	13% (2-8)	
Single Tenant Office		14/1000 sq. ft. 180/acre*	15%	(9-1)	15% (2-8)	
Corporate Headquarters		7/1000 sq. ft. 110/acre*	17%	(9-1)	16% (1-9)	8.3
Government (Civic Center)	[50-34-16]	30/1000 sq. ft.**	9%	(9-1)	12% (3-7)	9.0
Post Office						
Central/Walk-in Only		90/1000 sq. ft.**	8%		7%	
Community (not including mail drop lane)		200/1000 sq. ft. 1300/acre*	9%	(6-4)	9% (5-5)	
Community (w/mail drop lane)		300/1000 sq. ft. 2000/acre**	7%	(5-5)	10% (5-3)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5-5)	12% (5-5)	
Department of Motor Vehicles		180/1000 sq. ft. 900/acre**	8%	(6-4)	10% (4-6)	
Medical-Dental	[60-30-10]	50/1000 sq. ft. 500/acre*	8%	(8-2)	11% (3-7)	5.4
PARKS	[66-28-6]					5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	4%		8%	
Regional (developed)		20/acre**	13%	(5-5)	9% (5-5)	
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses) 5/picnic site**				
State (average 1000 acres)		1/acre 10/picnic site**				
Amusement (Theme)		80/acre 130/acre (summer only)**			8% (6-4)	
San Diego Zoo		115/acre*				
Sea World		80/acre*				
RECREATION	[52-39-9]					6.3
Beach, Ocean or Bay		600/1000 ft. shoreline 50/acre*				
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*				
Bowling Center		30/1000 sq. ft. 300/acre, 30/lane**	7%	(7-3)	11% (4-6)	
Campground		4/campsite**	4%		8%	
Golf Course		7/acre 40/hole, 700/course**	7%	(8-2)	9% (3-7)	
Driving Range only		70/acre, 14/tee box*	3%	(7-3)	9% (5-5)	
Marinas		4/berth, 20/acre**	3%	(3-7)	7% (6-4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		8%	
Racquetball/Health Club		30/1000 sq. ft. 300/acre, 40/court*	4%	(6-4)	9% (6-4)	
Tennis Courts		16/acre, 30/court**	5%		11% (5-5)	
Sports Facilities						
Outdoor Stadium		50/acre, 0.2/seat*				
Indoor Arena		30/acre, 0.1/seat*				
Racetrack		40/acre, 0.5/seat*				
Theaters (multiplex w/matinee)	[66-17-17]	80/1000 sq. ft. 1.8/seat 360/screen*	10%		8% (6-4)	5.1
RESIDENTIAL	[86-11-3]					7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit**	8%	(3-7)	10% (7-3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit**	8%	(3-7)	10% (7-3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit**	8%	(2-8)	10% (7-3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit**	8%	(2-8)	9% (7-3)	
Military Housing (off-base multi-family) (less than 6 DU/acre)		8/dwelling unit	7%	(3-7)	9% (6-4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3-7)	9% (6-4)	
Mobile Home						
Family		5/dwelling unit, 40/acre*	8%	(3-7)	11% (6-4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3-7)	10% (6-4)	
Retirement Community		4/dwelling unit**	8%	(4-6)	7% (6-4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6-4)	8% (5-5)	
RESTAURANT*	[51-37-12]					4.1
Quality		100/1000 sq. ft. 3/seat, 500/acre**	8%	(6-4)	8% (7-3)	
Sit-down, high turnover		160/1000 sq. ft. 6/seat, 1000/acre**	8%	(5-5)	8% (6-4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre**	7%	(5-5)	7% (5-5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	8%	(6-4)	7% (5-5)	
Delicatessen (7am-4pm)		150/1000 sq. ft. 11/seat*	9%	(6-4)	3% (3-7)	
TRANSPORTATION						
Bus Depot		25/1000 sq. ft.**				
Truck Terminal		10/1000 sq. ft. 7/bay, 80/acre**	9%	(4-6)	8% (5-5)	
Waterport/Marine Terminal		170/berth, 12/acre**				
Transit Station (Light Rail w/parking)		300/acre 2 ^{1/2} /parking space (4/occupied)**	14%	(7-3)	15% (3-7)	
Park & Ride Lots		400/acre (600/paved acre), 15/parking space (8/occupied)**	14%	(7-3)	15% (3-7)	

* Primary source: San Diego Traffic Generators

** Other sources: ITE Trip Generation Report (8th Edition), Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates

† Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (dist: SANDAG Analysis of Trip Diversion, revised November, 1990)

PRIMARY - one trip directly between origin and primary destination

DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile

PASS-BY - unlinked or diverted < 1 mile

†† Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

††† Fitted curve equation: $Ln(T) = 0.502 Ln(X) + 6.945$ $T =$ total trips, $x =$ 1,000 sq. ft.

††† Fitted curve equation: $Ln(T) = 0.756 Ln(X) + 3.950$

††† Fitted curve equation: $T = 2.149 Ln(x) + 12.85$ $T =$ trips/DU, $x =$ density (DU/acre) DU = dwelling unit.

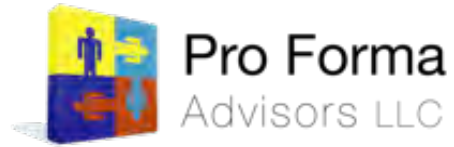
Suggested PASS-BY (unlinked or diverted < 1 mile) percentages for trip rate reductions only (based on 1990 data) based on combination of local data review and other sources:††

COMMERCIAL/RETAIL	PERCENTAGE
Regional Shopping Center	20%
Community	30%
Neighborhood	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount/Clearance	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

††† Trip Reductions - In order to help promote regional "smart growth" policies and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

(1) A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

(2) Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrable mode shift of walking trips to replace vehicular trips).



Report for:

Fiscal Impact Analysis

Chula Vista, CA

Prepared for: Land Developers and Associates Corporation

Prepared by: Pro Forma Advisors, LLC, **re+ep**

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General Limiting Conditions

Certain information included in this report contains forward-looking estimates, projections and/or statements. Pro Forma Advisors LLC has based these projections, estimates and/or statements on expected future events. These forward-looking items include statements that reflect our existing beliefs and knowledge regarding the operating environment, existing trends, existing plans, objectives, goals, expectations, anticipations, results of operations, future performance and business plans.

Further, statements that include the words "may," "could," "should," "would," "believe," "expect," "anticipate," "estimate," "intend," "plan," "project," or other words or expressions of similar meaning have been utilized. These statements reflect our judgment on the date they are made and we undertake no duty to update such statements in the future.

No warranty or representation is made by Pro Forma Advisors that any of the projected values or results contained in this study will actually be achieved.

Although we believe that the expectations in these reports are reasonable, any or all of the estimates or projections in this report may prove to be incorrect. To the extent possible, we have attempted to verify and confirm estimates and assumptions used in this analysis. However, some assumptions inevitably will not materialize as a result of inaccurate assumptions or as a consequence of known or unknown risks and uncertainties and unanticipated events and circumstances, which may occur. Consequently, actual results achieved during the period covered by our analysis will vary from our estimates and the variations may be material. As such, Pro Forma Advisors accepts no liability in relation to the estimates provided herein.

In the production of this report, Pro Forma Advisors has served solely in the capacity of consultant and Pro Forma Advisors has not rendered any "expert" opinions and does not hold itself out as an "expert" (as the term "expert" is defined in Section 11 of the Securities Act of 1933).

This report is not to be used in conjunction with any public or private offering of securities, and may not be relied upon with the express written consent of Pro Forma Advisors.

This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions, and considerations.

Introduction

Land Developers and Associates Corporation (“LDA or Client”) retained Pro Forma Advisors to evaluate the fiscal impacts of an entitlement change for two parcels (“Site”) in the City of Chula Vista (“City”). The Site is currently governed by a form based development code that allows from a maximum of 120,000 square feet of building area and a 44 foot height limit. LDA is proposing to maintain the same building envelope; however, switch from a commercial office (“Existing Entitlements”) to a hotel land use (“Proposed Entitlements”). The development contemplates up to 212 rooms of freeway adjacent select service accommodations.

Purpose of the Study

A fiscal impact analysis (FIA) of the Proposed Entitlements has been requested by the City to determine that the requested land use change will not adversely impact the City’s “Quality of Life Standards” as determined through the development’s impact on the General Fund. The following analysis evaluates the net fiscal impact of the Existing Entitlements across a 10-year period, including build out, and reviews the Proposed Entitlements annual net fiscal impact across a similar 10-year period as a point of comparison.

For the purposes of this analysis, net fiscal impacts refer to the fiscal revenues less the fiscal costs generated by the development alternatives. A positive net fiscal impact means that the fiscal revenues covers the costs generated by the development. The Existing Entitlement’s net fiscal impact above or below the Proposed Entitlement’s net fiscal impact is the opportunity cost or benefit generated as a result of the change of entitlements.

Results

Using the City’s FIA Framework, the Existing Entitlements would have a net positive revenue annual impact of approximately \$18,800 in Year 2 that is expected to grow to approximately \$49,000 in an illustrative Year 10 based on the hypothetical commercial development program. In contrast, the Proposed Entitlements would have a net positive revenue annual impact of approximately \$671,100 in Year 2 that is expected to grow to approximately \$881,700 in an illustrative Year 10 based on the proposed hotel development program. Over the 10 year evaluation period it could be expected that the Proposed Entitlements would generate over \$7 million more in net positive revenues to the City than the Existing Entitlements. The transient occupancy tax (TOT) receipts are the greatest source of fiscal revenue for the Proposed Entitlement. These revenues offset estimated costs to service the proposed hotel development. Public safety costs make up the majority of anticipated fiscal expenditures in both development alternatives.

Figure 2 - Net Fiscal Impact (2015 Dollars)

Development Scenario	Net Fiscal Impact in Year 2	Net Fiscal Impact in Year 10	Cumulative 10 Year Net Fiscal Impact
Existing Entitlements	\$18,800	\$49,000	\$339,200
Proposed Entitlements	\$671,100	\$881,700	\$7,413,700
Opportunity Cost	\$652,200	\$832,700	\$7,074,500

Note: Totals may not add due to rounding.

Source: Pro Forma Advisors

Proposed Amendment

LDA is currently requesting an entitlement change from commercial office to hotel use (City of Chula Vista 1-A or Chula Vista Bayfront Master Plan S4). The Site includes two parcels (APNs 565-310-09 and 565-310-25) totaling 4.81 acres located adjacent to Interstate 5 off of E Street in the City (**Figure 2**). The Site is currently governed by a form based development code that allows from a maximum of 120,000 square feet of building area and a 44 foot height limit. Current developments in the general area include light industrial, warehouse, and commercial office (e.g. Marina Gateway Office Park, tenants WestMed College and National University). The Client is proposing to maintain the same building envelope, but switch from a commercial office to a hotel land use. The Proposed Entitlements would allow for the development of freeway adjacent select service flags (e.g. Hilton Garden Inn and Marriott Courtyard) of approximately 106 rooms each (212 total hotel rooms). **Figure 3** presents the land use program for the Current Entitlements and the Proposed Entitlements.

Figure 2 - Site Map



Source: LDA

Figure 3 - Estimated Building Square Feet

Land Use	Existing Entitlements	Proposed Entitlements
Commercial (Office/Industrial)	120,000	0
Hotel	0	120,000
Total Building Square Feet	120,000	120,000

Source: LDA

Absorption Schedule

The following absorption schedules were developed based on input from the Client and a high level review of the historical absorption of commercial development in the City across the last decade. The information provided below is not supported by a market study and are provided to provide a basis for the FIA.¹ However, in 2013, Jones Lang LaSalle (JLL) evaluated the market feasibility of a hotel use on the Chula Vista Bayfront. The JLL analysis concluded that 1,900 new hotel rooms could be supported in the market area through 2023. As a result, the number of proposed hotel rooms appears to be within the range of supportable demand given JLL's conclusions at the time of the study.

Development Program Absorption

Commercial Office Absorption (Existing Entitlements)

For the purposes of the comparative analysis, Pro Forma Advisors has assumed that the commercial office space will absorb, on average, 18,000 square feet per year (including vacancy a total of 20,000 gross square feet). As such, three 40,000 square foot commercial developments are hypothetically built and leased every two years reaching a stabilized year of operations in Year 6. This assumes a modest capture of potential demand for office and/or flex industrial space in the City over the next decade.

Hotel Absorption (Proposed Entitlements)

LDA has commitments to develop two proposed hotels. The Client anticipates the hotels will begin construction shortly after the entitlements are approved. Both properties are projected to take approximately 12 to 18 months to construct and begin operating in a hypothetical Year 2. Hotels typically take a 2-3 years to reach stabilized occupancy. This would occur in a hypothetical Year 5 in this analysis.

Figure 4 - Projected Absorption

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
	Yr 0	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Commercial (Thousands of SF)	0.0	0.0	40.0	40.0	80.0	80.0	120.0	120.0	120.0	120.0	120.0
Hotel (Rooms)	0	0	212	212	212	212	212	212	212	212	212

Source: LDA; Pro Forma Advisors

¹ The scope of the FIA did not call for a full market analysis. This quick review provides a broad understanding of the market absorption of commercial office, light industrial/flex, and hotel uses.

Equivalent Dwelling Unit (EDU) Calculation

The year 2011 City EDU calculation along with the EDU calculations for the Existing Entitlements and the Proposed Entitlements are provided below (**Figure 5**). It is important to note that the EDU calculation that was modeled for the Existing Entitlements was assumed to be a lower intensity flex/office development that would take on the characteristics (as it relates to the number of employees per occupied square feet and service standard) of industrial land uses in the City.

Figure 5 - Estimated EDU Calculation

	City (2011)	Existing Entitlements	Proposed Entitlements
Household Population	244,408	0	0
Occupied Dwelling Units	75,865	0	0
Persons Per Occupied Dwelling Unit (ODU)	3.22	3.2	3.2
Employees (Non Resident)	37,218	216	212
Employment Resident Equivalent	0.35	0.35	0.35
Employment Resident Equivalents	13,026	76	74
Employment Resident Equivalents/ Persons Per ODU	4,043	23	23
Induced ODU from Employment (New Residents)	0	52	51
Equivalent Dwelling Units	79,908	75	74

Source: Pro Forma Advisors

Methodology

For the purpose of creating consistency between fiscal impact studies, the Existing Entitlements and Proposed Entitlements were prepared in accordance with the City's developed FIA Framework. As prescribed in the FIA methodology, Pro Forma Advisors used revenue and expenditure factors from the fiscal impact model to estimate fiscal revenues and expenditures expected to grow proportionally with new development. Special analysis models were used to estimate revenues, such as property tax revenues, transient occupancy tax, vehicle license fee revenues, and sales taxes, that will not grow proportionately with new development.

The detailed methodology of the FIA Framework is described in the memorandum "Chula Vista Fiscal Model Update – Overview and User's Guide," dated January 2015. The following methodology section highlights key inputs and updates made to the methodology for the Existing Entitlements and Proposed Entitlements FIA.

Budget Factors and Adjustments

The budget revenue and expenditure factors provided by the City are based on the FY 2011 City budget. Adjustments have been made to these budget factors to provide a more accurate accounting of future impacts, including: (1) an expenditure and revenue adjustment to account for appropriate service standards and (2) a 2015 dollar adjustment.

Service Standard Adjustment (Real Inflation Adjustment)

Due to the 2007 recession, the City of Chula Vista implemented several rounds of budget reduction between FY 2007 and FY 2009, cutting the City's service standard below the desired level. The expenditure and revenue adjustment factors use a 5-year average (FY 2009 - FY 2013) of inflation adjusted per capita revenue and expenditures to determine an appropriate level of future expenditures and revenues on an EDU basis (**Figure 6**).

2015 Dollar Adjustment

Finally, given that the FIA is based on FY 2011 budget, the inflation adjustment adjusts final total revenues and expenditures from 2011 dollars to 2015 dollars based on the annual Bureau of Labor Statistics consumer price index for the San Diego region.

Figure 6 - Budget Inflation Factor Adjustment

		2009	2010	2011	2012	2013
Population ¹		239,369	243,916	245,987	248,185	252,586
Households ¹		75,172	75,515	75,865	76,458	77,290
City Staff ²		1,110	1,005	1,005	923	932
Revenues (000s) ²		\$140,503	\$130,776	\$128,744	\$121,697	\$121,480
Expenditures (000s) ²		\$140,365	\$131,242	\$127,891	\$127,028	\$126,747
Revenues /Capita		\$586.97	\$536.15	\$523.38	\$490.35	\$480.95
Expenditure/Capita		\$586.40	\$538.06	\$519.91	\$511.83	\$501.80
CPI (San Diego Area)		242	246	253	257	260
2013 CPI Adjustment Factor		1.07	1.06	1.03	1.01	1.00
Rev./Cap \$2013		631	569	539	497	481
Exp./Cap \$2013		630	571	535	519	502
(Relative to 2013 Level)						
Expenditure Adjustment Factor		131%	118%	112%	103%	100%
Revenue Adjustment Factor		126%	114%	107%	103%	100%
5-Year Average						
Expenditure Adjustment Factor	113%					
Revenue Adjustment Factor	110%					

¹ For non-Census years, January 1st of year presented (California Department of Finance E-8 and E-5 estimates); 2010 Census as of 4/1/2010

² City of Chula Vista Annual Budget (Actual Fiscal Year)

Source: City of Chula Vista; Pro Forma Advisors

Revenue Methodology

Special Models

Special models were used to estimate fiscal impacts for property taxes, property transfer taxes, MVLFF in-lieu fees, sales tax, and transient occupancy tax.

Assessed Values and Property Taxes

The incremental assessed value attributable to the Existing Entitlements and Proposed Entitlements is used to estimate property taxes, property transfer taxes, and MVLFF in-lieu fees. The actual assessed building and improvement value for the Site are used as the existing Year 0 value. It is assumed that the “current” assessed value of the Site will be the transaction price (\$315,000) of the undeveloped land.

The capitalized value approach was used to estimate the market value of commercial properties and hotel properties. Pro Forma used an average office lease rent of \$1.75 (full-service), as reported by CoStar and comparable development in the area, and a cap rate for a Class B office product (7.0 percent) as reported for San Diego in the CBRE’s 2015 Capitalization Rate Survey. The capitalized value approach provided an assessed value of \$207 per gross square foot of building area.

Current Chula Vista hotel accommodations have generally lower asking room rates. However, existing accommodations options include primarily economy level limited service hotels. The Client anticipates that the hotels located on the Site will be higher quality and exceed the average daily room rate of many of the existing properties in the City. Based on information provided by the Client, PFA utilized a stabilized average daily rates of \$140 with 70 percent occupancy. Using standard industry margins and a current cap rate of approximate 8.0 percent, each hotel room is projected to have a value of approximately \$170,000 per room (key).

For the purposes of this comparative analysis it is assumed that the City’s proportion of the 1.0 percent tax distribution is 10.64 percent. Transfer taxes were assessed at \$0.55 per \$1,000 of assessed value.

MVLFF In-Lieu Fees

Until July of 2011, 0.65 percent of the vehicle license fee (VLF) revenues were estimated based on population increases while the property taxes in-lieu of VLF fees (“MVLFF In-Lieu Fees”) are based on incremental growth in assessed value.

The State of California’s Legislature passed SB89 in 2011 that eliminates 0.65% VLF payments as of July 2011. The California League of Cities filed suit to challenge the law, but the State Superior Court recently ruled against the League in March of 2012.

The 0.65 percent VLF fees generated based on population have been excluded from this analysis. The MVLFF In-Lieu Fees are still allocated proportionally, based on incremental growth in assessed value as described in the FIA Framework.

Sales Tax

The FIA Framework allocates sales tax generated by the assumed level of new jobs created by the development based on the assumed proportion of new residents it would attract to the City. The Proposed Entitlements includes minimal sales tax created by taxable sales. All assumptions are consistent with the City’s FIA Framework.

Transient Occupancy Tax

The FIA Framework allocates hotel TOT based on hotel revenue driven by room revenues and limited conference space rentals. Currently the City collects a 10 percent tax of such revenues. The analysis takes a conservative approach and

does not inflate room revenues beyond a stabilized year of operations. Actual annual room revenues will change on a year-by-year basis.

Other Discretionary Revenues

As described above, revenue factors from the FIA Framework were used to estimate revenues that are expected to grow proportionally with development based on an EDU basis. These are derived in the **Appendix** tables.

Expenditure Methodology

As described above, expenditure factors from the FIA Framework were used to estimate expenditures that are expected to grow proportionally with development. The factors are shown in the **Appendix** tables.

Note on Public Works and Street Maintenance

In the City of Chula Vista, a portion of street maintenance, a smaller emergency repair crew, is included in the Public Works Department under the General Fund. These costs are allocated based on the creation of new lane miles in the City. Since the Existing Entitlements and Proposed Entitlement do not create any additional lane miles in the City, this cost has not been included.

The balance of the street maintenance is included within the Gas Tax Fund/Transportation Fund. In recent years, State of California Gas Tax receipts, and the share disbursed to local governments, has been reduced as a result of both impacts due to the recession and improved vehicle gas mileage. It is outside of Pro Forma Advisor's scope to project future Gas Tax receipts, but it should be noted that it is plausible that Gas Tax receipts will continue to decrease and General Fund revenues may have to provide greater support to street maintenance costs.

Results

The following section describes the fiscal impacts generated by the Existing Entitlements and the Proposed Entitlements at the development Site. **Figure 7** presents the annual fiscal revenues and annual fiscal expenditures of each of the scenarios as well the annual opportunity (cost)/benefit between the two scenarios.

As described in the Methodology section, the tables present anticipated revenues estimated based on special models such as property taxes, MVLFF in-lieu fee revenues, transient occupancy tax, and sales and use tax, and other revenues, calculated on a pro rata basis, are summarized. Estimated expenditures are calculated and presented by based on the EDU generated by the development alternatives. The figures in these tables have been adjusted to reflect 2015 dollars.

- ▶ The **Existing Entitlements** would generate annual fiscal revenues of approximately **\$49,000** in Year 10.
- ▶ The **Proposed Entitlements** would generate annual fiscal revenues of approximately **\$881,700** in Year 10.
- ▶ The **Proposed Entitlements** would generate **\$832,700 more than the Existing Entitlements** in Year 10.
- ▶ Over the course of the 10 year evaluation period the **Proposed Entitlements** would generate **over \$7 million more than the Existing Entitlements**.

Both the Existing Entitlements and Proposed Entitlements are projected to generate a positive net fiscal revenue to the City. The Key variation in FIA is the Proposed Entitlements ability to generate TOT. As a result, the City's General Fund would benefit more from the development of the Proposed Entitlements than the Existing Entitlements. A summary of the FIA findings are included in the **Appendix**. A full version of the model can provided upon the City's request.

Figure 7 - Projected Net Fiscal Impact (2015 Dollars)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2016-2026
	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Total
Existing Entitlements										
Annual Revenues (000)	\$33.7	\$29.4	\$64.1	\$60.1	\$95	\$91.3	\$92.1	\$92.9	\$93.7	\$652.5
Annual Expenditures (000)	\$14.9	\$14.9	\$29.8	\$29.8	\$44.8	\$44.8	\$44.8	\$44.8	\$44.8	\$313.3
Net Fiscal Impact (000)	\$18.8	\$14.5	\$34.3	\$30.3	\$50.3	\$46.5	\$47.4	\$48.2	\$49	\$339.2
Proposed Entitlements										
Annual Revenues (000)	\$726.8	\$752.2	\$828.5	\$931.7	\$932.9	\$934.1	\$935.2	\$936.3	\$937.4	\$7,915.1
Annual Expenditures (000)	\$55.7	\$55.7	\$55.7	\$55.7	\$55.7	\$55.7	\$55.7	\$55.7	\$55.7	\$501.4
Net Fiscal Impact (000)	\$671.1	\$696.5	\$772.8	\$876	\$877.2	\$878.4	\$879.5	\$880.6	\$881.7	\$7,413.7
Opportunity Cost										
Net Fiscal Impact Δ (000)	\$652.2	\$682	\$738.5	\$845.7	\$826.9	\$831.8	\$832.1	\$832.4	\$832.7	\$7,074.5

Note: Year 1 (2015) and Year 2 (2016) have not fiscal revenues or costs and have been removed from the table.

Source: Pro Forma Advisors

Appendix

A - Summary of Existing Entitlements FIA

B - Summary of Proposed Entitlements FIA

Table 1 - Revenue Summary

Revenue Estimate (2011 Dollars)	Allocation	Base Year Rate	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Account Category	Zero Forecast - Expenditures											
Charges for Services												
Development Impact Fees												
Fines, Forfeitures, Penalties	EDU	\$18.64 Per EDU	\$ -	\$ 465	\$ 465	\$ 931	\$ 931	\$ 1,396	\$ 1,396	\$ 1,396	\$ 1,396	\$ 1,396
Licenses and Permits	EDU	\$16.81 Per EDU	\$ -	\$ 420	\$ 420	\$ 839	\$ 839	\$ 1,259	\$ 1,259	\$ 1,259	\$ 1,259	\$ 1,259
Other Local Taxes												
Business License Tax	Employee	\$23.86 Per Employee	\$ -	\$ 1,718	\$ 1,718	\$ 3,436	\$ 3,436	\$ 5,154	\$ 5,154	\$ 5,154	\$ 5,154	\$ 5,154
Franchise Fees	EDU	\$115.48 Per EDU	\$ -	\$ 2,883	\$ 2,883	\$ 5,766	\$ 5,766	\$ 8,649	\$ 8,649	\$ 8,649	\$ 8,649	\$ 8,649
Real Property Transfer Tax	Special Model		\$ -	\$ 4,544	\$ 227	\$ 4,771	\$ 454	\$ 4,999	\$ 682	\$ 682	\$ 682	\$ 682
Sales Tax	Special Model		\$ -	\$ 2,553	\$ 2,553	\$ 5,106	\$ 5,106	\$ 7,659	\$ 7,659	\$ 7,659	\$ 7,659	\$ 7,659
Transient Occupancy Tax	Special Model		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Utility Taxes	EDU	\$47.64 Per EDU	\$ -	\$ 1,189	\$ 1,189	\$ 2,379	\$ 2,379	\$ 3,568	\$ 3,568	\$ 3,568	\$ 3,568	\$ 3,568
Other Revenue	EDU (65% Percent Variable)	\$103.54 Per EDU	\$ -	\$ 2,585	\$ 2,585	\$ 5,170	\$ 5,170	\$ 7,755	\$ 7,755	\$ 7,755	\$ 7,755	\$ 7,755
Property Taxes												
Current Taxes Secured	Special Model		\$ -	\$ 8,446	\$ 8,606	\$ 17,549	\$ 17,865	\$ 26,959	\$ 27,423	\$ 27,872	\$ 28,306	\$ 28,727
Current Taxes Unsecured	EDU	\$11.25 Per EDU	\$ -	\$ 281	\$ 281	\$ 561	\$ 561	\$ 842	\$ 842	\$ 842	\$ 842	\$ 842
Delinquent Taxes	EDU	\$1.03 Per EDU	\$ -	\$ 26	\$ 26	\$ 51	\$ 51	\$ 77	\$ 77	\$ 77	\$ 77	\$ 77
Prop Tax in Lieu	EDU	\$0.19 Per EDU	\$ -	\$ 5	\$ 5	\$ 10	\$ 10	\$ 14	\$ 14	\$ 14	\$ 14	\$ 14
State Secured Unitary	EDU	\$11.41 Per EDU	\$ -	\$ 285	\$ 285	\$ 570	\$ 570	\$ 855	\$ 855	\$ 855	\$ 855	\$ 855
Revenue from Other Agencies												
MLVF	Special Model		\$ -	\$ 6,272	\$ 6,391	\$ 13,032	\$ 13,267	\$ 20,020	\$ 20,364	\$ 20,697	\$ 21,020	\$ 21,332
Sales Tax	Household Population	\$3.25 Per HH Population	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In	Zero Forecast											
Use of Money & Property	Zero Forecast											
Total			\$ -	\$ 31,672	\$ 27,634	\$ 60,171	\$ 56,405	\$ 89,207	\$ 85,697	\$ 86,480	\$ 87,237	\$ 87,970

NA = Not Applicable

Source: City of Chula Vista; Pro Forma Advisors

Table 2 - Expenditures Summary

Expenditures Estimate (2011 Dollars) Department	Allocation	Base Year Rate	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
			Administration	EDU	\$14.78 Per EDU	\$0	\$369	\$369	\$738	\$738	\$1,107	\$1,107
Boards and Commissions	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City Attorney	EDU	\$25.19 Per EDU	\$0	\$629	\$629	\$1,258	\$1,258	\$1,887	\$1,887	\$1,887	\$1,887	\$1,887
City Clerk	EDU	\$5.60 Per EDU	\$0	\$140	\$140	\$280	\$280	\$420	\$420	\$420	\$420	\$420
City Council	EDU	\$9.56 Per EDU	\$0	\$239	\$239	\$477	\$477	\$716	\$716	\$716	\$716	\$716
Community Development	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Engineering	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Finance	EDU	\$37.97 Per EDU	\$0	\$948	\$948	\$1,896	\$1,896	\$2,844	\$2,844	\$2,844	\$2,844	\$2,844
Fire	Special Model		\$0	\$2,098	\$2,098	\$4,195	\$4,195	\$6,293	\$6,293	\$6,293	\$6,293	\$6,293
General Services	EDU	\$15.52 Per EDU	\$0	\$388	\$388	\$775	\$775	\$1,163	\$1,163	\$1,163	\$1,163	\$1,163
Human Resources	EDU	\$16.45 Per EDU	\$0	\$411	\$411	\$821	\$821	\$1,232	\$1,232	\$1,232	\$1,232	\$1,232
Information Technology Svcs	EDU	\$26.61 Per EDU	\$0	\$664	\$664	\$1,329	\$1,329	\$1,993	\$1,993	\$1,993	\$1,993	\$1,993
Library	HH Population	\$11.48 Per HH Pop	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nature Center	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Departmental	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning & Building Services	EDU	\$28.10 Per EDU	\$0	\$702	\$702	\$1,403	\$1,403	\$2,105	\$2,105	\$2,105	\$2,105	\$2,105
Police	Special Model		\$0	\$6,989	\$6,989	\$13,979	\$13,979	\$20,968	\$20,968	\$20,968	\$20,968	\$20,968
Public Works	EDU	\$1,180.00 Per Lane Mile	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation	EDU	\$17.19 Per EDU	\$0	\$429	\$429	\$858	\$858	\$1,287	\$1,287	\$1,287	\$1,287	\$1,287
Total			\$0	\$14,005	\$14,005	\$28,010	\$28,010	\$42,015	\$42,015	\$42,015	\$42,015	\$42,015

Source: City of Chula Vista; Pro Forma Advisors

Table 3 - Net Fiscal Impact

General Fund (Adjusted to 2015 Year Dollars)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenues	\$ -	\$ 33,741	\$ 29,439	\$ 64,102	\$ 60,091	\$ 95,036	\$ 91,297	\$ 92,130	\$ 92,937	\$ 93,718
Expenditures	\$ -	\$ 14,920	\$ 14,920	\$ 29,840	\$ 29,840	\$ 44,761	\$ 44,761	\$ 44,761	\$ 44,761	\$ 44,761
Net Fiscal Impact Estimate	\$ -	\$ 18,821	\$ 14,519	\$ 34,262	\$ 30,251	\$ 50,275	\$ 46,536	\$ 47,370	\$ 48,176	\$ 48,957

Source: City of Chula Vista; BLS; Pro Forma Advisors

Table 1 - Revenue Summary

Revenue Estimate (2011 Dollars)	Allocation	Base Year Rate	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Charges for Services	Zero Forecast - Expenditures											
Development Impact Fees	EDU	\$18.64 Per EDU	\$ -	\$ 1,370	\$ 1,370	\$ 1,370	\$ 1,370	\$ 1,370	\$ 1,370	\$ 1,370	\$ 1,370	\$ 1,370
Fines, Forfeitures, Penalties	EDU	\$16.81 Per EDU	\$ -	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236
Licenses and Permits	EDU	\$16.81 Per EDU	\$ -	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236	\$ 1,236
Other Local Taxes												
Business License Tax	Employee	\$23.86 Per Employee	\$ -	\$ 5,059	\$ 5,059	\$ 5,059	\$ 5,059	\$ 5,059	\$ 5,059	\$ 5,059	\$ 5,059	\$ 5,059
Franchise Fees	EDU	\$115.48 Per EDU	\$ -	\$ 8,489	\$ 8,489	\$ 8,489	\$ 8,489	\$ 8,489	\$ 8,489	\$ 8,489	\$ 8,489	\$ 8,489
Real Property Transfer Tax	Special Model		\$ -	\$ 19,822	\$ 991	\$ 991	\$ 991	\$ 991	\$ 991	\$ 991	\$ 991	\$ 991
Sales Tax	Special Model		\$ -	\$ 12,317	\$ 12,317	\$ 12,317	\$ 12,317	\$ 12,317	\$ 12,317	\$ 12,317	\$ 12,317	\$ 12,317
Transient Occupancy Tax	Special Model		\$ -	\$ 554,827	\$ 596,287	\$ 666,697	\$ 762,354	\$ 762,354	\$ 762,354	\$ 762,354	\$ 762,354	\$ 762,354
Utility Taxes	EDU	\$47.64 Per EDU	\$ -	\$ 3,502	\$ 3,502	\$ 3,502	\$ 3,502	\$ 3,502	\$ 3,502	\$ 3,502	\$ 3,502	\$ 3,502
Other Revenue	EDU (65% Percent Variable)	\$103.54 Per EDU	\$ -	\$ 7,611	\$ 7,611	\$ 7,611	\$ 7,611	\$ 7,611	\$ 7,611	\$ 7,611	\$ 7,611	\$ 7,611
Property Taxes												
Current Taxes Secured	Special Model		\$ -	\$ 37,992	\$ 38,713	\$ 39,412	\$ 40,089	\$ 40,744	\$ 41,379	\$ 41,993	\$ 42,589	\$ 43,165
Current Taxes Unsecured	EDU	\$11.25 Per EDU	\$ -	\$ 827	\$ 827	\$ 827	\$ 827	\$ 827	\$ 827	\$ 827	\$ 827	\$ 827
Delinquent Taxes	EDU	\$1.03 Per EDU	\$ -	\$ 76	\$ 76	\$ 76	\$ 76	\$ 76	\$ 76	\$ 76	\$ 76	\$ 76
Prop Tax in Lieu	EDU	\$0.19 Per EDU	\$ -	\$ 14	\$ 14	\$ 14	\$ 14	\$ 14	\$ 14	\$ 14	\$ 14	\$ 14
State Secured Unitary	EDU	\$11.41 Per EDU	\$ -	\$ 839	\$ 839	\$ 839	\$ 839	\$ 839	\$ 839	\$ 839	\$ 839	\$ 839
Revenue from Other Agencies												
MLVF	Special Model		\$ -	\$ 28,212	\$ 28,748	\$ 29,267	\$ 29,770	\$ 30,256	\$ 30,728	\$ 31,184	\$ 31,626	\$ 32,054
Sales Tax	Household Population	\$3.25 Per HH Population	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers In	Zero Forecast											
Use of Money & Property	Zero Forecast											
Total			\$ -	\$ 682,192	\$ 706,078	\$ 777,706	\$ 874,542	\$ 875,685	\$ 876,791	\$ 877,862	\$ 878,899	\$ 879,903

NA = Not Applicable

Source: City of Chula Vista; Pro Forma Advisors

Table 2 - Expenditures Summary

Expenditures Estimate (2011 Dollars) Department	Allocation	Base Year Rate	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
			Administration	EDU	\$14.78 Per EDU	\$0	\$1,087	\$1,087	\$1,087	\$1,087	\$1,087	\$1,087
Boards and Commissions	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City Attorney	EDU	\$25.19 Per EDU	\$0	\$1,852	\$1,852	\$1,852	\$1,852	\$1,852	\$1,852	\$1,852	\$1,852	\$1,852
City Clerk	EDU	\$5.60 Per EDU	\$0	\$412	\$412	\$412	\$412	\$412	\$412	\$412	\$412	\$412
City Council	EDU	\$9.56 Per EDU	\$0	\$703	\$703	\$703	\$703	\$703	\$703	\$703	\$703	\$703
Community Development	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Engineering	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Finance	EDU	\$37.97 Per EDU	\$0	\$2,791	\$2,791	\$2,791	\$2,791	\$2,791	\$2,791	\$2,791	\$2,791	\$2,791
Fire	Special Model		\$0	\$28,007	\$28,007	\$28,007	\$28,007	\$28,007	\$28,007	\$28,007	\$28,007	\$28,007
General Services	EDU	\$15.52 Per EDU	\$0	\$1,141	\$1,141	\$1,141	\$1,141	\$1,141	\$1,141	\$1,141	\$1,141	\$1,141
Human Resources	EDU	\$16.45 Per EDU	\$0	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209
Information Technology Svcs	EDU	\$26.61 Per EDU	\$0	\$1,956	\$1,956	\$1,956	\$1,956	\$1,956	\$1,956	\$1,956	\$1,956	\$1,956
Library	HH Population	\$11.48 Per HH Pop	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nature Center	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Departmental	EDU	\$0.00 Per EDU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning & Building Services	EDU	\$28.10 Per EDU	\$0	\$2,066	\$2,066	\$2,066	\$2,066	\$2,066	\$2,066	\$2,066	\$2,066	\$2,066
Police	Special Model		\$0	\$9,810	\$9,810	\$9,810	\$9,810	\$9,810	\$9,810	\$9,810	\$9,810	\$9,810
Public Works	EDU	\$1,180.00 Per Lane Mile	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreation	EDU	\$17.19 Per EDU	\$0	\$1,263	\$1,263	\$1,263	\$1,263	\$1,263	\$1,263	\$1,263	\$1,263	\$1,263
Total			\$0	\$52,298	\$52,298	\$52,298	\$52,298	\$52,298	\$52,298	\$52,298	\$52,298	\$52,298

Source: City of Chula Vista: Pro Forma Advisors



Table 3 - Net Fiscal Impact

General Fund (Adjusted to 2015 Dollars)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenues	\$ -	\$ 726,769	\$ 752,216	\$ 828,524	\$ 931,688	\$ 932,905	\$ 934,083	\$ 935,224	\$ 936,329	\$ 937,399
Expenditures	\$ -	\$ 55,716	\$ 55,716	\$ 55,716	\$ 55,716	\$ 55,716	\$ 55,716	\$ 55,716	\$ 55,716	\$ 55,716
Net Fiscal Impact Estimate	\$ -	\$ 671,053	\$ 696,500	\$ 772,808	\$ 875,972	\$ 877,189	\$ 878,367	\$ 879,509	\$ 880,614	\$ 881,684

Source: City of Chula Vista; BLS; Pro Forma

November 23, 2016
Project No. 108241001

Mr. Steve Castaneda
PRM Consulting, Inc.
1010 Second Avenue, Ste. 2370
San Diego, California 92101

Subject: Phase II Update Letter
Bay Boulevard and E Street Property
Chula Vista, California

Dear Mr. Castaneda:

Ninyo & Moore reviewed the provided Environmental Assessment Survey report, dated January 23, 1989 (herein referred to as the Phase I ESA); the Phase II Subsurface Investigation report, dated June 28, 1989; the Contaminated Soil Removal letter, dated August 25, 1989; and the Parcel maps dated February 19, 2015; and performed a site reconnaissance to document current site conditions for the subject property (Figures 1 and 2). The data and associated conclusions in the report(s) were evaluated and compared to current industry standards and agency requirements.

BACKGROUND

Based on the historical information summarized in the Phase I ESA report, a steel bar manufacturing/processing plant was present on the northern portion of the property in the 1960's, and consisted of an industrial building with a crane boom (inside) and a blast furnace. The southern portion of the property was historically used as an automobile wrecking yard based on aerial photographs in the 1960's (Ninyo & Moore, 1989a).

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SITE DESCRIPTION

In 1989, the property was described as an approximate 7-acre, rectangular track of land that was bounded on the north and west by Bay Boulevard, on the south by E Street, and on the east by Interstate 5 Freeway (Ninyo & Moore, 1989a). The property was generally vacant, grass covered with two east-west rows of pine trees, one along the northern property boundary and one approximately in the center of the property (parallel to the northern property), and separated from Interstate 5 (I-5) by a fence.

Today, the property is identified as of two parcels, Parcel A and Parcel B (~4.8 acres). Parcel A, to the south, is triangular in shape and approximately 1 acre, less than in 1989, as a portion of the parcel was acquired by Caltrans (see attached Parcel map). Parcel B is rectangular and approximately the same in size (3.8 acres) and configuration. Based on the October 12, 2016 site reconnaissance, the property is fenced on the north, east, and south. To the west of the property is Bay Boulevard, which is not accessible north of E Street. To the east and southeast is Interstate 5 and Caltrans property, respectively. In general, the property was covered with dried vegetation, areas of dense green brush, and the two rows of pine trees. There was evidence of homeless occupation (e.g. tarps, clothing) on portions of the property and localized burned vegetation. There were pieces of concrete (6 to 18 inches), mounds of dirt (up to 1-foot high), and waste debris (e.g., broken glass, tin cans, and rugs) scattered throughout Parcel B. Less waste debris was observed on Parcel A.

DOCUMENT REVIEW AND EVALUATION

In the Phase I ESA, there were four areas of potential environmental concern (Area 1 to Area 4) identified on the property, and subsequently investigated during the Phase II (Figure 2) (Ninyo & Moore, 1989a and b). However, Areas 3 and 4 are no longer part of the property, as those environmental concerns were on the portion of Parcel A that became part of the Caltrans right-of-way, and therefore not evaluated, herein. The investigations for environmental concerns identified as Areas 1 and 2 are summarized below, and the results and conclusions were evaluated and compared to current industry standards and agency requirements.

Area 1

In 1989, Area 1, located on the northern portion of the property (Parcel B), was identified as a large cement basin containing a fairly homogeneous deposition of what was believed to be dried blast furnace quench water sludge. A single grab sample of the material was collected for characterization, and submitted for laboratory analysis of metals. The analytical results were reported as exceeding the Soluble Threshold Limit Concentrations (STLC) for arsenic, chromium, copper, nickel, and selenium (Ninyo & Moore, 1989b). Based on the investigation results and a subsequent meeting with the San Diego County Department of Health Services, Hazardous Materials Management Division (HMMD), it was concluded that the approximate 98 tons of material in Area 1 was considered hazardous waste and was required to be removed (Ninyo & Moore, 1989c). It was further concluded that since the contaminated soil was enclosed in a containment structure, it did not pose an apparent threat to human health, surrounding soil or groundwater, at that time.

Reconnaissance of Area 1 and Evaluation of Phase II Results/Conclusions

During the October 12, 2016, site reconnaissance, the concrete lined basin (Area 1) was surrounded by a fence and only portions of the basin wall and a ramp were visible, as the rest was filled with soil (Photograph 1). The visible wall height is approximately 3 to 3.5 feet, cracked, and stained; the bottom of the basin was not visible. It is presumed the soil in the basin represents the material previously sampled and would still be characterized as hazardous (as metals do not readily breakdown or volatilize with time). However, the soils surrounding and beneath the basin were not investigated and the potential exists that the soil and groundwater have been impacted by soluble metals. Sampling of these soils may have been part of the verification sampling proposed in the referenced letter, but it is unclear. Additionally, groundwater was not evaluated for potential impact, and since it is shallow and classified as beneficial, the regulatory agencies could require investigation, today.

Area 2

In 1989, Area 2, located adjacent to and south of Area 1, was a large concrete slab with a 12-inch steel-cased hole in the center that was surrounded by surface oil stains. Two attempts to remove the slab for subsurface investigation were unsuccessful. Therefore, historical research to determine the source of oil staining and purpose of the 12-inch steel-cased hole was performed. Based on historical photographs provided by Caltrans, the 12-inch steel-cased hole was a mount for a crane boom located in the commercial building (Ninyo & Moore, 1989b, Photograph 3). It was concluded that since the oil staining was confined to the concrete slab and the use of the steel-cased hole was known, the environmental concerns were reduced, but not eliminated. Additionally, there was the possibility (though considered remote) that subsurface structures still existed (Ninyo & Moore, 1989b). No further investigation was recommended, except to proceed with caution during redevelopment.

Reconnaissance of Area 2 and Evaluation of Phase II Results/Conclusions

During the October 12, 2016, site reconnaissance, the concrete slab (Area 2) was observed to be predominantly covered with soil and a small dirt mound was located in the central portion. There was no visible 12-inch steel-cased hole or visible surface staining (Photograph 2). Given the steel-cased hole was determined to be a mount for a crane boom inside a commercial building, there is a high probability the casing would have extended 7 to 10 feet below ground surface (bgs) (1/3 to 1/2 the height of the crane inside a 20-foot high commercial building) and into groundwater (5 to 20 feet bgs; Ninyo & Moore, 2015). The staining previously observed on the concrete was probably hydraulic oil associated with the crane operations and may be present in subsurface soil and/or groundwater, as casing can serve as a conduit. Soils beneath the concrete slab and adjacent to the steel-casing (assumed to be in-place in the subsurface) should be investigated, as should the groundwater for the aforementioned reasons (in Area 1).

Other Property Concerns

The property is situated between parcels of land formerly utilized for agriculture and Interstate 5 borders the property to the east (Ninyo & Moore, 1989a). Given the proximity to these parcels, the potential exists for pesticides from agricultural practices and aerially deposited lead from the Interstate at the site. Soils were not previously investigated for these constituents and should be anticipated to be required by the regulatory agency, as adjacent properties were required to sample soils for these potential constituents (Ninyo & Moore, 2015).

Based on aerial photographs between 1964 and 1967, a junk yard was present on the southern portion of the property, Parcel A (Ninyo & Moore, 1989a). Existence of the junk yard prior to 1964 and post 1967 was unknown, as there were aerial photograph data gaps. However, a junk yard was present south of E Street in 1953, suggesting the junk yard on Parcel A could have been present longer than 3 years. Given the nature of a junk yard, fluids probably leaked from vehicles into the soil, as the area was unpaved. Though no surface evidence of contamination was observed during the Phase I ESA or the recent reconnaissance, there is a potential that petroleum hydrocarbons and volatile organic compounds are present in the subsurface soil and to a lesser extent, in the groundwater.

In the Phase I, a large discolored area was noted in the northwestern portion of the property (Parcel B) in a 1965 aerial photograph, but was no longer present in the 1966 aerial photograph (Ninyo & Moore, 1989a). Also, a drainage area from the western edge of a concrete foundation (presumed to be the basin in Area 1) to the northwest was noted in the 1966 aerial photograph. Source of the discoloration and use of the drainage area were unknown, but the potential exists they may have been associated with the disposal of blast furnace quench water sludge given the location and discoloration.

For the aforementioned other property concerns, grid sampling of shallow subsurface soils may be warranted to evaluate the potential presence of pesticides, aerially deposited lead, petroleum hydrocarbons and/or volatile organic compounds. A soils management plan should be prepared for grading and/or excavation during development to address potential environmental concerns.

SUMMARY

The conclusions presented in the previous reports are valid, but the level of investigation is not complete, compared to today's industry standards and agency requirements, specifically with regard to a change in land use. Following re-zoning of the property, the following is recommended to meet regulatory requirements, industry standards, and minimize delays during the coastal development phase:

- Investigation of soils adjacent to and beneath the basin (Area 1) and beneath the concrete slab (Area 2).
- A grid sampling of shallow subsurface soils for potential pesticides, aerially deposited lead, petroleum hydrocarbons and/or volatile organic compounds.
- Groundwater sampling, specifically in the vicinity of Areas 1 and 2, and on the downgradient side of Parcel A (former junk yard).
- Human Health Risk Assessment for commercial/industrial setting using analytical results from the aforementioned recommended investigations.
- Geophysical survey to locate potential subsurface structures (underground storage tanks, steel-casing, etc.).
- Removal of previously identified hazardous materials.

LIMITATIONS AND EXCEPTIONS


The environmental services described in this report have been conducted in general accordance with current regulatory guidelines and the standard of care exercised by environmental consultants performing similar work in the project area. No warranty, expressed or implied, is made regarding the professional opinions presented in this report.


This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Ninyo & Moore should be contacted if the reader requires any additional information or has questions regarding the content, interpretations presented, or completeness of this document.

The findings, opinions, and conclusions are based on an analysis of the observed site conditions and the referenced literature. It should be understood that the conditions of a site could change with time as a result of natural processes or the activities of man at the subject site or nearby sites. In addition, changes to the applicable laws, regulations, codes, and standards of practice may occur due to government action or the broadening of knowledge. The findings of this report may, therefore, be invalidated over time, in part or in whole, by changes over which Ninyo & Moore has no control. Ninyo & Moore cannot warrant or guarantee that not finding indicators of any particular hazardous material means that this particular hazardous material or any other hazardous materials do not exist on the site. Additional research, including invasive testing, can reduce the uncertainty, but no techniques now commonly employed can eliminate the uncertainty altogether.

We appreciate the opportunity to assist PRM on this project.

Respectfully submitted,
NINYO & MOORE


Marci J. Richards, PG 8050
Senior Environmental Geologist


Stephan A. Beck, PG 4375
Manager, Environmental Sciences Division

MR/SB/gg

Attachments: References
Figure 1 – Site Location
Figure 2 – Locations of Specific Areas of Concern
Attachment 1 – Photographs
Attachment 2 – Parcel Map
Attachment 3 – Historical Reports

Distribution: (1) Addressee

REFERENCES

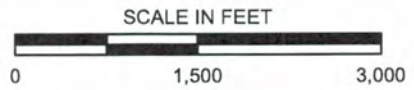
- Ninyo & Moore, 1989a, Environmental Assessment Survey Report, "Chula Vista/Bay Boulevard & 'E' Street," Chula Vista, California: dated January 23.
- Ninyo & Moore, 1989b, Phase II Subsurface Investigation "Street" Property, Chula Vista, California: dated June 28.
- Ninyo & Moore, 1989c, Street Property, Contaminated Soil Removal letter: dated August 25.
- Ninyo & Moore, 2015, Supplemental Site Assessment, Pacifica Parcel, Foot of E Street, Chula Vista, California: dated June 25.



SOURCE: ESRI WORLD TOPO, 2016



MAP INDEX



NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE

Ninyo & Moore

SITE LOCATION

FIGURE

PROJECT NO.

DATE

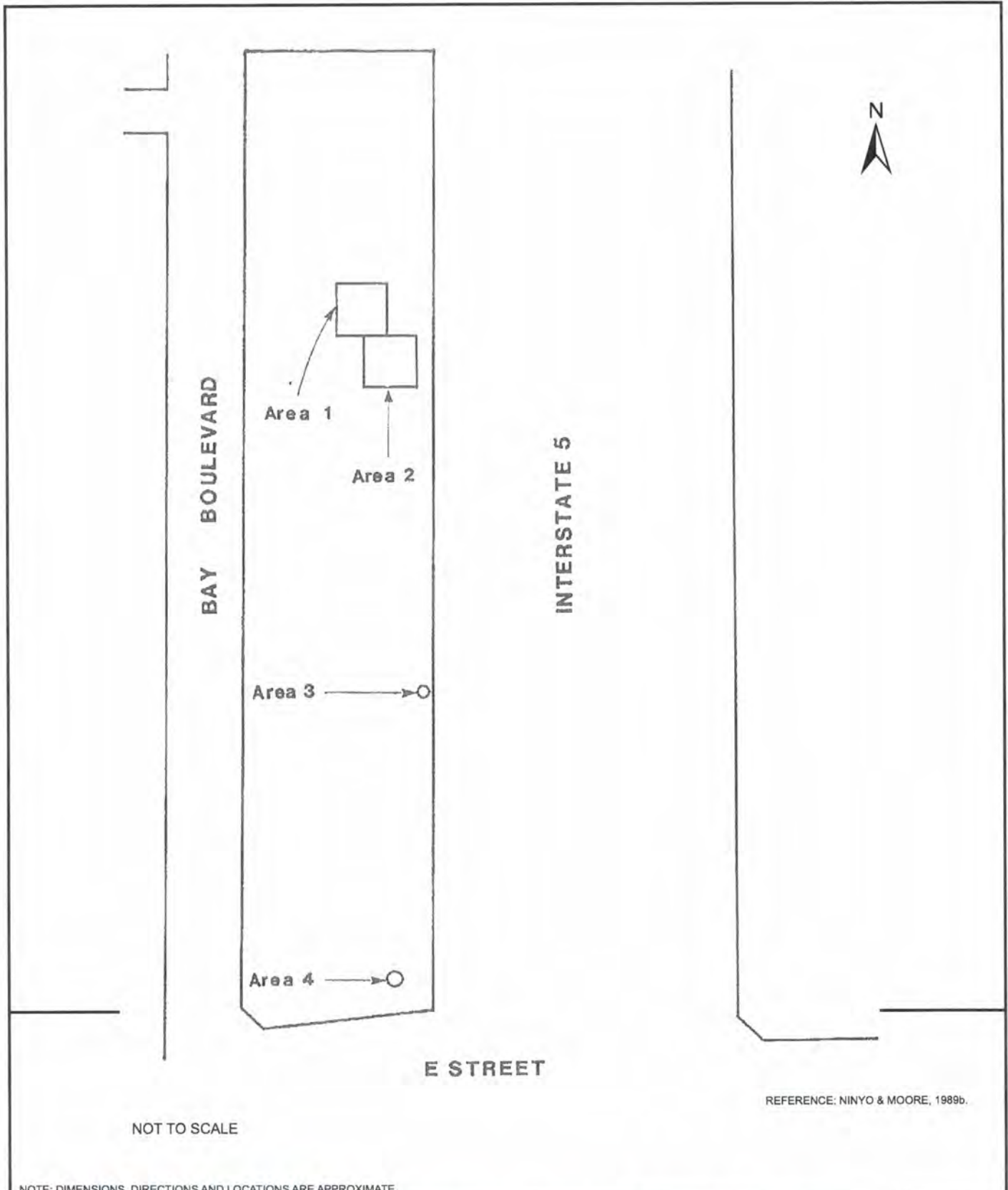
108241001

10/16

BAY BOULEVARD & E STREET PROPERTY
CHULA VISTA, CALIFORNIA

1

1_108241001_S1.mxd 10/21/2016 JDJ



NOTE: DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

2_108241001_AOC_JDL

<i>Ninyo & Moore</i>		MAP OF OBSERVED SITE SURFACE FEATURES AND DETECTED BURIED OBJECTS AND UTILITIES	FIGURE 2
PROJECT NO. 108241001	DATE 10/16		

ATTACHMENT 1
PHOTOGRAPHS



Photograph 1: View of concrete lined basin, looking to the northwest.



Photograph 2: View of soil covered concrete pad, soil mound in center.

ATTACHMENT 2
PARCEL MAP

EXHIBIT "A"

SHEET 1 OF 2

LEGAL DESCRIPTION CITY OF CHULA VISTA

PARCEL A

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161 OF RANCHO DE LA NACION, IN THE CITY OF CHULA VISTA, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 166, FILED MAY 11, 1869, IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY; AND MORE PARTICULARLY DESCRIBED AS FOLLOWS AND ILLUSTRATED ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART OF THIS DOCUMENT:

COMMENCING AT A PORTION ON THE SOUTHERLY LINE OF SAID QUARTER SECTION 161, DISTANT ALONG SAID SOUTHERLY LINE NORTH 72°06'38" EAST 20.00 FEET FROM A SPIKE MARKING THE SOUTHWESTERLY CORNER OF SAID QUARTER SECTION 161, SAID POINT ALSO BEING ON THE EASTERLY LINE OF THAT 40 FOOT RAILROAD RIGHT OF WAY AS DESCRIBED IN DEED TO CORONADO RAILROAD COMPANY, RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST 40.00 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 40 FOOT WIDE STRIP OF LAND AS RESERVED FOR A PUBLIC ROAD IN DEED TO GREGG ROGERS, RECORDED OCTOBER 11, 1922 IN BOOK 915, PAGE 60 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST 624.14 FEET TO THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161; ALONG LAST SAID NORTHERLY LINE NORTH 72°06'24" EAST, 52.00 FEET TO THE **TRUE POINT OF BEGINNING**; LEAVING LAST SAID LINE SOUTH 17°42'25" EAST 586.17 FEET; THENCE SOUTH 68°17'41" EAST 26.22 FEET; THENCE NORTH 68°15'12" EAST 217.52 FEET; THENCE NORTH 11°12'13" WEST, 55.28 FEET; THENCE NORTH 17°11'55" WEST 533.38 FEET TO THE SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161; THENCE ALONG SAID NORTHERLY LINE SOUTH 72°06'34" WEST TO THE **TRUE POINT OF BEGINNING**.

CONTINUED ON SHEET 2.....



CITY OF CHULA VISTA
PUBLIC WORKS DEPARTMENT
276 FOURTH AVENUE
CHULA VISTA, CA 91910
(619) 409-1974

FILE NO. EB-304

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EXHIBIT "A"

SHEET 2 OF 2

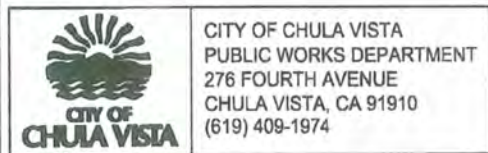
LEGAL DESCRIPTION CITY OF CHULA VISTA

CONTINUED FROM SHEET 1.....

EXCEPTING THEREFROM THAT PORTION OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF QUARTER SECTION 161, LYING EASTERLY, NORTHEASTERLY AND SOUTHEASTERLY OF THE FOLLOWING DESCRIBED LINE AS DEPICTED ON STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DISTRICT 11 - RIGHT OF WAY MAP NO. 2530, DATED JANUARY 1984:

COMMENCING AT A PORTION ON THE SOUTHERLY LINE OF SAID QUARTER SECTION 161, DISTANT ALONG SAID SOUTHERLY LINE NORTH 72°06'38" EAST 20.00 FEET FROM A SPIKE MARKING THE SOUTHWESTERLY CORNER OF SAID QUARTER SECTION 161, SAID POINT ALSO BEING ON THE EASTERLY LINE OF THAT 40 FOOT RAILROAD RIGHT OF WAY AS DESCRIBED IN DEED TO CORONADO RAILROAD COMPANY, RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST A DISTANCE OF 40.00 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 40 FOOT WIDE STRIP OF LAND AS RESERVED FOR A PUBLIC ROAD IN DEED TO GREGG ROGERS, RECORDED OCTOBER 11, 1922 IN BOOK 915, PAGE 60 OF DEEDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD RIGHT OF WAY LINE NORTH 17°42'25" WEST A DISTANCE OF 143.20 FEET TO A POINT ALONG SAID RAILROAD RIGHT OF WAY LINE, SAID POINT BEING ALSO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 12°29'19" EAST A DISTANCE OF 472.98 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 470 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 29°41'14" A DISTANCE OF 243.53 FEET TO A POINT ON THE WESTERLY LINE OF PARCEL 1 OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 29, 1969 AS DOCUMENT NO. 95061 OF OFFICIAL RECORDS OF SAID COUNTY.

CONTAINING 1.02 ACRES, MORE OR LESS

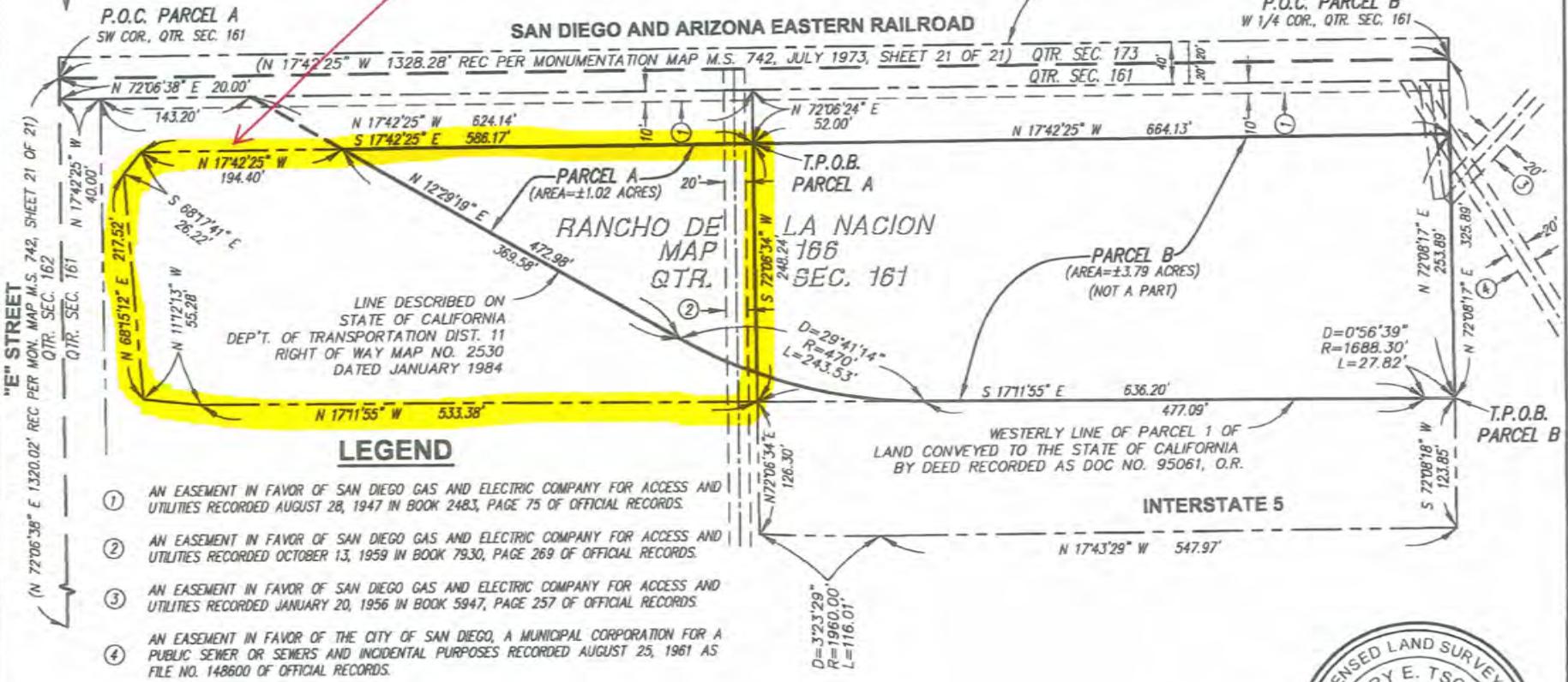


Gregory E. Tschersch 2/19/2015
GREGORY E. TSCHERCH, P.L.S. 8814 DATE
LICENSE EXPIRES 06/30/2015 FILE NO. EB-304

EXHIBIT "B" CITY OF CHULA VISTA

Former Parcel A boundary (highlighted)

40' RAILROAD RIGHT OF WAY
DEED TO CORONADO RAILROAD COMPANY
RECORDED DECEMBER 29, 1894 IN BOOK 236, PAGE 167




LEGEND

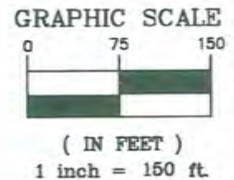
- ① AN EASEMENT IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY FOR ACCESS AND UTILITIES RECORDED AUGUST 28, 1947 IN BOOK 2483, PAGE 75 OF OFFICIAL RECORDS.
- ② AN EASEMENT IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY FOR ACCESS AND UTILITIES RECORDED OCTOBER 13, 1959 IN BOOK 7930, PAGE 269 OF OFFICIAL RECORDS.
- ③ AN EASEMENT IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY FOR ACCESS AND UTILITIES RECORDED JANUARY 20, 1956 IN BOOK 5947, PAGE 257 OF OFFICIAL RECORDS.
- ④ AN EASEMENT IN FAVOR OF THE CITY OF SAN DIEGO, A MUNICIPAL CORPORATION FOR A PUBLIC SEWER OR SEWERS AND INCIDENTAL PURPOSES RECORDED AUGUST 25, 1961 AS FILE NO. 148600 OF OFFICIAL RECORDS.

P.O.C. POINT OF COMMENCEMENT
T.P.O.B. TRUE POINT OF BEGINNING

- PARCEL BOUNDARY
- - - RIGHT OF WAY / PROPERTY LINE
- - - CENTERLINE
- - - EASEMENT LINE



CITY OF CHULA VISTA
PUBLIC WORKS DEPARTMENT
276 FOURTH AVENUE
CHULA VISTA, CA 91910
(619) 409-1974



Gregory E. Tschersch 2/19/2015
GREGORY E. TSCHERCH, P.L.S. 8814
LICENSE EXPIRES 06/30/2015
DATE
FILE NO. EB-304

ATTACHMENT 3
HISTORICAL REPORTS



Environmental Sciences Consultants

PHASE II SUBSURFACE INVESTIGATION
"STREET" PROPERTY
CHULA VISTA, CALIFORNIA

PREPARED FOR:
MS. ROBIN PUTNAM

CITY OF CHULA VISTA
COMMUNITY DEVELOPMENT DEPARTMENT
276 FOURTH AVENUE
CHULA VISTA, CALIFORNIA 92010

JUNE 28, 1989
PROJECT NO. 101066-03

Risk Assessment • Compliance • Sampling/Analysis

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- Appendix A - References
- Appendix B - Photographs
- Appendix C - Chain-of Custody and Analytical Results
- Appendix D - Historical Photographs

PHASE II SUBSURFACE INVESTIGATION
"STREET" PROPERTY
CHULA VISTA, CALIFORNIA

INTRODUCTION

A Phase I Environmental Assessment Survey was completed on the "Street" Property, Chula Vista, California and submitted to the Redevelopment Agency on January 23, 1989. The results of that assessment identified some areas of environmental concern which were recommended for further study. The purpose of this investigation was to find sources, assess the extent, and recommend remediation options.

The following narrative provides a qualitative environmental assessment of Ninyo & Moore's sampling and subsurface investigation activities. All work performed was in accordance to EPA and State protocols and our own policies. Specific plans, reports, and documentation utilized in the presentation of this report are referenced in Appendix A. Photographs prior to, during, and after subsurface investigation are presented in Appendix B. Chain-of-custody and the analytical results from sampling activities are presented in Appendix C. Historical photographs were provided by Caltrans and are presented in Appendix D.

SCOPE

This Phase II subsurface investigation was designed to examine potential sources of environmental concerns and the extent of such concerns as identified in the Phase I Assessment. Four areas were identified for subsurface investigation and/or soil sampling. The specific areas and their location are identified in Figure 1 and are as follows:

- Area 1 is a large cement basin containing a fairly homogeneous deposition of what is believed to be dried blast furnace quench water sludge.
- Area 2 is a large concrete slab which has a 12 inch steel-cased hole in the center and is surrounded by surface oil stains.
- Area 3 is a single 4 inch pipe with associated electrical connections protruding from the ground near the fence along the southeast edge of the property.
- Area 4 is a partially buried 55 gallon drum located in the southeast corner of the property.

The 7-acre tract of land runs parallel to Bay Boulevard. The tract is divided in half by

a row of trees which run east and west. The northern portion of the site is the location of subsurface investigation/sampling Areas 1 and 2. Historical information indicated that a reinforcement steel bar manufacturing/processing plant occupied a portion of the site. Photographs from 1969 revealed the presence of an industrial building which housed a crane boom on the premises and a blast furnace off-site. The southern portion of the site is the location of subsurface investigation/sampling Areas 3 and 4 and has historically been used as an automobile wrecking yard.

Field Activities

Ninyo & Moore's subsurface investigation and sampling of the site began on March 21, 1989. Excavation equipment was supplied by the City of Chula Vista.

It was discovered from historical photographs that the material identified as ash in our Phase I report is most likely dried blast furnace quench water sludge. At the time of the Phase II site visit it was determined that the dried sludge residual was fairly homogeneous throughout the basin of Area 1 and that a single grab sample would sufficiently characterize the material at this time. A sample of the sludge in Area 1 was collected (Appendix B, photographs #1 and 2) and sent to Quality Assurance Laboratory for analysis of heavy metals (ICAP-SCAN).

An attempt to dislodge a portion of the cement slab in Area 2 (Appendix B, photograph #3) was made, however due to the size and type of available equipment the excavation was abandoned until larger equipment could be obtained from the City of Chula Vista. On March 22, 1989 a second attempt was made by the City of Chula Vista to remove a portion of the slab in Area 2. Personnel from Ninyo & Moore were not at the site during the second excavation attempt, however specific instructions to contact Ninyo & Moore personnel with regards to the excavation were left with City personnel. The City of Chula Vista informed Ninyo & Moore after three hours of excavation attempts that excavation of Area 2 was being abandoned. At this point it was determined to seek further historical data in an attempt to determine the source of the oil staining and the use of the 12 inch steel-cased hole and other associated piping (Appendix B, photographs #4 and 5).

On March 21, 1989 excavation of Area 3 was completed. The excavation revealed that the pipe was set in a cement foundation (Appendix B, photograph #7) approximately four feet below the surface and was actually a street or lot light post, thus explaining the nearby electrical connections (Appendix B, photograph #6). Based on those findings, Area 3 was no longer considered to present an environmental concern and soil sampling was not necessary.

In Area 4, the partially buried 55 gallon drum, (Appendix B, photograph #8) was excavated on March 21, 1989. The area was excavated to a depth of 5 feet and revealed that the drum was actually one-half of a 55 gallon drum which had been torch cut. Below the drum was pea gravel to a depth of 5 feet. The pea gravel appeared clean and no odor was apparent (Appendix B, photograph #9). Since the drum was open at both ends, it is most likely that it was used for leaching domestic water into the ground. Due to the possibility of unauthorized disposal of hydrocarbons/solvents into this area, it was decided to collect a confirmation sample at the pea gravel/native soil interface and conduct a chemical analysis for total recoverable petroleum hydrocarbons (TRPH) (EPA Method 418.1).

Chemical Analyses Results

The samples from Area 1 and Area 4 were delivered to Quality Assurance Laboratory on March 21, 1989, in accordance with proper chain-of custody protocol. The dried sludge residual sample from Area 1 was analyzed for heavy metals (ICAP-SCAN) and the soil sample from Area 4 was analyzed for total recoverable petroleum hydrocarbons (TRPH, EPA 418.1). Raw analytical data for both samples are included in Appendix C.

Initial analysis of the Area 1 material for Total Threshold Limit Concentration (TTLC), as defined in the California Code of Regulations Title 22-66699, indicated elevated concentrations of Arsenic, Chromium, Copper, and Selenium. Table 1 presents a summary of the analytical results and regulatory TTLC and Soluble Threshold Limit Concentration (STLC) values. Although component concentrations do not exceed TTLC levels, their concentrations were within statistical/analytical margins for STLC testing.

Subsequent analyses of the same sample for STLC criteria indicated that Arsenic, Chromium, Copper, and Nickel exceed the STLC. Selenium is also believed to exceed STLC, however, the analytical instrument detection limit for this component is higher (5 mg/L) than the STLC value (1 mg/L). By regulation, only a single component within a waste material needs to exceed the STLC value to classify the material as a hazardous waste. For this reason, the absolute Selenium concentration near instrument detection limit is not a deciding factor in the characterization of the Area 1 material.

As previously mentioned, historical data indicated that the material from Area 1 is dried blast furnace quench water sludge. According to the Code of Federal Regulations (CFR) Title 40, Part 261, Subpart D, Hazardous Waste from Specific Sources (261.32), emission control dust/sludge from primary production of steel in electric furnaces and spent pickle liquor generated by steel finishing operations of plants that produce iron or steel is

considered a hazardous waste. The lack of historical information as to the exact processes at this site do not allow for a definitive classification of the waste sludge in the basin under this criterium. According to the California Code of Regulations (CCR) 22-66699, Persistent and Bioaccumulative Toxic Substance, the material does not exceed the TTLC values for heavy metals (CCR Title 22) and is not considered a hazardous waste. However, the material does exceed STLC values for heavy metals Arsenic, Chromium, Copper, Nickel, and Selenium and potentially would be considered a hazardous waste. Ninyo & Moore has, at this time, not specified testing of this waste for Extraction Procedure (EP) Toxicity, EPA Method 1310. This EPA method is employed to determine whether a waste exhibits the characteristics of Extraction Procedure Toxicity and may also be used to simulate the leaching which a waste will undergo if disposed of in a sanitary landfill. The EP toxicity test uses a weaker metal complexing agent than does the STLC Waste Extraction Test (WET). The EP protocol uses an acetic acid buffer while the WET procedure specifies a 0.2 M sodium citrate solution adjusted to pH 5.0. Because the citric acid buffer is a stronger metal complexing agent, the WET procedure is generally viewed as being more stringent than the EP test. Prior to conducting further testing and characterization of this waste, we feel that it is appropriate to seek the opinion of the HMMD. Time and cost factors associated with statistical characterization, analysis for the various county, state, and federal criteria may not provide results required or necessary to the Redevelopment Agency and/or HMMD.

Analytical results of the soil sample from Area 4 indicated that the soil and pea gravel do not exceed the TRPH limit of 100 mg/kg set forth by state regulations. The low concentrations of TRPH (13.0 mg/kg) found in the sample may be a result of former land use. As previously mentioned the site was historically used as an automobile wrecking yard. Spillage of petroleum products may have contributed to low levels of TRPH found in the soil matrix beneath the drum. The TRPH levels of that location do not in our opinion warrant further characterization and should not be considered as an environmental concern.

As previously mentioned, Area 2 was inaccessible for subsurface investigation. Further research into the nature of the oil stain and the cement slab was conducted through paper studies. Caltrans, investigated the site extensively during property acquisitions for the widening of Interstate 5 in 1971. Caltrans supplied historical photographs (Appendix D) which indicate that the slab supported a commercial building (Appendix D, photograph #2) which housed a crane boom in its center (Appendix D, photograph #3). Additional historical photographs from Caltrans show the blast furnace off site, various types of equipment, and an aerial photograph of the site (Appendix D, photographs #1, #4, and #5, respectively). The 12 inch steel-cased hole in the center of the slab was a crane mount. Although associated piping appears to have been utilized for utility purposes, the

possibility that subsurface structures which may include underground tanks (although remote) still exists. Our environmental concerns regarding this area have been reduced but not eliminated. Oil staining of the slab surface is confined to the area of the cement slab (Appendix C, photograph #3) and is not considered an environmental concern.

CONCLUSIONS AND RECOMMENDATIONS

Soil sampling conducted on the subject site to the extent as described in this report suggests that dried blast furnace sludge in the basin of Area 1 potentially could be classified as a hazardous waste and may require appropriate disposal. Analytical results of the Area 1 homogeneous medium indicate borderline concentration levels for characterization of this waste. Under Title 22 TTLC criteria, concentration levels are within the non-hazardous range. A reanalysis under STLC criteria indicate elevated concentrations of Arsenic, Chromium, Copper, Nickel, and Selenium. EP Toxicity characterization has not been conducted, since as a general policy the more stringent state STLC WET procedure is mandated by the San Diego County HMMD. Based upon current analytical results, the material can be classified as a hazardous waste.

Ninyo & Moore is of the opinion that the City of Chula Vista should provide Area 1 analytical test results for review to the HMMD and seek their opinion on a final classification of this borderline case. In the past, the HMMD has reviewed borderline hazardous waste issues on a case by case basis. In the event that the HMMD decides that this material is classified as a hazardous waste or that the Redevelopment Agency's time constraints require immediate action, Ninyo & Moore has explored three viable options. They are presented below in order of most preferred to least preferred.

- Option 1 - Remove the sludge and dispose.
- Option 2 - Remove the sludge via Pomona Valley Equipment for use as roadbed material.
- Option 3 - On-Site Storage.

Option 1 - Hazardous Waste Disposal

In our selection of options, we recommend disposal as a hazardous waste. Approximate disposal cost are \$16,000 for 98 tons of material and include excavation, transport, and disposal at an approved hazardous waste landfill. Additional costs for disposal include a one-time quarterly state tax and Superfund tax of approximately \$13,000, plus \$1500 for confirmation testing. In our opinion, advantages of this option are: the relatively short time frame

in which the material can be disposed of, a currently approved disposal method, and at this time we believe regulatory interface is not required. Disadvantages are: cost and potential future liabilities for having placed contaminated material into a currently approved disposal area.

Option 2 - Disposal through Pomona Valley Equipment

This option initially appeared to be the most favorable recommendation. According to Pomona Valley statements, Pomona Valley Equipment can accept solid hazardous waste material as long as analysis of the material indicates that the material does not exceed the TTLC values for Title 22 Metals. Once the material is removed it is solidified and encapsulated for the formulation of roadbed material. This type of disposal activity may be possible under a California Department of Health Services research grant for development of an alternative treatment for hazardous waste materials. Ninyo & Moore was unable to obtain documentation such as an approved research grant application, special research and development permits, and/or a business plan confirming Pomona Valley Equipment permit/approval status for development/use of alternatives for hazardous waste disposal. Ninyo & Moore is of the opinion that the small quantity and one a time removal of this material may not be economically feasible for Pomona Valley. Approximate costs for disposal are \$15,000. In addition to removal costs, chemical analysis cost apply. The material must be statistically characterized by Ninyo & Moore and confirmation analysis must be completed by Pomona Valley Equipment. Because the material is a hazardous waste it will be necessary to obtain a hazardous waste transport permit and proper chain-of-custody documentation. In our opinion, advantages of this option are: removal cost, no state and Superfund disposal tax, and reduced future liabilities associated with disposal. Disadvantages are: additional analytical costs, permits and chain-of-custody for transport and disposal, difficulty in contacting Pomona Valley Equipment, and Pomona Valley Equipments's regulatory status

Option 3 - On-Site Storage

We believe that although this is an option, it is not recommended. Current analytical results classify this material as a hazardous waste. Storage of hazardous waste can be accomplished by applying for the proper permits and establishing a hazardous waste storage facility. We believe that this is not in the best interest of the City of Chula Vista Redevelopment Agency and

not a component of their routine business activities. We are happy to discuss this option in further detail upon your request, however, costs, insurance requirements, liability concerns, public review, EIR development, and CEQA guideline requirements do not in our opinion favor this option.

Two attempts to excavate Area 2 were unsuccessful. A subsequent historical review identified that the cement slab supported a commercial building and the 12 inch steel-cased hole in the center of the slab was the base for a boom crane. Other associated piping seems to have been utilized for utility purposes, however, the possibility (although remote) for subsurface tanks and vaults still exists. The discovery of such background information reduces but does not eliminate the environmental concern associated with Area 2. During property development the lot will most likely be graded and the slab will be demolished. It is our recommendation to proceed with caution in the event that subsurface structures such as underground storage tanks or utility vaults are encountered. Ninyo & Moore will be happy to assist the Redevelopment Agency during that phase and will supply a scope of work upon your request.

Excavation of Area 3 resulted in the discovery of a large subsurface cement street or lot light base. No further investigation of this area is recommended.

Area 4 excavation, soil sampling, and chemical analysis indicated that the soil and pea gravel beneath the drum do not contain regulatory limit levels of TRPH and should not be regarded as an environmental concern.

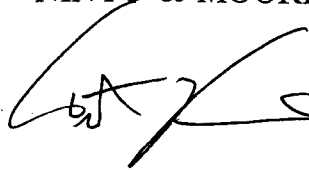
The environmental services outlined in this report have been conducted in accordance with current practice and the standard of care exercised by environmental consultants performing similar tasks in this area. Ninyo & Moore is not aware of any regulatory compliance issues which have not been addressed at the site. Ninyo & Moore's conclusions and recommendations are based on the analysis of the observed conditions and current information. We have identified our environmental concerns in this report and recommend regulatory agency review and/or removal or potentially hazardous material located on-site. A more accurate evaluation of the site conditions may be accomplished by a subsurface investigation and associated laboratory testing. If follow-on remedial action and confirmation sampling are desired, we will be happy to supply a proposal upon request.

City of Chula Vista

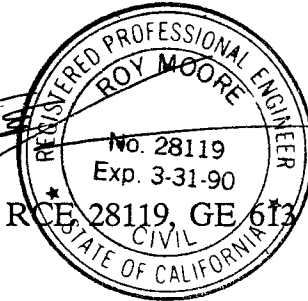
June 28, 1989
Project No. 101066-03

We at Ninyo & Moore sincerely appreciate the opportunity to be of service on this project. If you have any questions, please feel free to call our office.

Very truly yours,
NINYO & MOORE



Torsten Kruger, REA 211, REP 2521
Manager,
Environmental Assessment Group



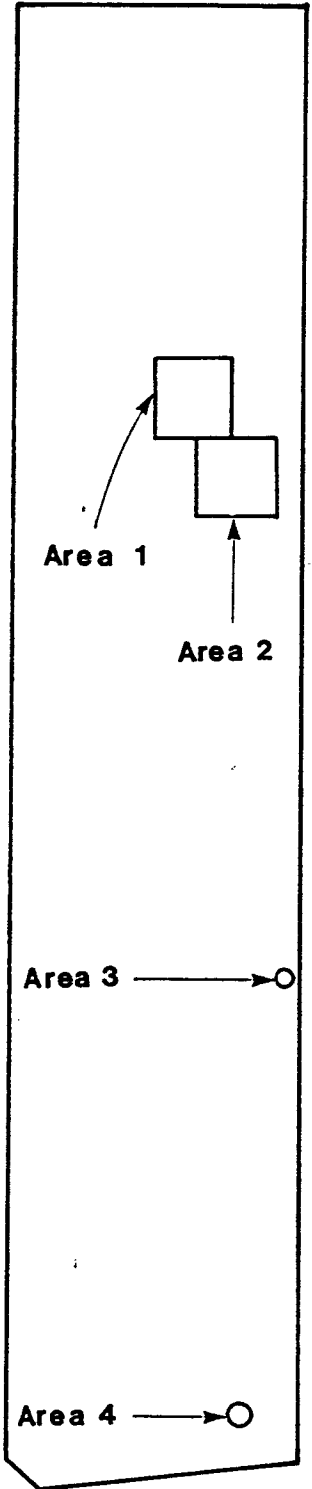
Roy E. Moore, RCE 28119, GE 513
Principal

TK/REM/sp



BAY BOULEVARD

INTERSTATE 5



E STREET

NOT TO SCALE

Ninyo & Moore

LOCATION OF SPECIFIC
AREAS OF CONCERN

CHULA VISTA
"STREET" PROPERTY
E.A.S. PHASE II
CHULA VISTA, CALIFORNIA

PROJECT NO.	DATE
101066-03	6/89

FIGURE 1

TABLE 1

Project Name: Street Properties

Project No.: 101066.03

Sample ID: CV 3-89-2

Sample Date: March 21, 1989

Analytical Results for Area 1 Residual Sludge

Component	STLC (Soluble Threshold Limit Conc.)		TTLC (Total Threshold Limit Conc.)	
	Analysis Concentration mg/L	Regulatory Limit STLC (mg/L)	Analysis Concentration mg/kg	Regulatory Limit TTLC (mg/kg)
Aluminum			103	
Antimony	5	15	46.50	500
Arsenic	5.46	5	319	500
Barium	3.01	100	28.50	10000
Beryllium	.10	.75	.93	75
Boron			28.90	
Cadmium	.80	1	7.44	100
Calcium			863	
Chromium	9.58	5	417	500
Cobalt	4.26	80	86.10	8000
Copper	82.20	25	2250	2500
Iron			272000	
Lead	2.50	5	41.50	1000
Magnesium			163	
Manganese	0		1890	
Mercury	.01			
Molybdenum	3.97	350	94.30	3500
Nickel	67.90	20	764	2000
Potassium			465	
Selenium	5	1	56.40	100
Silicon			207	
Silver	1.08	5	12.60	500
Sodium			47	
Thallium	5	7	232	700
Tin			239	
Titanium			14.80	
Vanadium	.71	24	19	2400
Zinc	4.41	250	52.20	5000

APPENDIX A

Ninyo & Moore

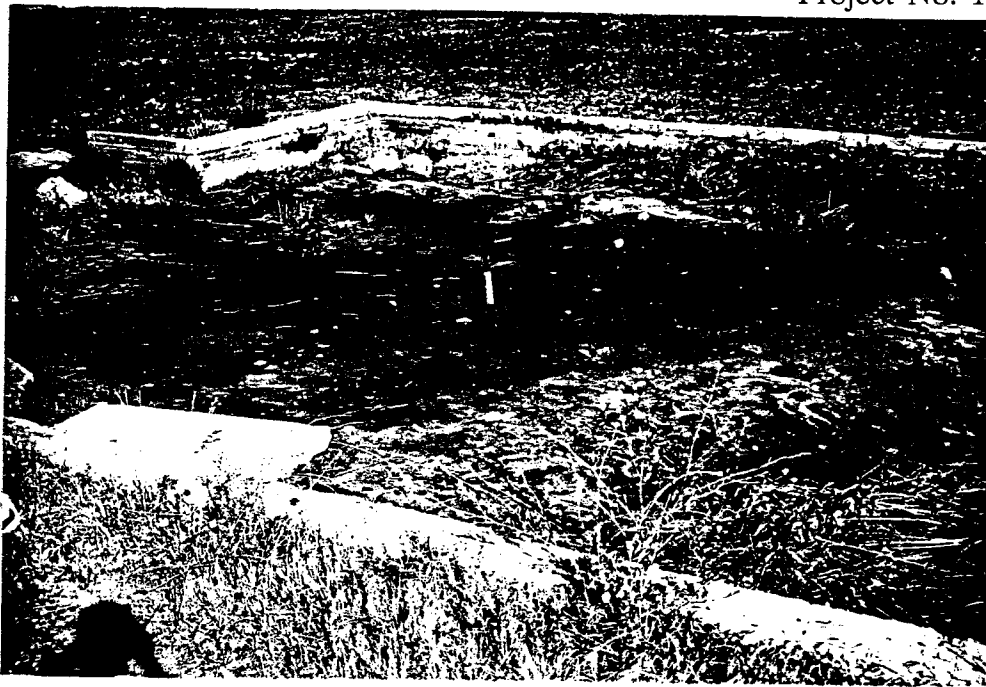
APPENDIX A

References

1. Ninyo & Moore, Inc., 1989, Environmental Assessment Chula Vista/Bay Boulevard & "E" Street, Chula Vista, California.
2. State of California, California Code of Regulations, 1986. Title 26, Toxics.
3. United States Code of Federal Regulations, 1988, Title 40, Chapter 1.
4. United States Environmental Protection Agency, Office of Solid Waste And Emergency Response, Washington, DC 20460, November 1986. Test Methods for Evaluating Solid Waste. Volume II: Field Manual Physical/Chemical Methods. SW-846.

APPENDIX B

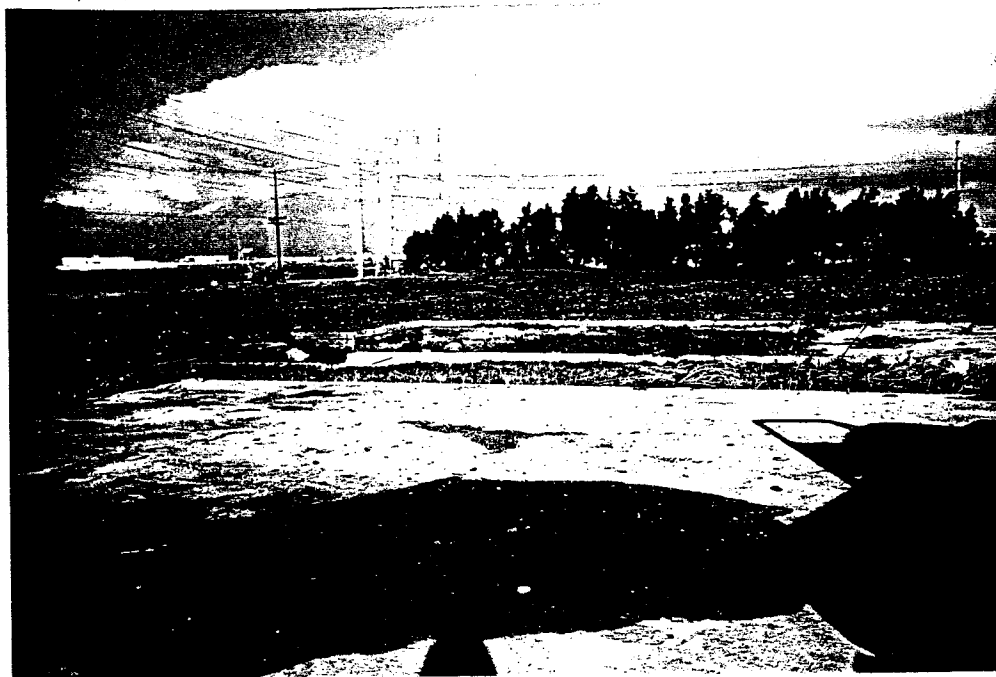
Ninyo & Moore



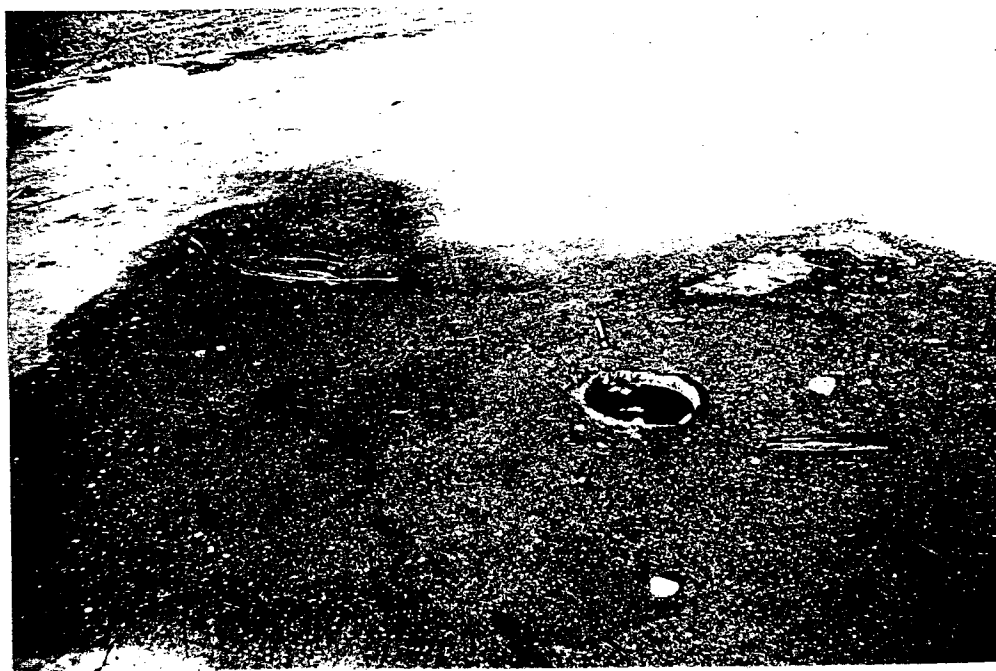
Photograph #1 - Area 1 Sampling Location.



Photograph #2 - Area 1 Sampling Location.



Photograph #3 - Area 2 Cement Slab and Oil Stain.



Photograph #4 - 12 inch Steel-Cased Hole and Oil Stain in Area 2.



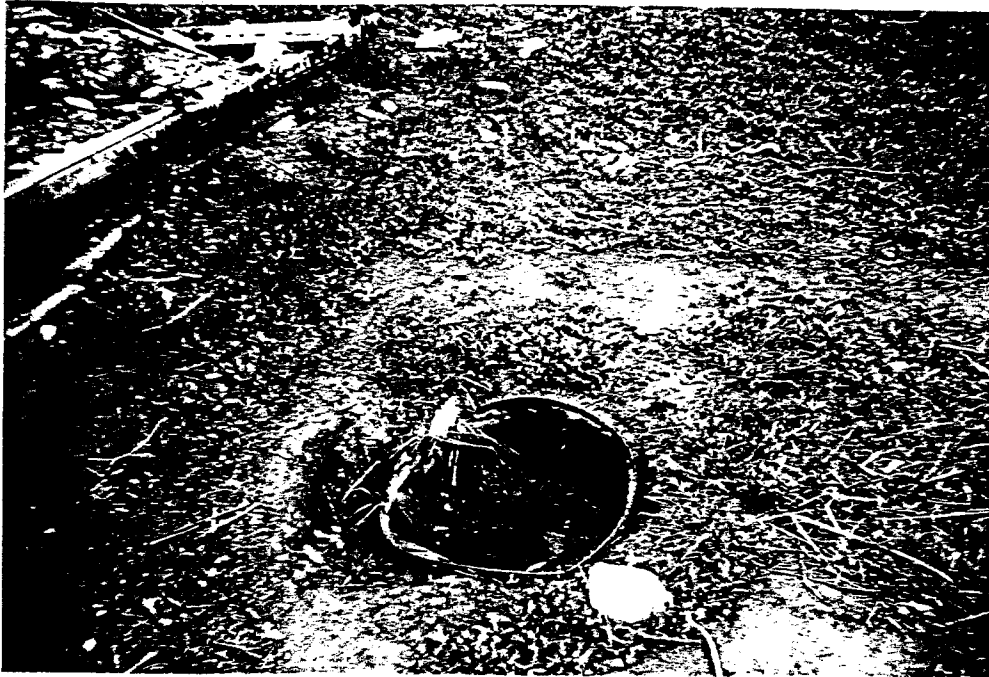
Photograph #5 - Associated Piping in Area 2



Photograph #6 - Pipe and Associated Electrical Connections in Area 3.



Photograph #7 - Subsurface Foundation for Pipe in Area 3.



Photograph #8 - Partially Buried 55 Gallon Drum in Area 4.



Photograph #9 - Pea Gravel Beneath 55 Gallon Drum

v

APPENDIX C

Ninyo & Moore

QUALITY ASSURANCE LABORATORY
6555 NANCY RIDGE DR., SUITE 300
SAN DIEGO, CALIFORNIA 92121
(619) 566-1060

NINYO & MOORE
ATTN: TORSTEN KRUGER
6150 LUSK BLVD
SAN DIEGO, CA 92121

DATE OF REPORT APRIL 5, 1989
DATE RECEIVED MARCH 21, 1989
DATE OF SAMPLE MARCH 21, 1989
DATE COMPLETED APRIL 3, 1989
ANALYZED BY EM MH JM
SAMPLE TYPE 2 SOIL
PROJECT NAME CHULA VISTA
STREET PROPERTY
PROJECT NUMBER 101066-03

ANALYSES RESULTS

LOG NUMBER	SAMPLE ID	LOCATION	ANALYSIS:	TRPH
			METHOD:	EPA 418.1
			UNITS:	MG/KG
3089-89	CV 3-89-1	AREA 4		13.0

TRPH - TOTAL RECOVERABLE PETROLEUM HYDROCARBONS

Peter Shen DW
PETER SHEN
LABORATORY DIRECTOR

APRIL 5, 1989

NINYO & MOORE
ICAP SCAN - METALS
SAMPLE TYPE - SOIL

LOG NUMBER: 3090-89
SAMPLE ID: CV 3-89-2
LOCATION: AREA 1
UNITS: MG/KG

ANALYSIS

SILVER	12.6
ALUMINUM	103
ARSENIC	319
BORON	28.9
BARIUM	28.5
BERYLLIUM	<0.930
CALCIUM	863
CADMIUM	<7.44
COBALT	86.1
CHROMIUM	417
COPPER	2,250
IRON	272,000
POTASSIUM	<465
MAGNESIUM	163
MANGANESE	1,890
MOLYBDENUM	94.3
SODIUM	47.0
NICKEL	764
LEAD	41.5
ANTIMONY	<46.5
SELENIUM	56.4
SILICON	207
TIN	239
TITANIUM	14.8
THALLIUM	232
VANADIUM	19.0
ZINC	52.2

ANALYZED BY METHOD 6010

Peter Shen DW
PETER SHEN
LABORATORY DIRECTOR

QUALITY ASSURANCE
LABORATORY

APRIL 26, 1989

NINYO & MOORE
TITLE 22 - METALS
SAMPLE TYPE - SOIL

LOG NUMBER: 4098-89
SAMPLE ID: CV 3-89-2
LOCATION: AREA 1
UNITS: MG/L

ANALYSIS

ANTIMONY	<5.00
ARSENIC**	5.46
BARIUM	3.01
BERYLLIUM	<0.100
CADMIUM	<0.800
CHROMIUM	9.58
COBALT	4.26
COPPER	82.2
LEAD	<2.50
MERCURY *	<0.01
MOLYBDENUM	3.97
NICKEL	67.9
SELENIUM	<5.00
SILVER	1.08
THALLIUM	<5.00
VANADIUM	0.708
ZINC	4.41

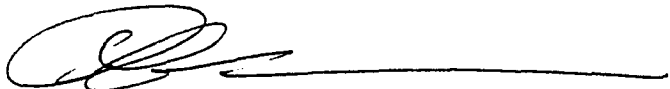
SAMPLE PREPARED BY WASTE EXTRACTION TEST

ANALYZED BY METHOD 6010

* ANALYZED BY METHOD 7470

** ANALYZED BY METHOD 7060

PREVIOUSLY QA LOG #3090-89

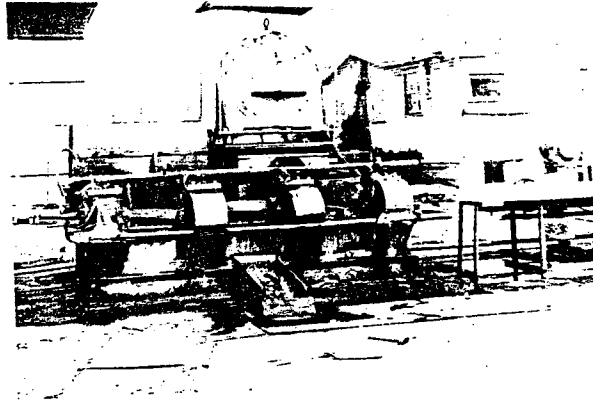


PETER SHEN
LABORATORY DIRECTOR

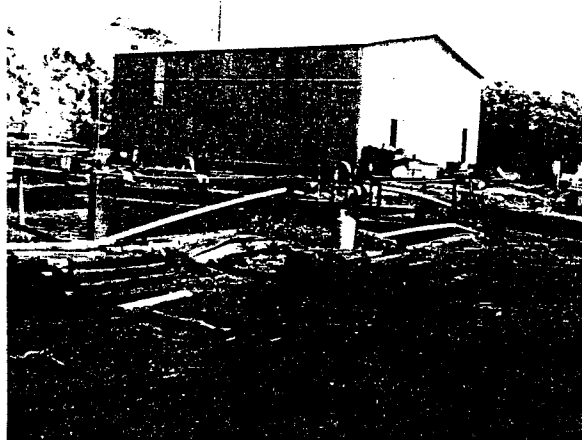
QUALITY ASSURANCE
LABORATORY

APPENDIX D

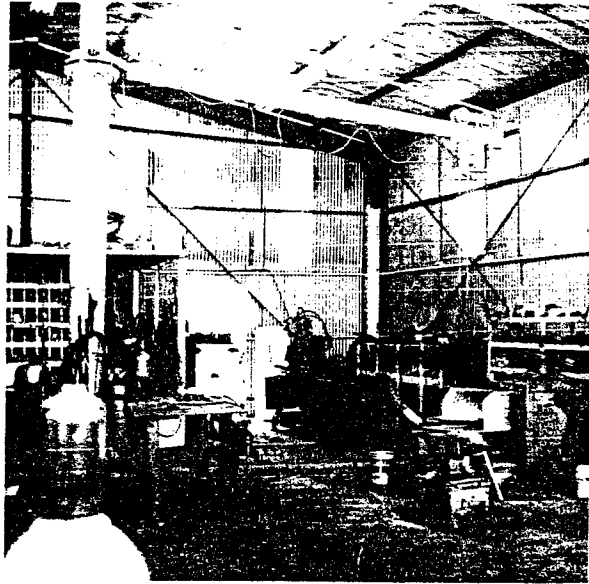
Ninyo & Moore



Photograph #1 - Blast Furnace Previously On-Site.

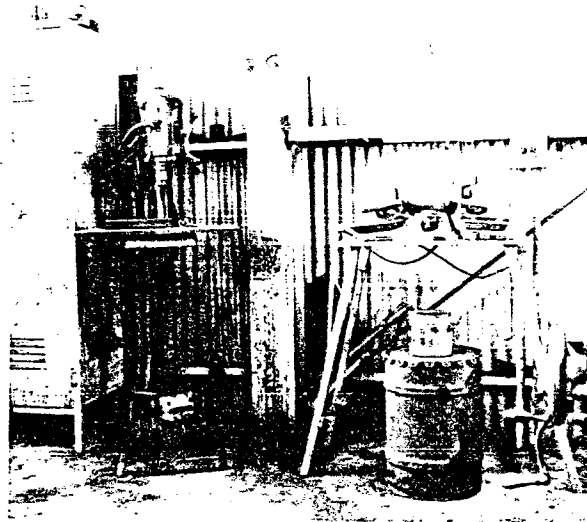


Photograph #2 - Commercial Building Previously Located On-Site.



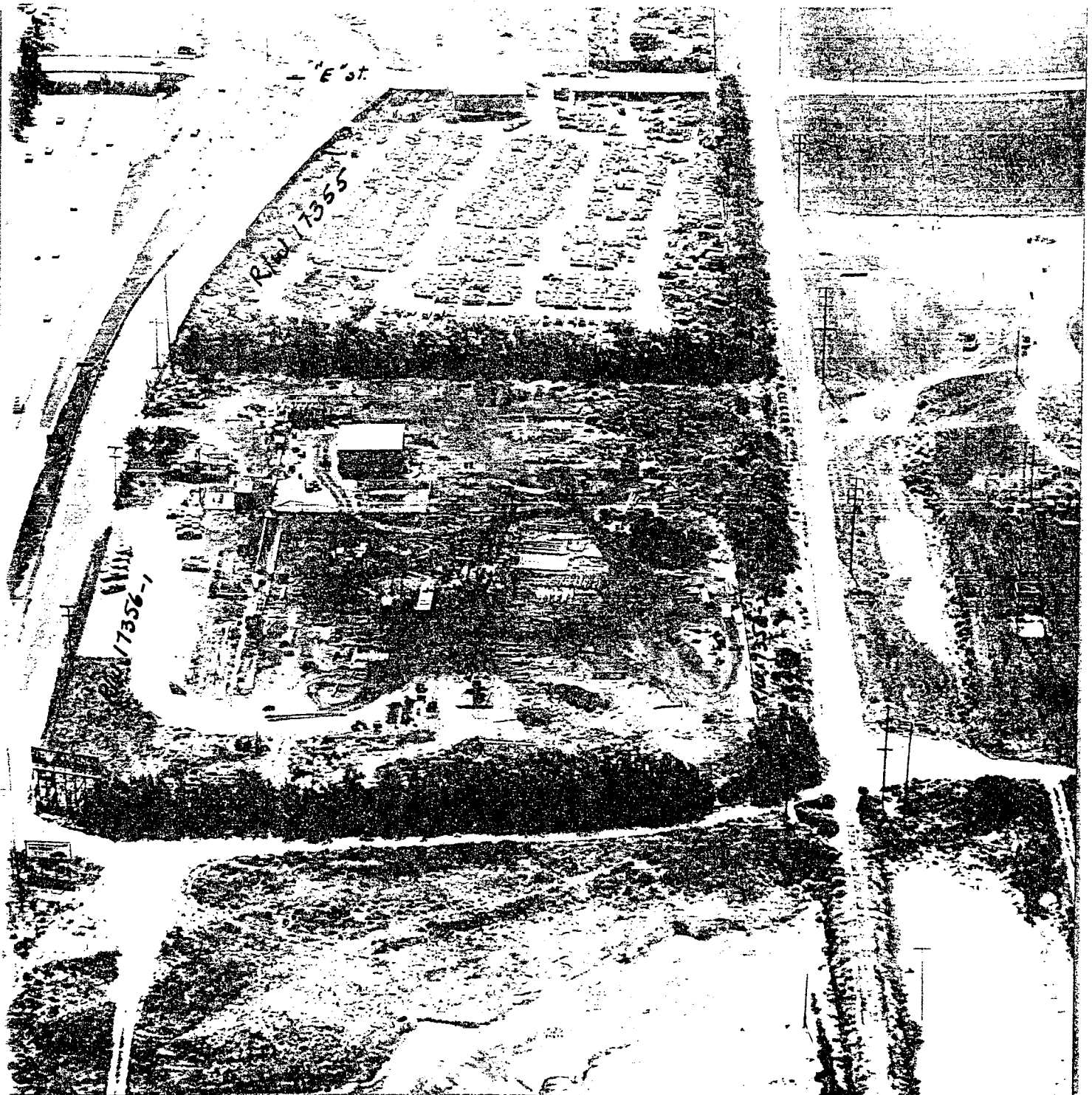
REC
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89

Photograph #3 - Crane Boom Located in Commercial Building.

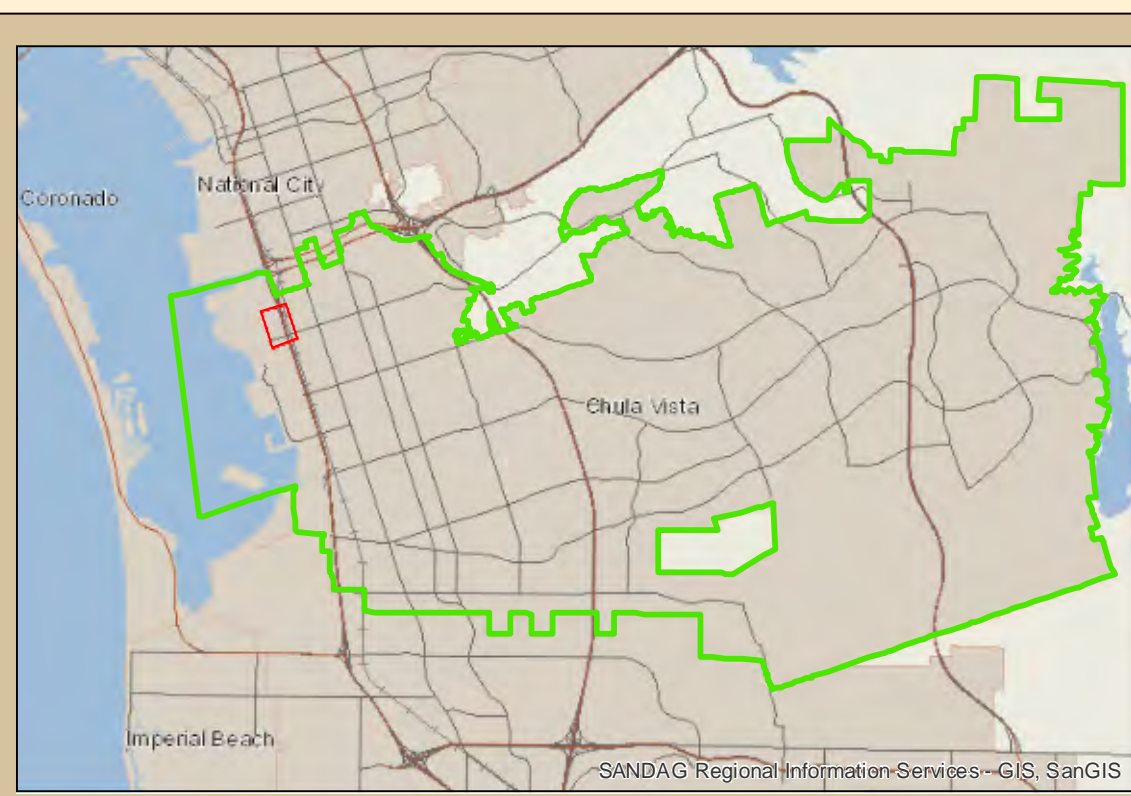
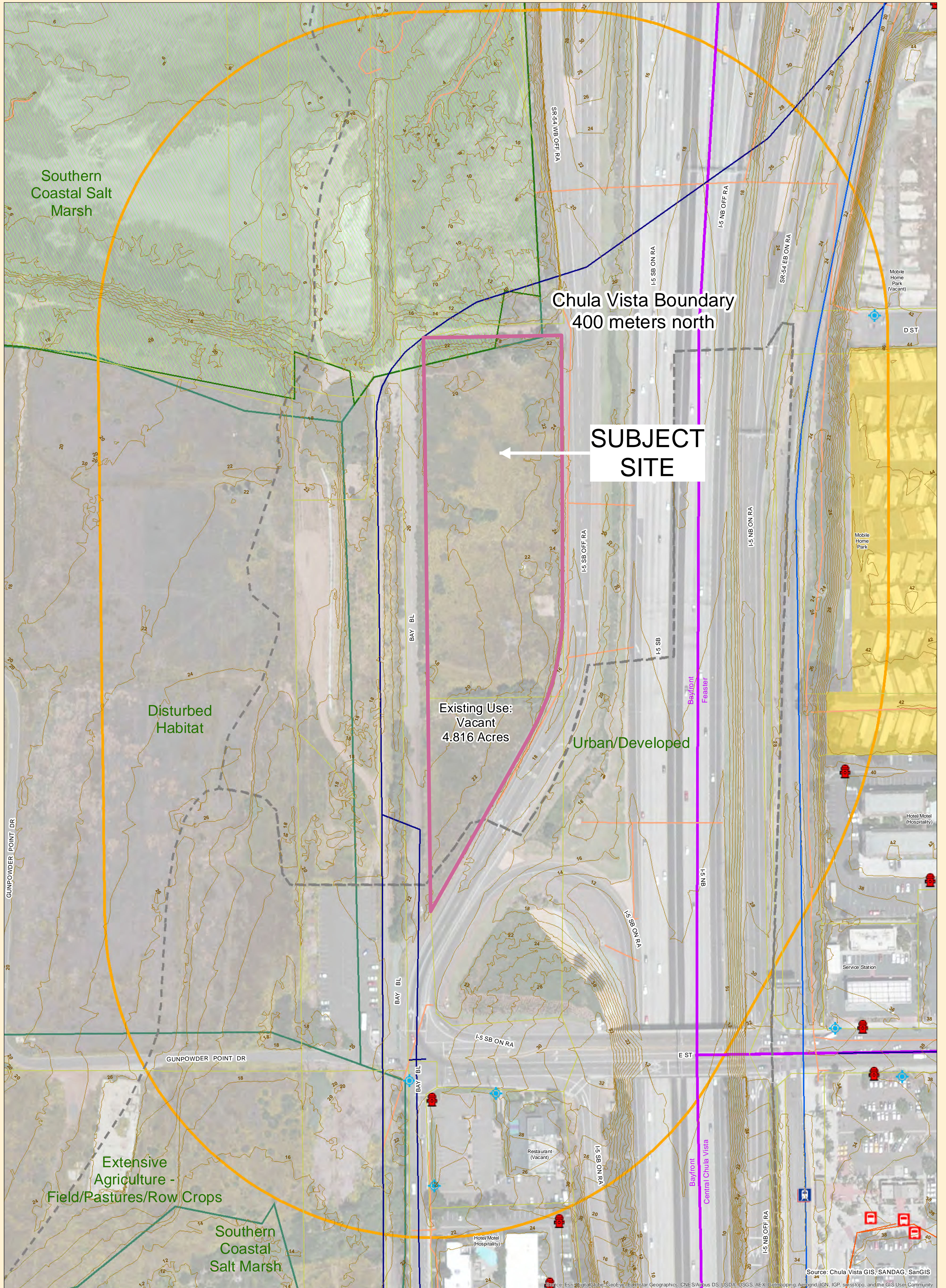


REC
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89

Photograph #4 - Other Equipment Stored On-Site.



Photograph #5 - Historical Aerial Photograph of the Site.



Site Utilization Existing

Location:
Chula Vista Bayfront, E Street
and Bay Boulevard

APN:
565-310-09
565-310-25

Legal Description:
See Attached Parcel Maps and
Descriptions

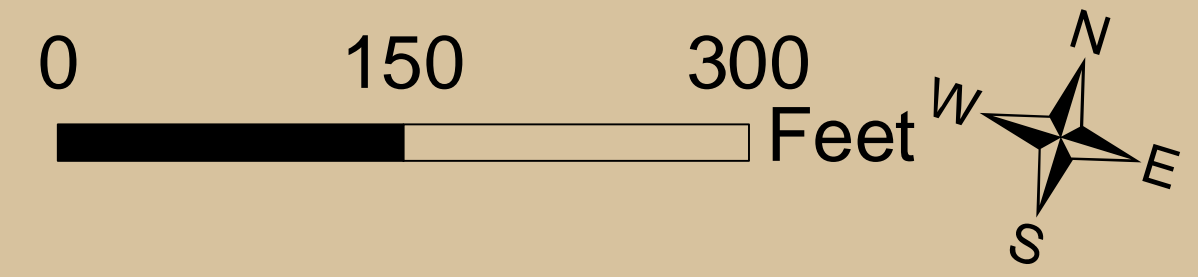
Property Owner Name:
Land Developers Associates, Corp.

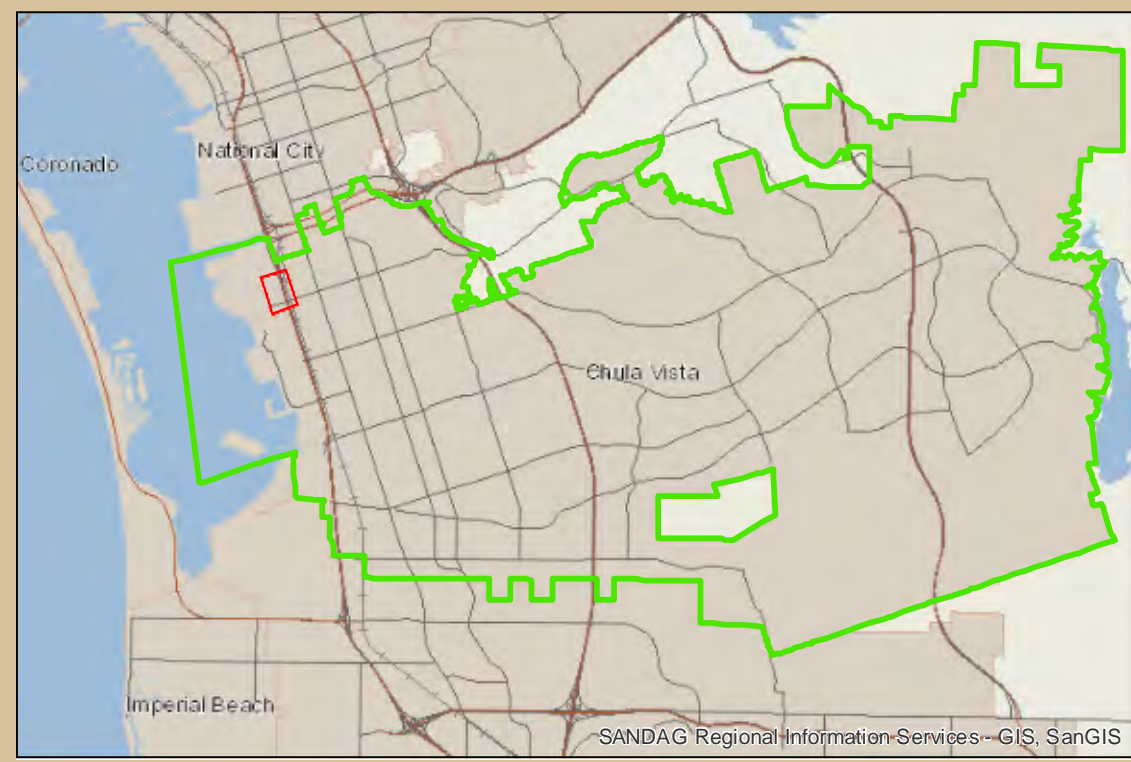
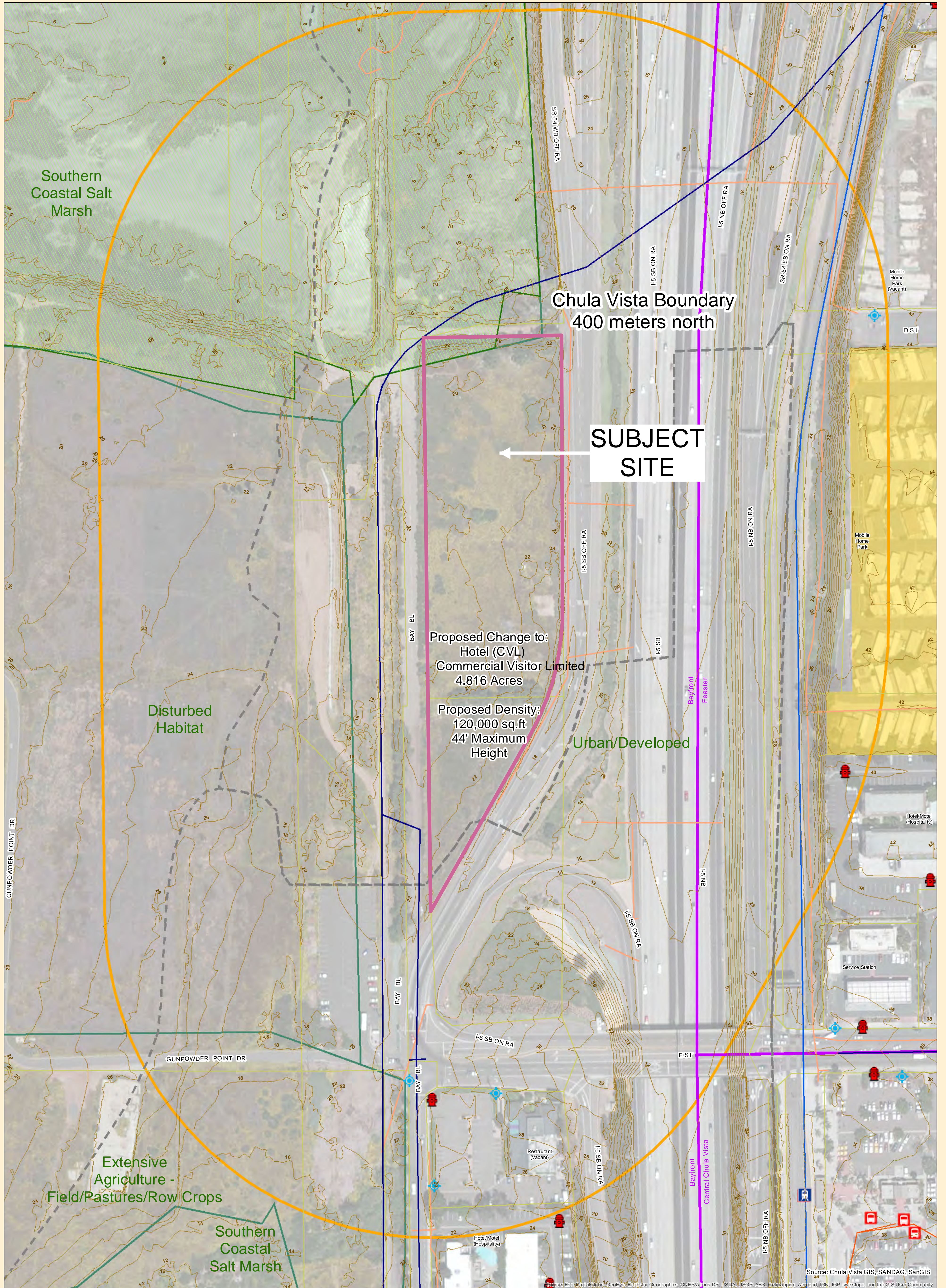
Property Owner Address:
5950 Canoga Ave., Ste. 500
Woodland Hills, CA 91367

Plan Prepared by:
PRM Consulting

Date of Preparation:
3/2/2017

- Chula Vista City Boundary
- Blue Line Trolley
- Subject Site
- Fire Hydrants
- Bus Routes
- Parcels & Right of Way
- GTFS Trolley Stops
- Wastewater Mains
- Neighborhood
- GTFS Bus Stops
- Stormwater Mains
- Historic Sites
- Stormwater Basins
- MSCP Preserve
- MSCP Vegetation





Site Utilization Proposed

Location:
Chula Vista Bayfront, E Street and Bay Boulevard

APN:
565-310-09
565-310-25

Legal Description:
See Attached Parcel Maps and Descriptions

Property Owner Name:
Land Developers Associates, Corp.

Property Owner Address:
5950 Canoga Ave., Ste. 500
Woodland Hills, CA 91367

Plan Prepared by:
PRM Consulting

Date of Preparation:
3/2/2017

- Chula Vista City Boundary
- Street Lights
- Fire Hydrants
- GTFS Trolley Stops
- GTFS Bus Stops
- 2014 Topo 2ft
- Blue Line Trolley
- Bus Routes
- Wastewater Mains
- Stormwater Mains
- Stormwater Basins
- Subject Site
- Parcels & Right of Way
- Neighborhood
- Buffer 600 ft
- Historic Sites
- MSCP Preserve
- MSCP Vegetation

