CITY OF CHULA VISTA
PEDESTRIAN BRIDGE DEVELOPMENT IMPACT FEE
REPORT FOR EASTERN URBAN CENTER (EUC)
JUNE 17, 2013

Prepared by:

CITY OF CHULA VISTA
PEDESTRIAN BRIDGE DEVELOPMENT IMPACT FEE REPORT

INDEX

1. Background and Purpose of Report

The Pedestrian Bridge Development Impact Fee Report ("Report") is being prepared at the request of SLF IV MCMILLIN MILLENIA JV, LLC ("McMillin"). In connection with developing residential and non-residential property in the Eastern Urban Center ("EUC"), the McMillin "Millenia" project is currently conditioned to construct a pedestrian bridge to connect the Eastern Urban Center property, including the Millenia project, to Village 11. The enactment of a pedestrian bridge development impact fee ("PBDIF") has been determined to be the appropriate method of securing the funding for the bridge. Fees have already been collected from 2,249 units which have been issued a building permit within neighborhoods of the Village 11 project.

It is the City's intent that the cost of the pedestrian bridge be shared among the various beneficiaries of the bridge. The purpose of the Report is to determine an appropriate pedestrian bridge development impact fee based on the cost of the pedestrian bridge, the area of benefit, the type of land use and its corresponding benefit. The bridge described in this Report is considered an additional facility need of the City arising as a result of new development. Government Code Section 66000 requires that a City establish a reasonable relationship or "nexus" between a development project or class of development projects, and the public improvements for which a development impact fee is charged.

To meet the requirements of Government Code 66000, the Report must demonstrate compliance with the following items:

- Identify the purpose of the fee;
- Identify the use to which the fee will be put;
- Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed (i.e., a "type" nexus); and
- Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed (i.e., a "burden" nexus). In addition, when a city imposes a fee as a condition of development approval, it must determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of that facility attributable to the development on which the fee is imposed.

Government Code Section 66000 also requires that a public agency segregate and account for the fees received separate from the general fund. Additionally, if a public agency has had possession of a developer fee for five years or more and has not committed or expended the funds for a public facility, then the public agency must make a finding describing the continuing need for the fees each fiscal year after the five year period has expired.

2. Description of Pedestrian Bridge and Cost Estimates

The pedestrian bridge included within this Report is described as the Eastlake Parkway Pedestrian Bridge. The location of the bridge is depicted on the map attached to this Report as Exhibit 1. A summary of the total current estimated cost of constructing the bridge, including soft costs are summarized as follows:

		Eastlake Pky. Bridge
Hard Cost		
Construction Cost		$ 1,710,022
Contingency @ 10%		171,002
Total Hard Cost		$ 1,881,024
Total Hard Cost (rounded)	[1]	$ 1,882,000
Soft Cost		
Design Cost @ 15%		$ 282,300
Construction & Special Inspection Cost @ 15%		282,300
Plan Check & City Inspection Cost @ 6%		112,920
Project Admin. (Audit) @ 2%		37,640
Program Administration @ 5%		94,100
Development Supervision @ 1.75%		32,935
Contingency @ 10% of Soft Costs		84,220
Total Soft Cost	[2]	$ 926,415
Total Hard & Soft Cost	[1] + [2] = [3]	$ **2,808,415**

The cost estimate shown above is based on a study prepared by Simon Wong Engineering on May 6th, 2013; the details of such estimate are described in Exhibit 4. The bridge will be constructed as a three-span cast-in-place prestressed concrete box girder bridge. Design features include haunched girders in each span, rectangular columns with stone façade, and stained concrete superstructure. The bridge is planned to be 12 feet wide with a 10 foot wide walkway, a minimum vertical clearance of 18 feet 6 inches, and 286 feet in length. A hard cost contingency factor of 10% has been applied.

The design cost includes the cost of preparing design-related plans, including the cost associated with checking and reviewing such plans. The construction and special inspection cost includes the City inspection cost and the cost of retaining an outside firm with special experience in bridge inspections. The plan check and city inspection cost includes the cost of City plan checking and inspections. The project administration cost includes the City's cost associated with verifying and auditing bridge expenditures and related documentation. The program administration cost includes the City's cost associated with monitoring and updating this fee program including, but not limited to, tracking building permits and changes in land use, collecting the fee, and revising cost

estimates to ensure the adequacy of this fee program. The development supervision cost includes construction management and oversight.

3. Area of Benefit

The Otay Ranch General Development Plan has been designed, in part, to promote the pedestrian and bicycle trials as alternatives to using an automobile to access the village core and neighboring villages. The pedestrian bridge described in this Report is an integral part of the overall Otay Ranch pedestrian trail system for the system to operate as designed.

The Eastlake Parkway Bridge crosses Eastlake Parkway between Olympic Parkway and Hunte Parkway near the intersection of Birch Road and serves to connect the existing pedestrian trail system within Village 11 to the planned pedestrian trail system within the EUC property (Planning Area 12). All of the properties within the EUC planning area will benefit from the installation of this bridge primarily due to: (i) its location and proximity to the bridge, and (ii) its ease of access to the bridge based on the trail configuration. Additionally, the properties are identified as part of the Eastern Urban Center "village" for planning purposes under the City's General Plan, General Development Plan, and McMillin's approved SPA plan. There is an existing PBDIF program for Village 11 which was established to fund one-half of the anticipated cost of the Eastlake Parkway Bridge as determined at the time such fee program was initially established in 2002 and subsequently updated in 2005. All residential properties in Village 11 are required to pay to fund the construction of this bridge. At the time the Village 11 PBDIF program was considered by the City Council, the City Council agenda statement indicated that the portion of the bridge not funded by the Village 11 PBDIF will be borne by the developer of Eastern Urban Center developments.

A summary of the areas of benefit ("AOB") based on the discussion above is as follows.

Village	Developer	Project	Eastlake Pky. Bridge
Eastern Urban Center	McMillin	Millenia	AOB
Eastern Urban Center	OLC	EUC (a)	AOB
Village 11	N/A	N/A	AOB (b)

(a) Represents the portion of the EUC property being developed by Otay Land Company, LLC ("OLC"), located north of Hunte Parkway and south of the McMillin Millenia project.

(b) Village 11 is subject to an existing pedestrian bridge development impact fee program for its share of the Eastlake Parkway Bridge. Village 11 is nearing full buildout and fees collected to date are on hand with the City in a special account for such purpose.

4. Development within the Area of Benefit

The properties within the AOB described in this Report are in various stages of the entitlement process. Property within the AOB has development approvals ranging from General Plan and General Development Plan level designations (OLC) to a Tentative Map and SPA plan approval (McMillin). An "A" Map allows the transfer of ownership of individual neighborhood areas. A "B" Map functions as a final map and allows property owners to obtain building permits and create individual lots. However, no

single family development is anticipated in the EUC portion of the AOB. All of the units in the EUC are anticipated to be multifamily units which typically are developed pursuant to the recordation of a condominium plan pursuant to California Civil Code 1352.

The current entitlement status and land use for property within the AOB by project, is as follows:

McMillin:

- Millenia: This project is a fully entitled 206-acre master planned community, with an approved SPA plan, Tentative Map, certified EIR, along with a Parks Agreement and a Development Agreement. Millenia is planned for 2,983 multifamily residential units and 3.4 million square feet of commercial uses. Phase 1 of the project is currently in the final engineering phase and a groundbreaking is anticipated late second quarter or early third quarter of 2013.

Otay Land Company (OLC):

- EUC: This area consists of the portion of EUC located north of Hunte Parkway and south of the McMillin Millenia project, planned for 699 multifamily residential units and a 3.64 acre park. This project has received approval of General Plan and General Development Plan amendments which are needed for a project-specific SPA plan. The SPA plan and Tentative Map are expected to go before City Council for approval in summer of 2013.

The land use assumptions in Exhibit 3 will serve as the basis for allocating the benefit of the pedestrian bridge and determining the pedestrian bridge development impact fee in this Report.

The residential land uses will have different degrees of benefit from the installation of a pedestrian bridge. Residential units containing larger square footage will typically hold more people per household than the residential units containing smaller square footage. As such, residential units with a larger number of people per household will inure greater benefit from using the pedestrian trail system and the pedestrian bridge than residential units with a smaller number of people per household. The City utilizes people per household factors ("PPHF") in determining the amount of parkland dedication required by new development projects pursuant to City Ordinance, Chapter 17.10. The PPHF used in Chapter 17.10 can serve as a reasonable method of allocating the bridge benefit to residential uses. Chapter 17.10.040 applies PPHF to the following residential uses:

Single Family Detached ("SFD")	3.52 people per household
Multi Family ("MF")	2.61 people per household

Chapter 17.10.040 also applies a factor of 1.50 persons per dwelling unit for hotel/motel land uses, however, this factor is not utilized herein as the pedestrian bridge cost is not allocated to commercial land uses as further described below. Also, please note the McMillin SPA plan indicates slightly different PPHF factors of 3.3 for single family detached and 2.58 for multifamily, however, since the OLC portion of the EUC property

is not included in the McMillin SPA plan, the City Ordinance Chapter 17.10 was determined to be a more appropriate source for the PPHF.

For purposes of clarification and the ease of program administration, we have developed the following definitions for the above mentioned residential land use categories:

"SFD" means a single residential unit on a single assessor's parcel in within a tract with a density of less than or equal to 8 residential units per acre.

"MF" means any residential unit within a tract with a density greater than 8 residential units per acre.

For purposes of allocating the bridge benefit to different types of residential uses, the PPHF's described in the preceding table were used in this Report. The estimated residential product types anticipated to be developed for each planning area, as noted in Exhibit 3, were derived from the approved SPA Plan for the McMillin property and from the current proposed Tentative Map for the OLC property.

The non-residential property consisting of mixed use, commercial, community purpose facility, schools, and parks is considered to inure insignificant benefit from the installation of the pedestrian bridge. A small number of employees related to the mixed use, commercial, and community purpose facility uses may utilize the pedestrian trail system and the bridge for fitness and recreation purposes during and after work hours, however, the degree of this use and benefit inured to these types of properties is considered immaterial and insignificant. These land uses do not generate pedestrian trail users, instead their purpose is to serve or accommodate the residential users in the villages. As such, mixed use, commercial, community purpose facility, school and park uses within EUC are considered exempt from the pedestrian bridge fee obligation described in this Report.

5. Pedestrian Bridge Development Impact Fee Methodology

The Steps or methodology used to develop the pedestrian bridge development impact fee applicable to residential units within EUC is as follows:

Step 1: Determine the total construction cost estimate for the bridge.

Step 2: Determine the amount of available funds for the Eastlake Parkway pedestrian bridge from the existing PBDIF for Village 11 and remaining fees to be collected for future building permits in Village 11.

Step 3: Subtract from the total construction cost estimate in Step 1 the available and anticipated funds determined in Step 2 to determine the net bridge cost estimate allocable to EUC.

Step 4: For the AOB, determine the total number of people per planning area by multiplying the actual and/or planned residential units within the planning area by the applicable PPHF.

Step 5: Determine the total number of people within the AOB by summing the results of each planning area from Step 4.

Step 6: Determine the bridge cost allocable to a planning area by multiplying the applicable bridge cost in Step 3 by the fraction obtained by dividing the total number of people per planning area as determined in Step 4 by the total number of people within the AOB as determined in Step 5.

Step 7: Determine the applicable bridge cost per residential unit by dividing the bridge cost allocable to the planning area as determined in Step 6 by the actual and/or planned residential units within each planning area.

Exhibit 3 outlines on a detailed basis the methodology used to calculate the pedestrian bridge development impact fee applicable to residential units within EUC.

6. Implementation of Pedestrian Bridge Development Impact Fee

The City Council may periodically review the adequacy of the pedestrian bridge development impact fee established in this Report and the attached Ordinance. The City Council, by resolution, may adjust the amount of this pedestrian bridge development impact fee, as necessary, to reflect changes in: (i) the Engineering News Record Construction Cost Index, (ii) the cost of the pedestrian bridge, and (iii) the land use assumptions used in this Report. The pedestrian bridge development impact fee is required to be paid upon the issuance of a building permit.

A developer may request authorization from the City to construct the pedestrian bridge. Upon application by a developer to construct a pedestrian bridge, an agreement shall be prepared for City Council action which contains at least the following information and requirements:

a) A detailed description of the project, including a preliminary cost estimate;

b) The developer shall: (i) prepare plans and specifications for approval by the City, (ii) secure and dedicate any right-of-way required for the project, (iii) secure all required permits, environmental clearances necessary for the construction of the project, (iv) provide performance bonds, and (v) pay all City fees and costs;

c) The developer shall advance all necessary funds to construct the project. The City will not be responsible for any construction costs beyond those agreed to in advance by the City;

d) The developer shall secure at least three (3) qualified bids for the construction. Any extra work charges during construction shall be justified and documented;

e) When all work has been completed to the satisfaction of the City, the developer shall submit verification to the City of payments made for the construction. The City Manager shall make the final determination on expenditures eligible for credit or cash reimbursement;

f) The City shall inspect all construction and verify quantities, in accordance with the City and state code, to ensure the final improvement complies with all applicable standards and is constructed to the satisfaction of the City Engineer;

g) The developer will receive a credit against the required development impact fees during the issuance of building permits for the proposed development. If the total construction cost amounts to more than the total required development impact fees, the developer will be paid the excess cash when funds are available as determined by the City Manager.

The ordinance attached herein as Exhibit 5 addresses, among other things, the developer construction of the pedestrian bridge(s), the pedestrian bridge development impact fee, the procedure for waiver or reduction of the development impact fee, and exemptions. With the adoption of the pedestrian bridge development impact fee, the following development impact fees identified in Exhibit 5 would apply.

EXHIBIT 1

Map of Pedestrian Bridge Location

Pedestrian Bridge Location

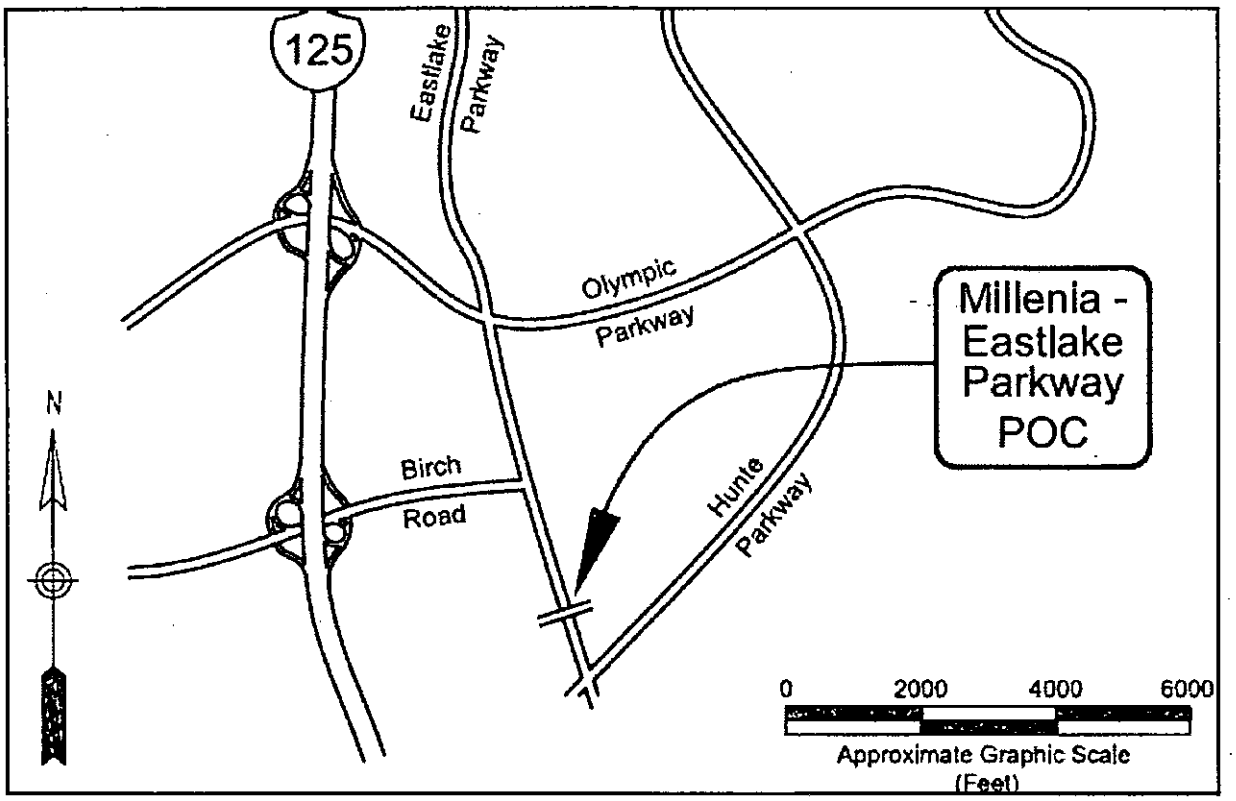
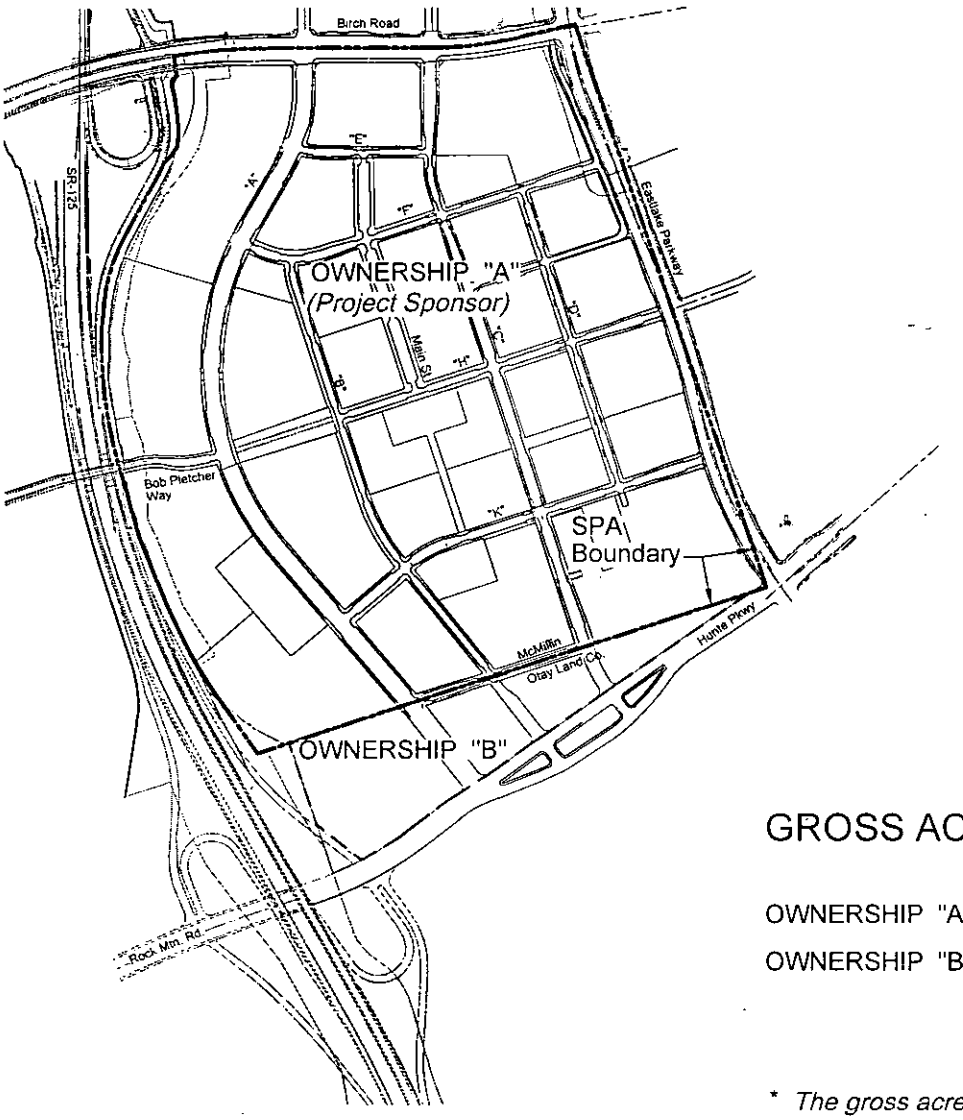


EXHIBIT 2

Area of Benefit

EUC Ownerships



GROSS ACRES *

OWNERSHIP "A"	206.6
OWNERSHIP "B"	22.2

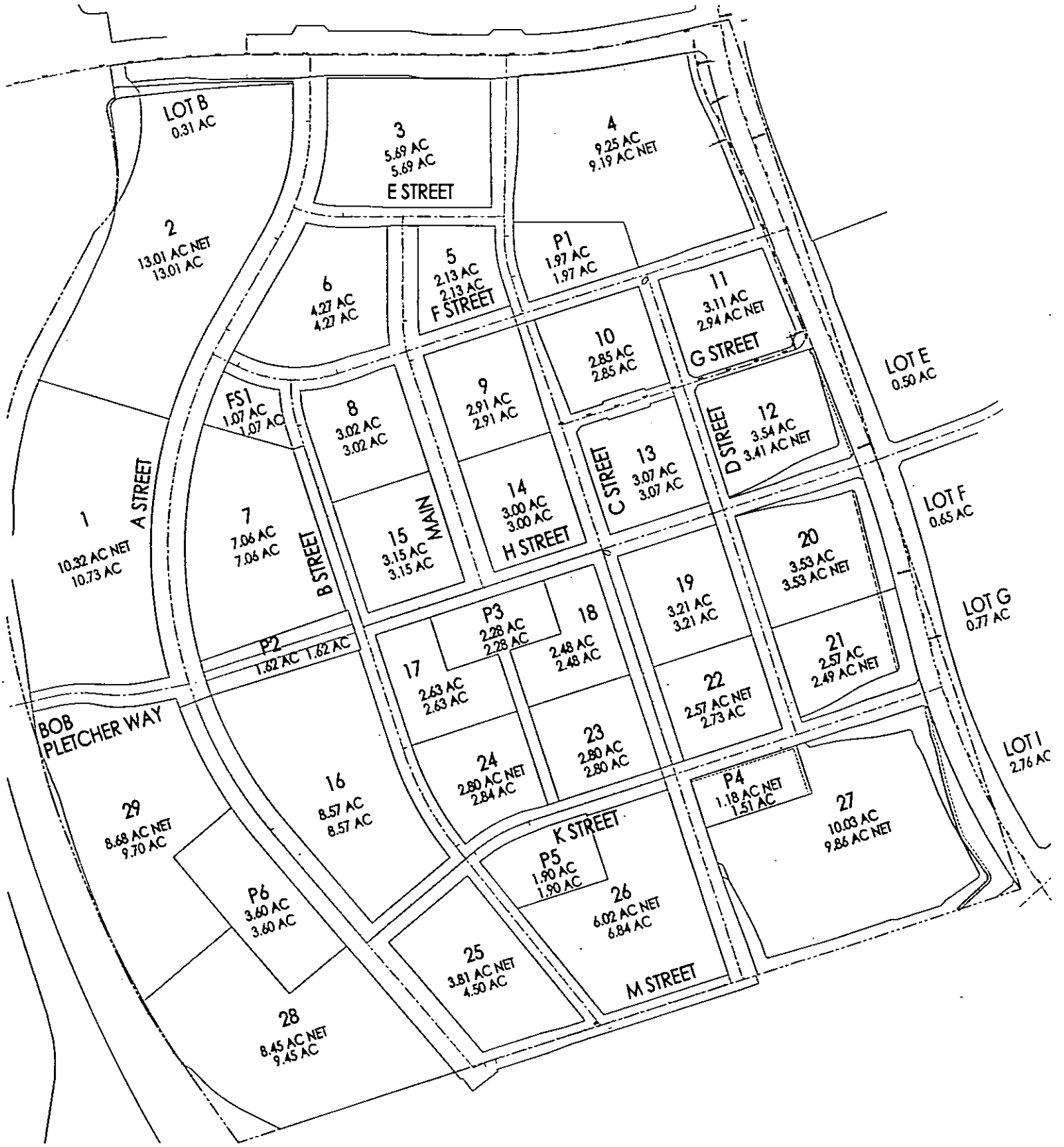
* *The gross acres shown do not include the perimeter arterials. The acreage indicated for ownership "B" is approximate.*

CITY OF CHULA VISTA

Eastern Urban Center
OTAY RANCH

MILLENIA

McMillin - Millenia



Otay Land Company - EUC Project Area

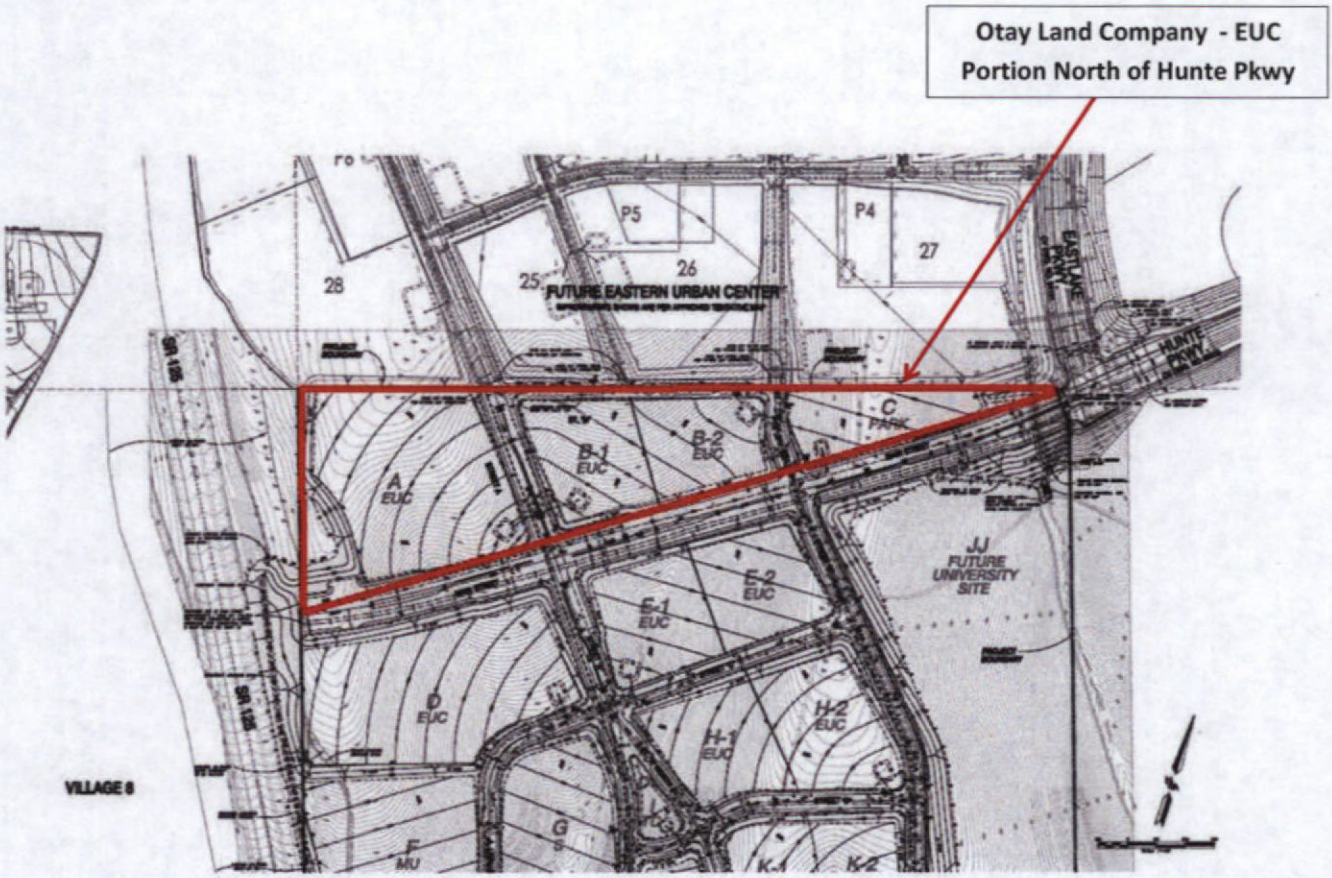


EXHIBIT 3

Summary of Pedestrian Bridge Development Impact Fee

Draft

EXHIBIT 3

SUMMARY OF PEDESTRIAN BRIDGE DEVELOPMENT IMPACT FEE PER UNIT

EUC:	Eastlake Pky Bridge	
SFD - Fee per Unit	$ 615.13	(a)
MF - Fee per Unit	$ 456.10	

Footnote:

(a) As there are no single family units planned to be constructured in the Area of Benefit, the fee for Single Family Detached units is based on the persons per household (PPH) factor relative to Multifamily units multiplied by the Multifamily fee per unit.
[SFD PPH 3.52 ÷ MF PPH 2.61 = 1.35 x $456.10 = $615.13].

EXHIBIT 3

Draft

		Eastlake Pky. Bridge
Hard Cost		
Construction Cost		$ 1,710,022
Contingency @ 10%		171,002
Total Hard Cost		$ 1,881,024
Total Hard Cost (rounded)	[1]	$ 1,882,000
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Plan Check & City Inspection Cost @ 6%		112,920
Project Admin. (Audit) @ 2%		37,640
Program Administration @ 5%		94,100
Development Supervision @ 1.75%		32,935
Contingency @ 10% of Soft Costs		84,220
Total Soft Cost	[2]	$ 926,415
Total Hard & Soft Cost	[1] + [2] = [3]	**$ 2,808,415**
Less:		
Available Funds (Village 11 PBDIF)		$ 1,097,036
Projected Future Village 11 PBDIF Collections		32,011
	[4]	$ 1,129,047
Remaining Bridge Cost	= [3] - [4]	**$ 1,679,367**

Draft

EXHIBIT 3

Eastlake Pky Percentage of Village 11 Ped Bridge DIF			
	Hunte Parkway Bridge	Eastlake Parkway Bridge	Total
Total Hard & Soft Cost (a)	$ 3,379,374	$ 1,923,704	$ 5,303,078
One Half of Bridge Cost	$ 1,689,687	$ 961,852	$ 2,651,539
% of Total	63.7%	36.3%	100.0%

Projected Fee Revenue from Remaining Village 11 Units					
	Remaining Units (b)	Fee (effective 10/1/12)	Fee Revenue	Eastlake Pky Share	Eastlake Pky Fee Revenue
Single Family	-	$ 2,241	$ -	36.3%	$ -
Multifamily	53	$ 1,665	$ 88,245	36.3%	$ 32,011
Total	53		$ 88,245		$ 32,011

Village 11 PBDIF Fund Balance	
Fund 588 Balance (as of 5/9/13) (c)	$ 3,024,202
Percentage allocable to Eastlake Pky Bridge	36.28%
Allocable Fund Balance for Eastlake Pky Bridge	1,097,036

Footnotes:

(a) Per Pedestrian Bridge DIF Report for Village 11, May 26, 2005.

(b) Per Brookfield Homes, May 22, 2013.

(c) Per City of Chula Vista, May 9, 2013.

EXHIBIT 3

Draft

TM Lot	Area	Description	Gross Acres	Non Res SF	Res Units	Res Density	Res Product Type	Persons per House-hold Factor	Total Persons per Household	Cost per Planning Area	Cost per Unit
McMillin - Millenia											
1	4	Business District	11.00	225,641						-	N/A
2	1	Gateway Mixed Use District	13.13	254,630						-	N/A
3	1	Gateway Mixed Use District	5.67	73,050						-	N/A
4	2	Northwestern Neighborhood District	9.25		260	28	MF	2.61	679	118,586	$ 456.10
5	6	Main Street District	2.13	17,685	87	41	MF	2.61	227	39,590	$ 456.10
6	6	Main Street District	4.27	36,765	180	42	MF	2.61	471	82,300	$ 456.10
7	5	Mixed Use Civic/Office Core District	7.06	152,242						-	N/A
8	6	Main Street District	3.02	25,875	127	42	MF	2.61	331	57,922	$ 456.10
9	6	Main Street District	2.91	24,829	122	42	MF	2.61	318	55,582	$ 456.10
10	3	Northeastern Neighborhood District	2.85		117	41	MF	2.61	305	53,242	$ 456.10
11	3	Northeastern Neighborhood District	3.08		44	14	MF	2.61	115	20,068	$ 456.10
12	7	Eastern Gateway District	3.63		51	14	MF	2.61	133	23,261	$ 456.10
13	3	Northeastern Neighborhood District	3.07		127	42	MF	2.61	333	58,117	$ 456.10
14	6	Main Street District	3.00	25,439	125	42	MF	2.61	326	56,947	$ 456.10
15	6	Main Street District	3.15	27,094	133	42	MF	2.61	347	60,652	$ 456.10
16	5	Mixed Use Civic/Office Core District	8.58	184,477						-	N/A
17	6	Main Street District	2.63	51,161	112	42	MF	2.61	291	50,901	$ 456.10
18	6	Main Street District	2.48	65,366	105	42	MF	2.61	275	47,976	$ 456.10
19	3	Northeastern Neighborhood District	3.21		136	42	MF	2.61	354	61,823	$ 456.10
20	7	Eastern Gateway District	3.66		66	18	MF	2.61	172	30,103	$ 456.10
21	10	Southeastern Neighborhood District	2.72		47	17	MF	2.61	123	21,437	$ 456.10
22	10	Southeastern Neighborhood District	2.66		109	41	MF	2.61	285	49,731	$ 456.10
23	9	Central Southern Neighborhood District	2.80		118	42	MF	2.61	308	53,827	$ 456.10
24	9	Central Southern Neighborhood District	2.84		118	42	MF	2.61	309	54,022	$ 456.10
25	9	Central Southern Neighborhood District	4.51		162	36	MF	2.61	423	73,914	$ 456.10
26	9	Elementary School Site	6.84	N/A	N/A	N/A	N/A			-	N/A
27	10	Southeastern Neighborhood District	10.35		277	27	MF	2.61	723	126,340	$ 456.10
28	8	Southwestern Neighborhood District	9.54		360	38	MF	2.61	940	164,210	$ 456.10
29	4	Business District	9.57	188,397						-	N/A
Subtotal - McMillin Millenia			**149.61**	**1,352,651**	**2,983**				**7,786**	**$ 1,360,552**	
OLC - EUC (Portion North of Hunte Pky)											
A	N/A	Multifamily	9.48		380	40	MF	2.61	992	173,319	$ 456.10
B-1	N/A	Multifamily	4.61		183	40	MF	2.61	478	83,467	$ 456.10
B-2	N/A	Multifamily	3.89		136	35	MF	2.61	355	62,030	$ 456.10
C	N/A	Park	3.64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal - OLC EUC			**21.62**		**699**				**1,824**	**$ 318,815**	
Total			**171.23**	**1,352,651**	**3,682**				**9,610**	**$ 1,679,367**	

EXHIBIT 4

Pedestrian Bridge Type Selection Report (Simon Wong Engineering, dated May 6, 2013)

MILLENIA - EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING

Type Selection Report

MILLENIA

Prepared for:
SLF IV/McMILLIN MILLENIA JV, LLC

Prepared by:
Simon Wong Engineering
9968 Hibert Street, Second Floor
San Diego, CA 92131

May 6, 2013

Simon Wong Engineering

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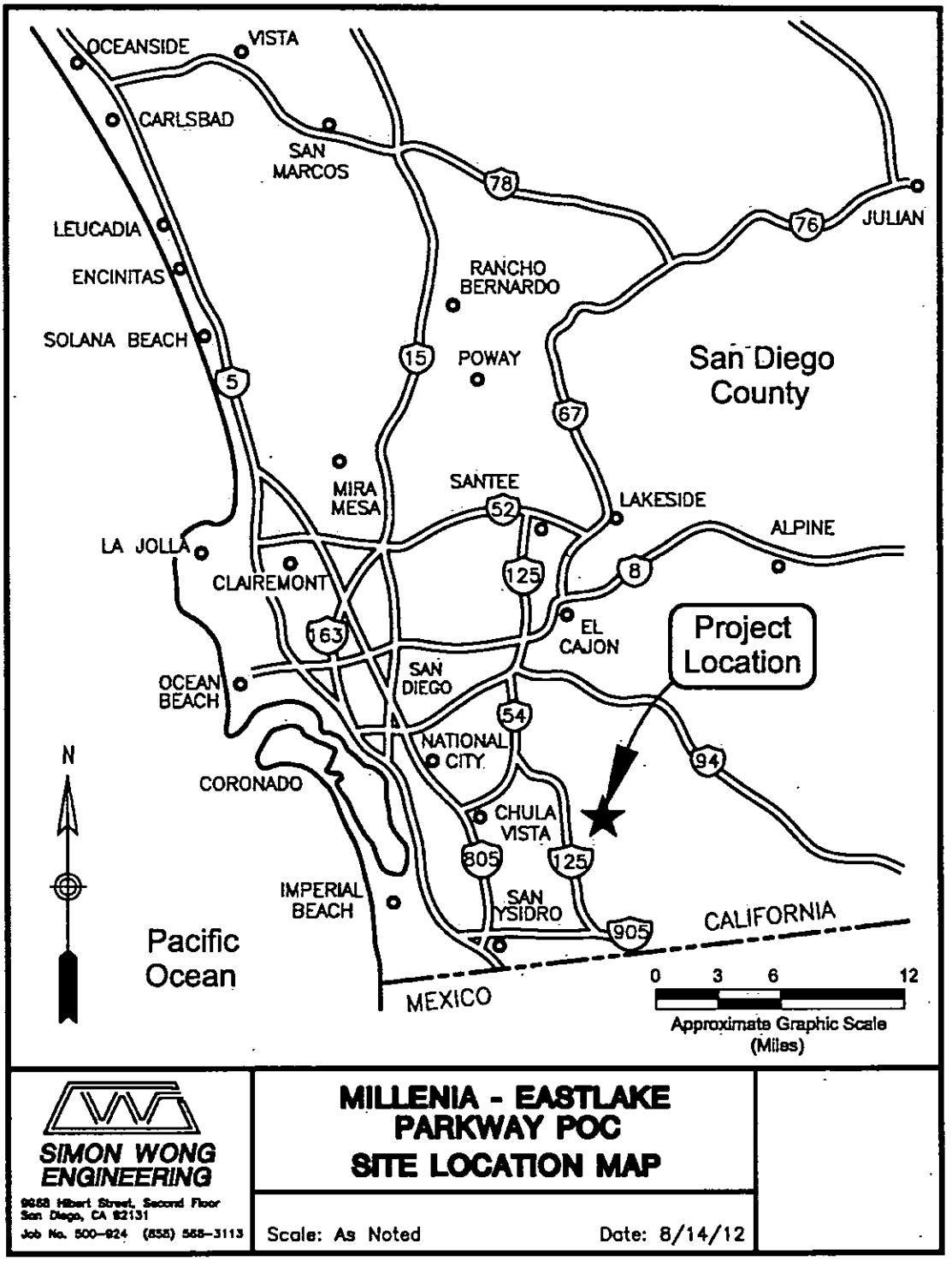
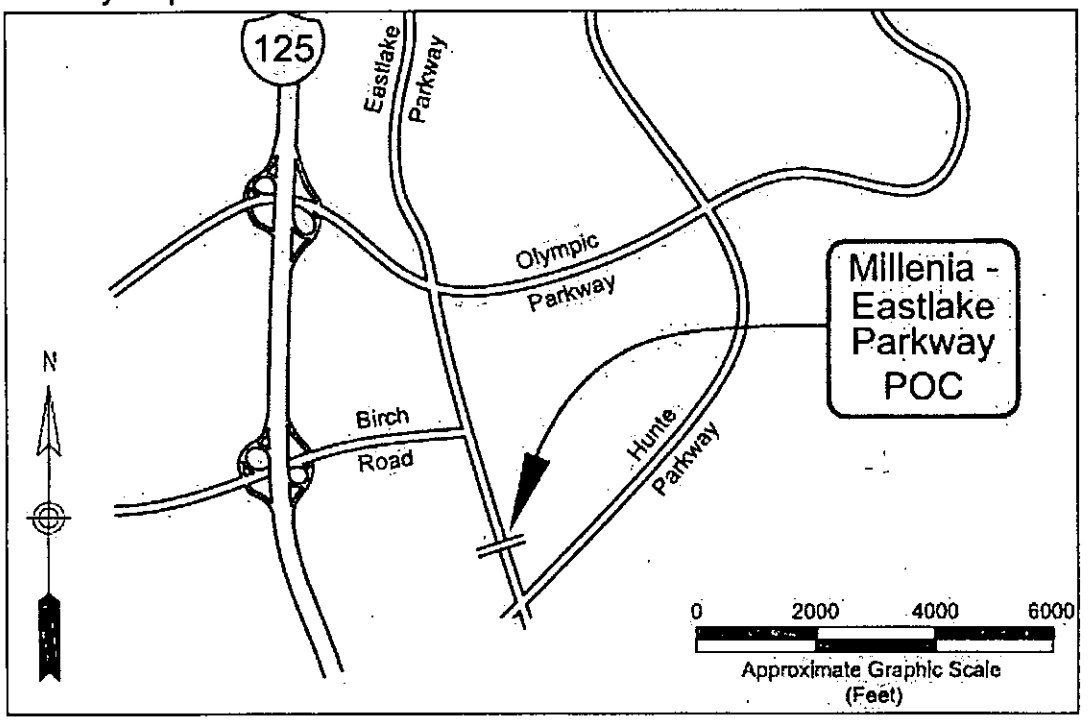
Site Location Map



Vicinity Map



1. Introduction

The proposed Millenia - Eastlake Parkway Pedestrian Overcrossing (POC) located in the community of Otay Ranch in the City of Chula Vista, California, is one bridge in a series of structures developing the concept of a "walkable" community. This bridge would allow pedestrians to cross over Eastlake Parkway and travel between Village 11 and the Millenia development within Otay Ranch.

A Bridge Planning Study for the Millenia - Eastlake Parkway POC was initially completed in 2003 and updated in January 2013 as part of the Millenia Project for McMillin Companies. That study was reviewed and accepted by the City of Chula Vista.

The recent planning study described the rationale for selecting a concrete box girder bridge. This Type Selection Report does not reiterate all of the considerations described in the Planning Study, but simply adds more details and summarize the pertinent issues related to the final bridge design and construction.

2. Design Criteria

The design loading for this structure would follow the AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges. The bridge would be designed for 90 psf pedestrian loading without impact and H10 vehicular loading (half of a two-axle vehicle design weight).

3. Geometry

The proposed geometry has the structure crossing Eastlake Parkway on a slight 2-degree skew to its centerline and located approximately 280 feet north of the intersection with Hunte Parkway. The west abutment, located in Millenia, would be located at the top of the proposed embankment fill with a pathway leading up to the structure from the north and south sides. The east abutment would be located in Village 11, connecting with an existing pathway that comes up from Eastlake Parkway and Hunte Parkway.

The overall bridge length is expected to be approximately 286 feet long with an overall bridge width of 12 feet and a walkway clear width of 10 feet.

In compliance with the American Disabilities Act (ADA), the maximum walkway slope on the bridge cannot exceed 5 percent. The proposed longitudinal slope for this structure is 4.6 percent with a cross-slope of 1 percent to facilitate drainage. Stormwater runoff is anticipated to flow across the eastern sidewalk approach into the existing drainage swale.

4. Structure Type and Layout

The proposed superstructure for the Millenia Pedestrian Overcrossing is a three-span cast-in-place prestressed concrete box girder structure, 286'-0" long and 12'-0" wide with spans of approximately 68 feet, 148 feet, and 70 feet respectively. Over the columns, the superstructure would be haunched, deepening parabolically from 4'-2" to 7'-6". This superstructure type was identified in the 2013 Planning Study. This type of super-structure would resemble other pedestrian structures located in the community that cross Olympic Parkway and La Media Road and would create continuity throughout the Villages of Otay Ranch. Post-tensioning the superstructure is recommended on this project to minimize the potential for tension cracking in the deck over the supports.

The three-span arrangement places the bridge supports behind the sidewalks and outside of the clear recovery zone, and metal beam guardrail protection would not be required along the roadway. No bridge supports are proposed in the median of Eastlake Parkway.

The superstructure would be supported by concrete seat-type abutments and concrete columns founded on deep pile foundations. The proposed columns would be four-foot by five-foot rectangular columns with precast stone façade facings.

The proposed bridge supports are located in varying depths of engineered fill. The west abutment would be located in an area that is expected to have up to 75 feet of fill that would be placed as part of the Millenia grading work occurring during the summer of 2013. The column locations are located in approximately 44 feet and 20 feet of fill for Bent 2 and Bent 3, respectively, that has been in place for approximately 12 years. The east abutment is located in approximately 25 feet of fill that has also been in place for 12 years.

Based on preliminary estimates by Geocon, the west abutment has the potential to settle up to 3.6 inches due to the height of the proposed fill. Deep pile foundations are therefore recommended at this location to mitigate the potential for long-term settlement.

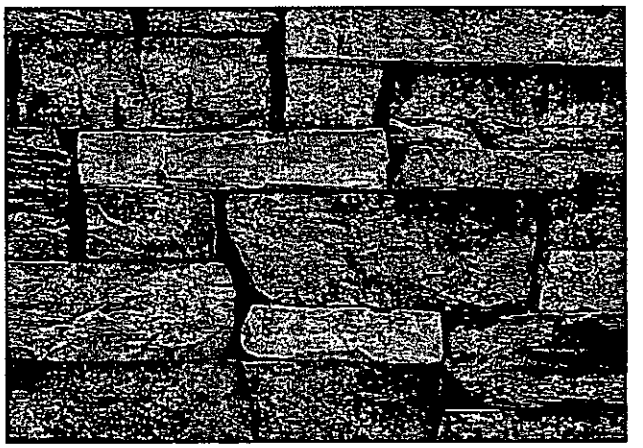
To minimize impacts to existing utilities and to minimize the potential for differential settlement, deep pile foundations are also recommended for Bents 2 and 3 and Abutment 4.

24-inch-diameter cast-In-drilled-hole (CIDH) concrete piles are recommended at each abutment, and 84-inch CIDH concrete piles are proposed at Bents 2 and 3.

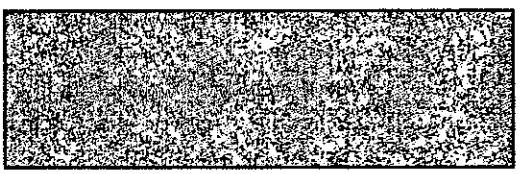
5. Aesthetics

The following artificial precast stone fascia would be applied to the vertical faces of all abutments, wingwalls, and columns:

Manufacturer: Eldorado Stone
Style and Color: Cliffstone Lantana
Description: Cliffstone is a contemporary and versatile wall stone with refined flat-planed faces and distinctive textural details. The mix of rectangular and lineal stones offers a selection that is easy to install and provides a clean balanced symmetry. Stones range from 1.5 inches to 5.5 inches in height and 4 inches to 22 inches in length. This manufactured product is lighter and less expensive than genuine rock.

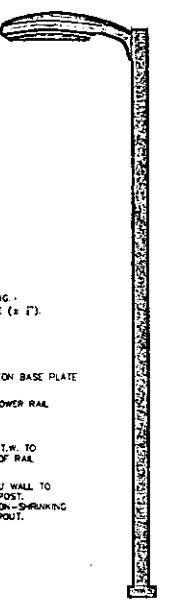


The concrete in all remaining exposed surfaces, including the deck, would contain color pigments (i.e., integral color, not a surface stain). The proposed color admixture would be "Coachella Sand C-15" by Scofield.

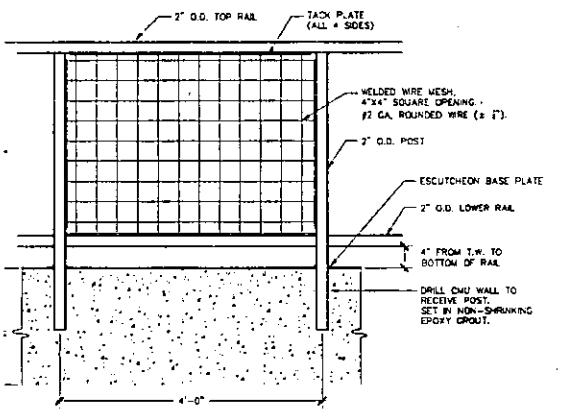


Bridge lighting would consist of LED luminaires mounted on 12-foot straight poles (5-inch diameter) spaced intermittently on each bridge curb. The poles would be dark bronze, situated on rectangular corbels projecting outward 3 inches to 6 inches from the edge of the bridge deck.

Lamps: Gardco GL13-1-1-70LA-NW-UNIV-BRP (see figure at right)
Poles: KIM PRA12-5125 SA DB



Custom decorative metal railings with vinyl coated mesh would be 4'-6" tall along Spans 1 and 3 and 8'-0" tall in Span 2. Railings would have breaks to accommodate the light poles.



Anti-graffiti coatings are not proposed for this structure.

6. Seismic Assessment

The pedestrian structure would be designed for earthquakes in accordance with the 2007 Caltrans Fault Data Set and the 2010 Caltrans Seismic Design Criteria (SDC), Version 1.6.

Per geotechnical recommendations based on the Caltrans ARS Online (v2.2.06) fault database, the site is located closest to the seismically active Rose Canyon Fault Zone, which is approximately 16.5 km east of the site with an assigned Maximum Credible Earthquake (MCE) of 6.8. The horizontal peak bedrock acceleration from the ARS online is 0.28g, where g represents the acceleration due to gravity.

Per geotechnical recommendations, the ARS online inputs are the following:

- Latitude: 32.613898
- Longitude: -116.959667
- Vs_{30}: 360 m/s

The following Seismic Design Parameters are recommended for the structure:

Bridge Name	Recommended Foundation Type	MCE	Max ARS
Millenia - Eastlake Parkway POC	Abutment 1: 24-inch CIDH piles Bent 2: 84-inch CIDH piles Abutment 3: 24-inch CIDH piles	6.8	0.655g

An equivalent static analysis was performed on the proposed structure to determine anticipated deflections under the seismic design parameters stated above. The overall superstructure weight was estimated at 975 kips. The columns were assumed to be five-foot by four-foot rectangular columns with approximately one percent steel with two concentric #6 hoops spaced at 4 inches for the entire height of the column.

Per SDC 7.8.1, the abutments dominate the elastic response; therefore, a stiffness of 222 kips/in. was assigned to the abutments. Based on a moment curvature analysis, an effective moment of inertia of 9.09 ft^4 and 6.10 ft^4 for the strong and weak directions, respectively, was determined for each column. An equivalent static analysis resulted in the following displacement demands:

Direction	Period (sec)	ARS (g)	Displacement (in)
Longitudinal	0.40	0.536	0.86
Bent 2 Transverse	1.02	0.346	3.55
Bent 3 Transverse	0.78	0.400	2.36

Based on the assumed 1 percent steel and concentric #6 hoops for confinement, the following displacement capacities were calculated:

Direction	Δy (in)	Δp (in)	Δc (in)	$100\%\Delta_L + 30\%\Delta_T$ (in)	$30\%\Delta_L + 100\%\Delta_T$ (in)
Longitudinal Bent 2	0.90	5.69	6.59	1.93	3.81
Longitudinal Bent 3	0.58	4.46	5.04	1.57	2.62

Direction	Δy (in)	Δp (in)	Δc (in)	$100\%\Delta_L + 30\%\Delta_T$ (in)	$30\%\Delta_L + 100\%\Delta_T$ (in)
Transverse Bent 2	4.86	25.23	30.09	1.93	3.81
Transverse Bent 2	4.86	18.15	23.01	1.57	2.62

This shows that the expected capacity of the bents exceeds the expected demands.

Although a geotechnical report is not yet available, the potential for liquefaction is considered low due to the very dense to hard nature of the Otay Formation, recommended remedial grading, and the lack of permanent groundwater table.

7. Utilities

The following utilities have been identified within the construction zone for this structure:

- Traffic Signal and Street Lighting Conduits (in parkway near Bent 2)
- Storm Drain (in roadway near Bent 2)
- Reclaimed Water (in roadway near Bent 2)
- Water Lines (in roadway near Bent 3)
- Gas (in parkway near Bent 3)
- SDG&E (in parkway near Bent 3)
- AT&T (in parkway near Bent 3)

The proposed structures foundations have been located so that they would not impact these utilities.

8. Construction Phasing

Construction phasing of the Millenia - Eastlake Pedestrian Overcrossing is anticipated. Construction of the west abutment, located within the McMillin Millenia development, would be undertaken as part of the grading improvements, which include a retaining wall that supports the approach walkways. The grading is expected to begin in the summer of 2013. The remainder of the bridge is expected to be constructed approximately 10 years after the site has been fully developed.

When the superstructure is constructed, falsework would be necessary including several falsework bents in the median of Eastlake Parkway. The southbound falsework opening width is anticipated to be 36 feet and would allow for two through lanes and shoulders. The northbound opening is also anticipated to be 36 feet to accommodate two through lanes and shoulders. Minimum temporary vertical clearance is assumed to be 16 inches.

Temporary traffic barriers (K-rail) would be placed adjacent to falsework openings to protect the falsework bents. At least two overnight full road closures and traffic detours would be required to erect and remove bridge falsework beams.

Traffic control plans would need to accommodate the left turn from southbound Eastlake Parkway onto eastbound Hunte Parkway.

Although a storage area for contractor use is currently available south of the intersection of Hunte Parkway and Eastlake Parkway, in 10 years, when the bridge construction is anticipated, this area may be developed and unavailable.

9. Structure Costs

Cost estimates for the bridge are as follows:

Millenia - Eastlake Parkway Pedestrian Overcrossing General Plan Estimate			
Appendix	**Description**	**Cost Estimate**	**Cost per Square Foot**
A-1	Only Abutment 1 without Trail	$144,000	N/A
A-2	Only Abutment 1 with Trail	$607,000	N/A
A-3	Bridge without Abutment 1 or Trail	$1,322,000	$350/sf
A-4	Entire Bridge without Trail	$1,417,000	$375/sf
A-5	Entire Bridge with Trail	$1,882,000	N/A
A-6	Project Hard and Soft Costs	$2,808,000	N/A

General Plan Estimates are included in Appendix A and include 10 percent contingency and 10 percent mobilization. All costs are for FY2013.

The cost for the western approach trails and retaining walls is estimated to be approximately $421,544 and was included in the costs estimates on Appendix A-2 and A-5. Cost for traffic control is estimated to be approximately $158,360 and was included in the bridge superstructure cost estimates. Soft costs such as bridge design, construction engineering, administration, and inspection are estimated to total approximately $926,415. Appendix A-6 consists of tables showing the detailed cost estimates for the approach trail retaining walls and traffic control and a table with the soft cost estimates. Total project costs are estimated to be approximately $2,808,000.

Appendix A - General Plan Estimates

GENERAL PLAN ESTIMATE

(Abutment 1 Costs Only; Does Not Include Trail)

ENGINEER: K. GAZAWAY DATE: 6/14/13 COMPANY: SIMON WONG ENGINEERING

REVIEWED BY: C. CUSHING DATE: 05/3/13

STRUCTURE: **EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING**

ITEM NO.	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	MOBILIZATION (10% OF BRIDGE ITEMS)	LS	1	$11,823	$11,823
2	STRUCTURE EXCAVATION (BRIDGE)	CY	50	$250	$12,500
3	STRUCTURE BACKFILL (BRIDGE)	CY	26	$250	$6,500
4	STRUCTURAL CONCRETE, BRIDGE	CY	13	$2,000	$26,000
5	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	13	$900	$11,700
6	BAR REINFORCING STEEL (BRIDGE)	LB	7,300	$2.10	$15,330
7	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	231	$200	$46,200
8	ARCHITECTURAL FINISH (STONE FACADE)	SF		$50	
		SUBTOTAL			$130,053
		CONTINGENCIES (10%)			$13,005
		TOTAL			$143,058
		FOR BUDGET PURPOSES USE			$144,000

COMMENTS:

1. Stone façade at Abut 1 will be installed during remainder of bridge construction
2. Includes only bridge items of work

Legend:
CY - Cubic Yards
EA - Each
LB - Pounds
LF - Linear Feet
LS - Lump Sum

GENERAL PLAN ESTIMATE

(Abutment 1 and Trail Costs Only)

ENGINEER: K. GAZAWAY DATE: 6/14/13 COMPANY: SIMON WONG ENGINEERING

REVIEWED BY: C. CUSHING DATE: 05/3/13

STRUCTURE: **EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING**

ITEM NO.	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	MOBILIZATION (10% OF BRIDGE ITEMS)	LS	1	$11,823	$11,823
2	STRUCTURE EXCAVATION (BRIDGE)	CY	50	$250	$12,500
3	STRUCTURE BACKFILL (BRIDGE)	CY	26	$250	$6,500
4	STRUCTURAL CONCRETE, BRIDGE	CY	13	$2,000	$26,000
5	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	13	$900	$11,700
6	BAR REINFORCING STEEL (BRIDGE)	LB	7,300	$2.10	$15,330
7	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	231	$200	$46,200
8	ARCHITECTURAL FINISH (STONE FACADE)	SF		$50	
9	TRAIL AND RETAINING WALL (SEE ESTIMATE DETAIL INCLUDED)				$421,544
			SUBTOTAL		$551,597
			CONTINGENCIES (10%)		$55,160
			TOTAL		$606,757
			FOR BUDGET PURPOSES USE		$607,000

COMMENTS:

1. Stone façade at Abut 1 will be installed during remainder of bridge construction
2. Includes only bridge items of work, except for trail and retaining wall costs noted.

Legend:
CY - Cubic Yards
EA - Each
LB - Pounds
LF - Linear Feet
LS - Lump Sum

GENERAL PLAN ESTIMATE

(Bridge Costs Only; Does Not Include Abutment 1 or Trail)

ENGINEER: K. GAZAWAY DATE: 6/14/13 COMPANY: SIMON WONG ENGINEERING

REVIEWED BY: C. CUSHING DATE: 05/3/13

STRUCTURE: **EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING**

LENGTH: 286'-0" WIDTH: 12'-0" DECK AREA (SF) : 3432

ITEM NO.	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	MOBILIZATION (10% OF BRIDGE ITEMS)	LS	1	$94,791	$94,791
2	STRUCTURE EXCAVATION (BRIDGE)	CY	63	$200	$12,600
3	STRUCTURE BACKFILL (BRIDGE)	CY	41	$225	$9,113
4	STRUCTURAL CONCRETE, BRIDGE	CY	317	$1,100	$348,700
5	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	13	$900	$11,700
6	PRESTRESSING CAST-IN-PLACE CONCRETE	LB	8,400	$3.10	$26,040
7	BAR REINFORCING STEEL (BRIDGE)	LB	112,300	$1.05	$117,915
8	METAL BRIDGE RAILING 4'-6"	LF	304	$150	$45,600
9	METAL BRIDGE RAILING 8'-0"	LF	300	$200	$60,000
10	JOINT SEAL (MR 2")	LF	24	$200	$4,800
11	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	175	$200	$35,000
12	84" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	107	$1,000	$107,000
13	ARCHITECTURAL FINISH (STONE FACADE)	SF	1,184	$35.00	$41,440
14	BRIDGE LIGHTING	LS	1	$128,000	$128,000
15	TRAFFIC CONTROL (SEE ESTIMATE DETAIL INCLUDED)				$158,360
			SUBTOTAL		$1,201,058
			CONTINGENCIES (10%)		$120,106
			TOTAL		$1,321,164
			FOR BUDGET PURPOSES USE		$1,322,000
			SQ FT COST		$ 349.96

COMMENTS:

1. Pile foundations assumed with depth of piles and number of piles estimated. Actual foundation will be determined during design once Soils Report has been provided.
2. Includes only bridge items of work. Site grading, Bridge embankment construction and metal beam guardrail not included in this estimate.
3. Stone façade at Abut 1 will be installed during remainder of bridge construction

Legend:
CY - Cubic Yards
EA - Each
LB - Pounds
LF - Linear Feet
LS - Lump Sum

GENERAL PLAN ESTIMATE

(Bridge Costs Only; Does Not Include Trail)

ENGINEER: K. GAZAWAY DATE: 6/14/13 COMPANY: SIMON WONG ENGINEERING

REVIEWED BY: C. CUSHING DATE: 05/3/13

STRUCTURE: **EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING**

LENGTH: 286'-0" WIDTH: 12'-0" DECK AREA (SF) : 3432

ITEM NO.	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	MOBILIZATION (10% OF BRIDGE ITEMS)	LS	1	$102,640	$102,640
2	STRUCTURE EXCAVATION (BRIDGE)	CY	98	$140	$13,720
3	STRUCTURE BACKFILL (BRIDGE)	CY	65	$200	$12,900
4	STRUCTURAL CONCRETE, BRIDGE	CY	330	$1,100	$363,000
5	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	14	$600	$8,400
6	PRESTRESSING CAST-IN-PLACE CONCRETE	LB	8,400	$3.10	$26,040
7	BAR REINFORCING STEEL (BRIDGE)	LB	110,000	$1.05	$115,500
8	METAL BRIDGE RAILING 4'-6"	LF	304	$150	$45,600
9	METAL BRIDGE RAILING 8'-0"	LF	300	$200	$60,000
10	JOINT SEAL (MR 2")	LF	24	$200	$4,800
11	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	500	$200	$100,000
12	84" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	107	$1,000	$107,000
13	ARCHITECTURAL FINISH (STONE FACADE)	SF	1184	$35.00	$41,440
14	BRIDGE LIGHTING	LS	1	$128,000	$128,000
15	TRAFFIC CONTROL (SEE ESTIMATE DETAIL INCLUDED)				$158,360

SUBTOTAL	$1,287,400
CONTINGENCIES (10%)	$128,740
TOTAL	$1,416,140
FOR BUDGET PURPOSES USE	$1,417,000
SQ FT COST	$ 375.12

COMMENTS:

1. Pile foundations assumed with depth of piles and number of piles estimated. Actual foundation will be determined during design once Soils Report has been provided.
2. Includes only bridge items of work. Site grading, Bridge embankment construction and metal beam guardrail not included in this estimate.
3. Stone façade at Abut 1 will be installed during remainder of bridge construction

Legend:
CY - Cubic Yards
EA - Each
LB - Pounds
LF - Linear Feet
LS - Lump Sum

GENERAL PLAN ESTIMATE

(Costs Include Trail and Abutment 1)

ENGINEER: K. GAZAWAY DATE: 6/14/13 COMPANY: SIMON WONG ENGINEERING

REVIEWED BY: C. CUSHING DATE: 05/3/13

STRUCTURE: **EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING**

LENGTH: 286'-0" WIDTH: 12'-0" DECK AREA (SF) : 3432

ITEM NO.	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	MOBILIZATION (10% OF BRIDGE ITEMS)	LS	1	$102,738	$102,738
2	STRUCTURE EXCAVATION (BRIDGE)	CY	113	$140	$15,820
3	STRUCTURE BACKFILL (BRIDGE)	CY	67	$200	$13,300
4	STRUCTURAL CONCRETE, BRIDGE	CY	330	$1,100	$363,000
5	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	26	$600	$15,600
6	PRESTRESSING CAST-IN-PLACE CONCRETE	LB	8,400	$3.10	$26,040
7	BAR REINFORCING STEEL (BRIDGE)	LB	119,600	$1.05	$125,580
8	METAL BRIDGE RAILING 4'-6"	LF	304	$150	$45,600
9	METAL BRIDGE RAILING 8'-0"	LF	300	$200	$60,000
10	JOINT SEAL (MR 2")	LF	24	$200	$4,800
11	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	406	$200	$81,200
12	84" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	107	$1,000	$107,000
13	ARCHITECTURAL FINISH (STONE FACADE)	SF	1184	$35.00	$41,440
14	BRIDGE LIGHTING	LS	1	$128,000	$128,000
15	TRAIL AND RETAINING WALL (SEE ESTIMATE DETAIL INCLUDED)				$421,544
16	TRAFFIC CONTROL (SEE ESTIMATE DETAIL INCLUDED)				$158,360
			SUBTOTAL		$1,710,022
			CONTINGENCIES (10%)		$171,002
			TOTAL		$1,881,024
			FOR BUDGET PURPOSES USE		$1,882,000
			SQ FT COST		$ 498.26

COMMENTS:

1. Pile foundations assumed with depth of piles and number of piles estimated. Actual foundation will be determined during design once Soils Report has been provided.
2. Includes only bridge items of work. Site grading, Bridge embankment construction and metal beam guardrail not included in this estimate.
3. Stone façade at Abut 1 will be installed during remainder of bridge construction

Legend:
CY - Cubic Yards
EA - Each
LB - Pounds
LF - Linear Feet
LS - Lump Sum

GENERAL PLAN ESTIMATE

ENGINEER: K. Gazaway COMPANY: SIMON WONG ENGINEERING

REVIEWED BY: McMillin DATE: 06/14/13

STRUCTURE: **EASTLAKE PARKWAY PEDESTRIAN OVERCROSSING**

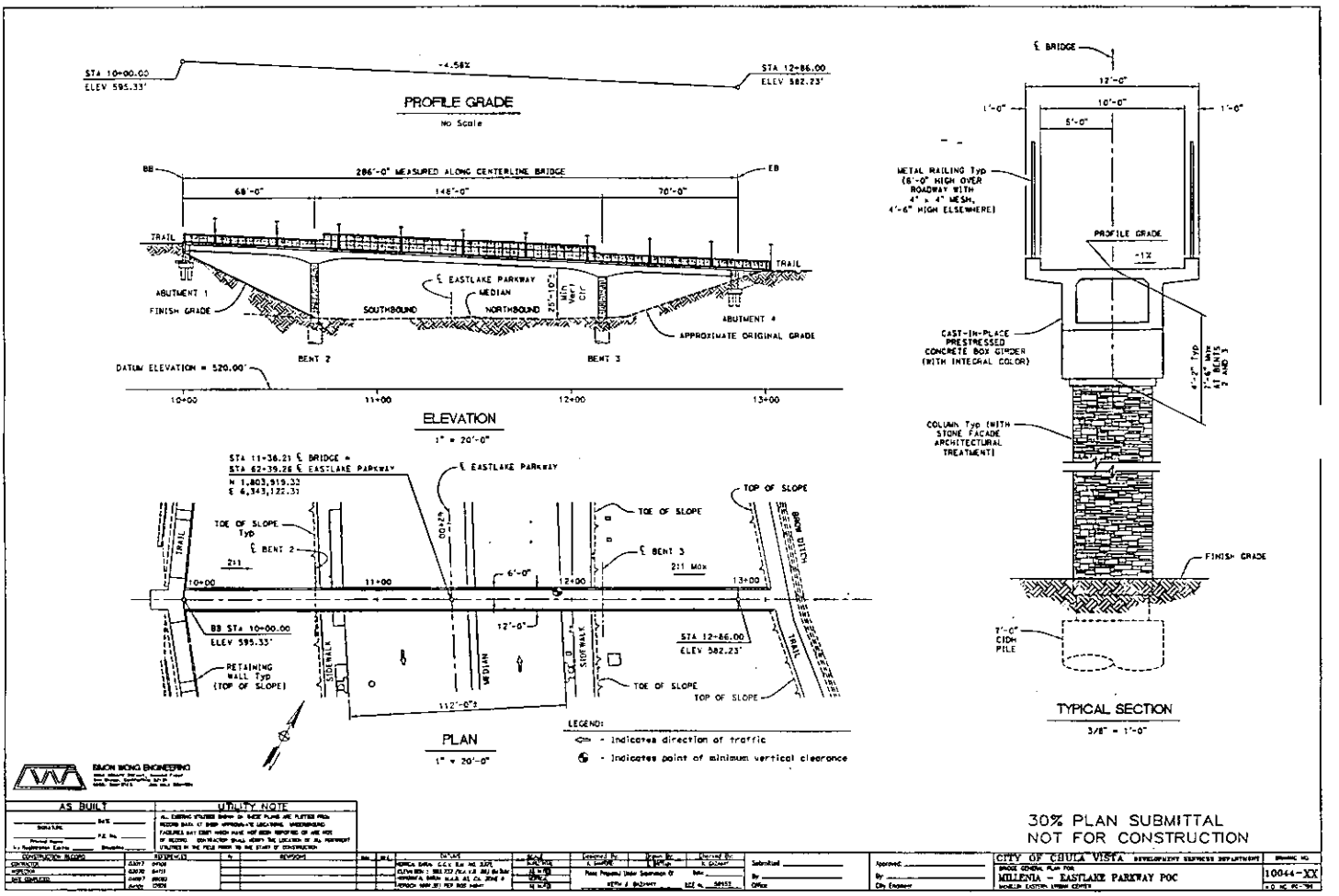
Total Hard Cost: $1,882,000 Total Project Cost: $2,808,415

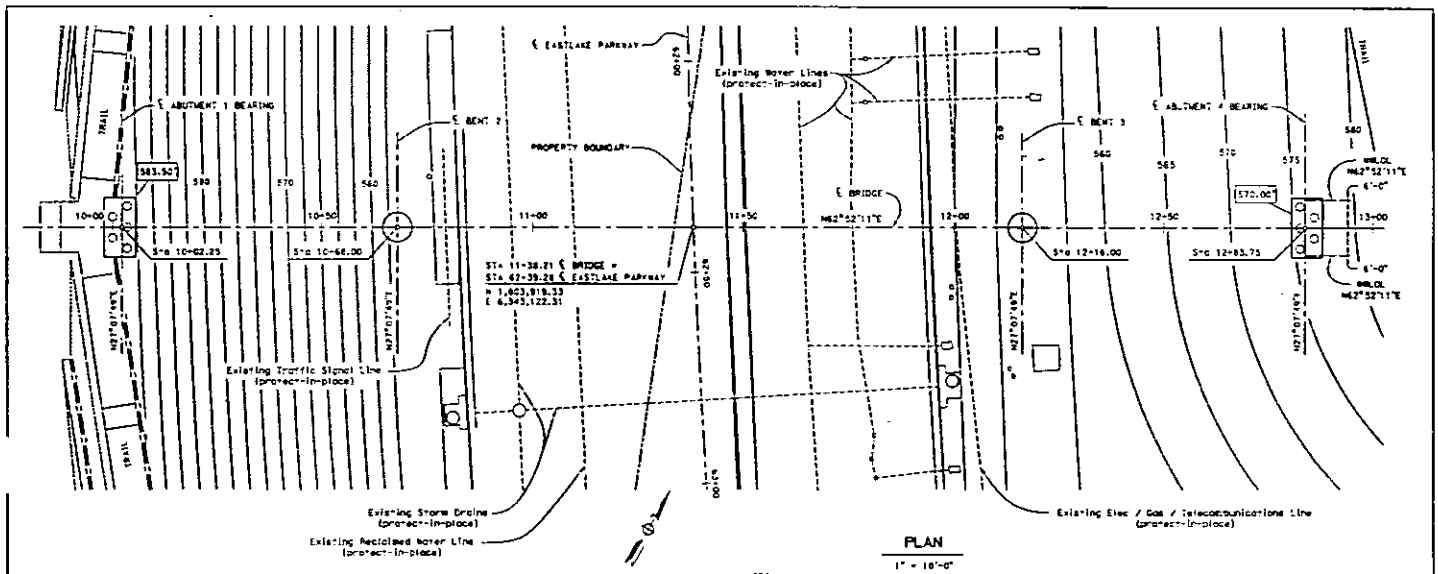
SOFT COST:		
Design Cost @	15%	$282,300
Construction & Special Inspection Cost@	15%	$282,300
Plan Check & City Inspection Cost @	6%	$112,920
Project Admin. (Audit) @	2%	$37,640
Program Administration @	5%	$94,100
Development Supervision @	1.75%	$32,935
Contingency @	10%	$84,220
TOTAL SOFT COST:		**$926,415**

TRAIL AND RETAINING WALL				
Item	Quantity	Unit	Unit Price	Extension
Retaining Wall	512	LF	$550	$281,600
Fence & Handrail	744	LF	$130	$96,720
6" Curb	744	LF	$16.00	$11,904
4" PCC Sidewalk	6264	SF	$5.00	$31,320
			TOTAL W/OUT CONTINGENCY:	$421,544

TRAFFIC CONTROL AND TEMPORARY SIGNAL				
Description	Quantity	Unit	Unit Price	Extension
Traffic Control Plan and Permit	1	LS	$5,500	$5,500
Construction Area Signs	16	EA	$75.00	$1,200
Directional Arrow Boards (2 Each, Rental)	6	MO.	$1,650	$9,900
Cones / Glu Down Delineators	120	EA	$20.00	$2,400
Temporary Striping & Removal Allowance	1	LS	$7,500	$7,500
Set Up Traffic Control	8	Hrs	$270	$2,160
Remove Traffic Control	8	Hrs	$225	$1,800
Set K - Rail	1280	LF	$16.00	$20,480
Rent K - Rail @ 6 Months	1280	LF	$9.00	$11,520
Crash Cushion Array	4	Sets	$4,700	$18,800
Maintain Traffic Control Equip. / Fuel Arrow Boards	24	Wks	$650	$15,600
Pedestrian Shelter - One Side Only	1	LS	$1,500	$1,500
Traffic Control Subtotal				$98,360
Temporary Signal Allowance with interconnect to Hunte Parkway, wood poles,(2) cameras, controller, meter pedestal & two signal heads.	1	LS	$60,000	$60,000
			TOTAL W/OUT CONTINGENCY:	$158,360

Appendix B - General Plan and Foundation Plan


STA 10+00.00
ELEV 595.33'
-4.58%
STA 12+86.00
ELEV 582.23'
PROFILE GRADE
No Scale
BB
286'-0" MEASURED ALONG CENTERLINE BRIDGE
EB
68'-0"
146'-0"
70'-0"
TRAIL
ABUTMENT 1
FINISH GRADE
℄ EASTLAKE PARKWAY
MEDIAN
SOUTHBOUND
NORTHBOUND
25'-10"
Min Vert Clr
ABUTMENT 4
APPROXIMATE ORIGINAL GRADE
BENT 2
BENT 3
DATUM ELEVATION = 520.00'
10+00
11+00
12+00
13+00
ELEVATION
1" = 20'-0"
STA 11+36.21 ℄ BRIDGE =
STA 62+39.26 ℄ EASTLAKE PARKWAY
N 1,803,919.33
E 6,343,122.31
TOE OF SLOPE Typ
2:1
6'-0"
12'-0"
BB STA 10+00.00
ELEV 595.33'
RETAINING WALL Typ (TOP OF SLOPE)
SIDEWALK
MEDIAN
112'-0"±
STA 12+86.00
ELEV 582.23'
TOE OF SLOPE
TOP OF SLOPE
BACK DITCH
PLAN
1" = 20'-0"
LEGEND:
- indicates direction of traffic
- indicates point of minimum vertical clearance
℄ BRIDGE
12'-0"
10'-0"
1'-0"
5'-0"
METAL RAILING Typ (6'-0" HIGH OVER ROADWAY WITH 4" x 4" MESH, 4'-6" HIGH ELSEWHERE)
PROFILE GRADE
-1%
CAST-IN-PLACE PRESTRESSED CONCRETE BOX GIRDER (WITH INTEGRAL COLOR)
COLUMN Typ (WITH STONE FACADE ARCHITECTURAL TREATMENT)
FINISH GRADE
7'-0" CIDH PILE
TYPICAL SECTION
3/8" = 1'-0"
RAMON BONO ENGINEERING
AS BUILT
UTILITY NOTE
CONSTRUCTION BOARD
REVISIONS
CITY OF CHULA VISTA
BRIDGE GENERAL PLAN FOR
MILLENIA - EASTLAKE PARKWAY POC
10044-XX
30% PLAN SUBMITTAL
NOT FOR CONSTRUCTION



PLAN
1" = 10'-0"

NOTES:
1. Denotes Bottom of Footing Elevation
2. Denotes 7'-0" dia CIDH Pile
3. Denotes 2'-0" dia CIDH Pile
4. For Limits of Payment for Excavation and Backfill, see #42C

PILE DATA TABLE

Location	Pile Type	Cut-off Elevation (ft)	Required Nominal Resistance (kips)		Design Tip Elevations (ft)	Specified Tip Elevations (ft)
			Compression	Tension		
Abutment 1	24" dia CIDH	583.75'				518.75'
Bent 2	84" dia CIDH	554.00'				488.00'
Bent 3	84" dia CIDH	551.50'				510.50'
Abutment 4	24" dia CIDH	570.25'				535.25'

BUCK WOOD ENGINEERING

AS BUILT

UTILITY NOTE

30% PLAN SUBMITTAL
NOT FOR CONSTRUCTION

CITY OF CHULA VISTA

MCLUCAS - EASTLAKE PARKWAY POC

10044-XX

EXHIBIT 5

Pedestrian Bridge Development Impact Fee Ordinance

ORDINANCE NO. _____

ORDINANCE OF THE CITY OF CHULA VISTA ESTABLISHING A PEDESTRIAN BRIDGE DEVELOPMENT IMPACT FEE PROGRAM FOR THE EASTERN URBAN CENTER AND THE AREA OF BENEFIT

WHEREAS, the Conditions of Approval for the Otay Ranch Eastern Urban Center Tentative Subdivision Map (C.V.T. 09-03) require the establishment of a Development Impact Fee (DIF), or other funding mechanism to construct a pedestrian bridge that will cross Eastlake Parkway and will connect the Otay Ranch Millenia Eastern Urban Center (EUC) Project to Otay Ranch Village 11; and

WHEREAS, land within Otay Ranch Millenia EUC will benefit from the installation of the Eastlake Pedestrian Bridge primarily due to: (a) location and proximity to the bridge; and (b) its ease of access to the bridge based on the trail configuration; and

WHEREAS, the *"Millenia-Eastlake Parkway Pedestrian Overcrossing Type Selection Report,"* prepared by Simon Wong Engineering, dated May 6, 2013 estimated that the construction of the Eastlake Parkway Pedestrian Bridge would cost $2,808,415.00; and

WHEREAS, the proposed EUC Pedestrian Bridge DIF (EUC PBDIF) Ordinance contained herein will fund 50% of the cost of the bridge, as the other 50% will be covered by the Otay Ranch Village 11 Pedestrian Bridge DIF established by City Ordinance No. 2003-2898; and

WHEREAS, the methodology used to calculate the EUC PBDIF to cover the cost of the Eastlake Parkway Pedestrian Bridge is explained in the *"City of Chula Vista Pedestrian Bridge Development Impact Fee Report for Eastern Urban Center (EUC),"* prepared by Development Planning & Financing Group, Inc, dated June 17, 2013; and

WHEREAS, the City Council determined based upon the evidence presented at the Public Hearing, including, but not limited to, the Report and other information received by the City Council in the course of the Public Hearing,, that imposition of the EUC PBDIF on all development within the EUC is necessary in order to protect the public health, safety and welfare and to ensure effective implementation of the City's General Plan; and

WHEREAS, the City Council has determined that the amount of the EUC PBDIF levied by this Ordinance does not exceed the cost of providing the Eastlake Parkway Pedestrian Bridge.

NOW, THEREFORE, the City Council of the City of Chula Vista does hereby ordain as follows:

Section 1. Environmental Review

The Development Services Director has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines; therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines the activity is not subject to CEQA. Although environmental review is not necessary at this time, environmental review will be required prior to the approval of final design plans and the awarding of construction contracts for facilities funded through Pedestrian Bridge Development Impact Fee.

Section 2. Acceptance of Report

The City Council has reviewed the proposed *"City of Chula Vista Pedestrian Bridge Development Impact Fee Report for Eastern Urban Center (EUC),"* prepared by Development Planning & Financing Group, Inc., dated June 17, 2013 (the "Report"), and has accepted the Report by Resolution No. 2013-_____, in the form on file in the Office of the City Clerk.

Section 3. Facilities

The facilities (Facilities) to be financed by the EUC PBDIF relate to the construction of the Eastlake Parkway Pedestrian Bridge, which are fully described in the Report. The City Council may modify or amend the list of projects herein considered to be part of the Facilities by written resolution in order to maintain compliance with the City's Capital Improvement Program or to reflect changes in land development.

Section 4. Territory to Which Fee is Applicable

The area of the City of Chula Vista to which the EUC PBDIF applies to is defined in the Report as the Eastern Urban Center Area of Benefit (the "Area of Benefit") The Area of Benefit is comprised by two separate ownerships, as shown in Exhibit 2 of the Report and described as follows:

- **SLF IV/McMillin Millenia JV, LLC**
  The Otay Ranch Millenia Project is a fully entitled Master Planned Community with a certified Environmental Impact Report (EIR), approved Sectional Planning Area (SPA) Plan and Tentative Subdivision Map, along with a Development Agreement and a Construction of Parks Agreement. Millenia is planned for 2,983 Multi-Family residential units and 3.4 million square feet of commercial uses.

- **Otay Land Company, LLC**
  Otay Ranch Village 9 has a portion of the property within the EUC. This property, estimated to be 22 acres, is located north of Hunte Parkway and south of the Otay Ranch Millenia Project. This portion of the EUC is planned for a maximum of 699 Multi-Family residential units and a 3.64-acre park.

Otay Ranch Village 9 has received approval of General Plan and General Development Plan Amendments which are needed for a project-specific SPA Plan.

Section 5. Purpose

The purpose of this ordinance is to establish the EUC PBDIF in order to provide the necessary financing to construct the Facilities within the Area of Benefit.

Section 6. Establishment of Fee

The methodology used to calculate the EUC PBDIF is explained in the Report. In summary, the procedure taken is as follows:

- Determining the Cost of the Pedestrian Bridge:
  Based on *the "Millenia-Eastlake Parkway Pedestrian Overcrossing Type Selection Report,"* prepared by Simon Wong Engineering, dated May 6, 2013, and made part of the *"City of Chula Vista Pedestrian Bridge Development Impact Fee Report for Eastern Urban Center (EUC)"* as Exhibit 4 of the abovementioned report, it was estimated that the construction of the bridge would cost $2,808,415.00.

- Determining the Otay Ranch Village 11 Pedestrian Bridge Funds (Village 11 PBDIF) for the Construction of the Eastlake Parkway Pedestrian Bridge:
  As of May 9, 2013, the fund for the Village 11 PBDIF had allocated assets corresponding to the construction of the Eastlake Parkway Pedestrian Bridge of $1,097,036.00, with estimated additional funds of $32,011.00 to be collected at the issuance of the building permits for the remaining units within Village 11.

- Determining the Area of Benefit and the Population:
  The Area of Benefit is composed by the two ownerships within the EUC: SLF IV/McMillin Millenia JV, LLC (Millenia Project) with 2,983 Multi-Family Dwelling Units, and Otay Land Company, LLC (Portion of Otay Ranch Village 9) with 699 Multi-Family Dwelling Units.
  The population within the Area of Benefit was estimated by using the People per Household Factor (PPHF) of 2.61 people per Multi-Family giving a total of 9,610 persons to be benefited by the construction of the bridge.

- Determining the EUC Pedestrian Bridge DIF:

Eastlake Pedestrian Bridge Total Construction Cost	$2,808,415.00
Village 11 PBDIF Funds Corresponding to the Construction of the of the Eastlake Pedestrian Bridge	($1,129,047.00)
Remaining Cost of the Eastlake Pedestrian Bridge to be Financed by the EUC	$1,679,367.00
Population within Area of Benefit	9,610 persons

EUC Ped Bridge DIF per person	$174.75 pp
EUC Pedestrian Bridge DIF per Single-Family Dwelling Unit*	**$615.13/SFD**
EUC Pedestrian Bridge DIF per Multi-Family Dwelling Unit**	**$456.10/MFD**

* 1 Single-Family Dwelling Unit = 3.52 persons
** 1 Multi-Family Dwelling Unit = 2.61 persons

Section 7. Due on Issuance of Building Permit

The EUC PBDIF shall be paid in cash upon the issuance of a residential building permit. Early payment is not permitted. No building permit shall be issued for residential development projects located within the EUC Area of Benefit unless the developer has paid the EUC PBDIF imposed by this ordinance.

Section 8. Determination of Equivalent Dwelling Units

Residential land uses shall be converted to Equivalent Dwelling Units for the purpose of this fee based on the following table:

Land Use	People per Household	Equivalent Dwelling Units (EDUs)
Single-Family ("SFD")*	3.52	1
Multi-Family ("MFD")**	2.61	0.74

*"Single-Family Dwelling" shall mean a residential unit within a subdivision, planning area, or neighborhood with a net density of 8 units per acre or less as shown on the approved tentative map for said subdivision.

**"Multi-Family Dwelling" shall mean a residential unit within a subdivision, planning area or neighborhood with a net density of greater than 8 units per acre as shown on the approved tentative map for said subdivision.

Section 9. Time to Determine Amount Due; Advanced Payment Prohibited

The EUC PBDIF for each development shall be calculated at the time of building permit issuance and shall be the amount as indicated at that time and not when the tentative map or final map was granted or applied for, or when the building permit plan check was conducted, or when application was made for the building permit.

Section 10. Purpose and Use of Fee

The purpose of the EUC PBDIF is to pay for the planning, design, construction, and/or financing (including the cost of interest and other financing costs as appropriate) of the Facilities, or reimbursement to the City or, at the discretion of the City Manager or designee, if approved in advance and in writing, to other third parties for advancing costs actually incurred for planning, designing, constructing, or financing the Facilities. Any use of the EUC PBDIF shall receive the advance consent of the City Manager and be used in a manner consistent with the purpose of the Development Impact Fee.

Section 11. Amount of Fee; Establishing Master Fee Schedule

The initial EUC PBDIF shall be calculated at the rate of $615.13 per Single-Family Dwelling Unit (SFD), and $456.10 per Multi-Family Dwelling Unit (MFD). Chapter 16 – Development & In-Lieu Fees of the Master Fee Schedule is hereby amended to add the "Eastern Urban Center Pedestrian Bridge Development Impact Fee," under the "Pedestrian Bridge DIF" Section. The additional language shall read as follows:

Eastern Urban Center Pedestrian Bridge Development Impact Fee (EUC PBDIF):

Applicable: Eastern Urban Center (EUC): (1) Otay Ranch Millenia Project; and (2) Portion of Otay Ranch Village 9 delimited to the north by the Otay Ranch Millenia Project and to the south by Hunte Parkway

Single Family, per Dwelling Unit (DU) $615.13
Multi Family, per Dwelling Unit (DU) $456.10

Section 12. Authority for Accounting and Expenditures

The proceeds collected from the imposition of the EUC PBDIF shall be deposited into a public facility-financing fund ("Eastern Urban Center Pedestrian Bridge Development Impact Fee Fund", or alternatively herein "Fund"), which is hereby created and shall be expended only for the purposes set forth in this ordinance. The Director of Finance is authorized to establish various accounts within the Fund for Facilities identified in this ordinance and to periodically make expenditures from the Fund for the purposes set forth herein in accordance with the Facilities Phasing Plan as specified in the CVMC 19.09.050, or Capital Improvement Plan adopted by the City Council.

Section 13. Findings

The City Council hereby makes the following findings:

A. The establishment of the EUC PBDIF is necessary to protect the public health, safety and welfare and to ensure the effective implementation of the City's General Plan.

B. The EUC PBDIF is necessary to ensure that funds will be available for the construction of the Facilities concurrent with the need for these Facilities and to ensure certainty in the capital facilities budgeting for growth-impacted public facilities.

C. The amount of the fee levied by this ordinance does not exceed the estimated cost of providing the Facilities for which the fee is collected.

D. New development projects within the Area of Benefit will generate a significant amount of pedestrian traffic that the current pedestrian facilities cannot service; therefore construction of the Facilities will be needed to service new development projects.

Section 14. Impact Fee Additional to other Fees and Charges

The EUC PBDIF established by this Section is in addition to the requirements imposed by other City laws, policies, or regulations relating to the construction or the financing of the construction of public improvements within subdivisions or developments.

Section 15. Mandatory Construction of a Portion of the Facilities; Duty to Tender Reimbursement Offer

Whenever a developer is required as a condition of approval of a development permit to construct or cause the construction of the Facilities or a portion thereof, the City may require the developer to install the Facilities according to design specifications approved by the City and in the size or capacity necessary to accommodate estimated pedestrian traffic as indicated in the Report and subsequent amendments. If such a requirement is imposed, the City shall offer, at the City's option, to reimburse the developer from the Fund either in cash or over time as Fees are collected, or give a credit against the EUC PBDIF levied by this ordinance or some combination thereof, in the amount of the costs incurred by the developer that exceeds their contribution to such Facilities as required by this ordinance, for the design and construction of the Facility not to exceed the estimated cost of that particular Facility as included in the calculation and updating of the EUC PBDIF. The City may update the EUC PBDIF calculation, as City deems appropriate prior to making such offer. This duty to offer to give credit or reimbursement shall be independent of the developer's obligation to pay the EUC PBDIF.

Section 16. Voluntary Construction of a Portion of the Facilities; Duty of City to Tender Reimbursement Offer

If a developer is willing and agrees in writing to design and construct a portion of the Facilities in conjunction with the execution of a development project within the Area of Benefit, the City may, as part of a written agreement, reimburse the developer from the Fund either in cash or over time as Fees are collected, or give a credit against the EUC PBDIF levied by this ordinance or some combination thereof, in the amount of the costs incurred by the developer that exceeds their contribution to such Facilities as required by this ordinance, for the design and construction of the Facility not to exceed the estimated cost of the particular Facility as included in the calculation and updating of the EUC PBDIF and in an amount agreed to in advance of their expenditure in writing by the City. The City may update the EUC PBDIF calculation, as City deems appropriate prior to making such offer. This duty to extend credits or offer reimbursement shall be independent of the developer's obligation to pay the EUC PBDIF.

Section 17. Procedure for Entitlement to Reimbursement Offer

The City's duty to extend a reimbursement offer to a developer pursuant to Section 15 of 16 above, shall be conditioned on the developer complying with the following terms and conditions:

a. Written authorization shall be requested by the developer from the City and issued by the City Council by written resolution before developer may incur any costs eligible for reimbursement relating to the construction of the Facilities, excluding any work attributable to a specific subdivision project.

b. The request for authorization shall contain the following information, and the City Manager may from time to time impose:

(1) Detailed description of the work to be conducted by the developer with the preliminary cost estimate.

c. If the City Manager grants authorization, it shall be by written agreement with the Developer, and on the following conditions among such conditions as the City Manager may from time to time impose:

(1) Developer shall prepare all plans and specification and submit same to the City Manager for approval;

(2) Developer shall secure and dedicate any right-of-way required for the improvement work;

(3) Developer shall secure all required permits and environmental clearances necessary for construction of the improvement;

(4) Developer shall provide performance bonds in a form and with a surety satisfactory to the City Manager;

(5) Developer shall pay all City fees and costs;

(6) Developer shall defend, indemnify, protect and hold harmless the City, its elected and appointed officers, agents, employees, and volunteers ("Indemnitees") from and against any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged acts, omissions, negligence, or willful misconduct of Developer, its officials, officers, employees, agents, and contractors ("Indemnitors"), associated with the improvements. This indemnity provision does not include any claims, damages, liability, costs and expenses (including without limitations, attorneys fees) arising from the sole negligence or sole willful misconduct of the Indemnitees. Also covered under the indemnity obligations is liability arising from, connected with, caused by or claimed to be caused by the active or passive negligent acts or omissions of the Indemnitees, which may be in combination with the active or passive negligent acts or omissions of the Indemnitors;

(7) The Developer shall advance all necessary funds for the improvements, including the costs for the design and construction of the Facilities. The City will not be responsible for any of the costs of constructing the Facilities;

(8) The Developer shall secure at least three (3) qualified bids for work to be done. The construction contract shall be granted to the lowest qualified bidder. Any claims for additional payment for extra work or charges during construction shall be justified and shall be documented to the satisfaction of the Director of Public Works;

(9) The developer shall provide a detailed cost estimate, which itemizes those costs of the construction attributable to the improvements. Soils Engineering shall be limited to 7.5 percent of the projected cost, Civil Engineering shall be limited to 7.5 percent of the hard cost, and landscape architecture shall be limited to 2 percent of the landscaping cost. The estimate is preliminary and subject to final determination by the Director of Public Works upon completion of the Public Facility Project;

(10) The agreement may instruct that upon determination of satisfactory incremental completion of the Public Facility Project, as approved and certified by the Public Works Director, the City may pay the developer progress payments in an amount not to exceed 75 percent of the estimated cost of the construction completed to the time of the progress payment, but shall provide in such case for the retention of 25 percent of such costs until issuance by the City Manager of a Notice of Completion;

(11) The agreement may provide that any funds owed to the Developer as reimbursements may be applied to the Developer's obligation to pay the EUC PBDIF for building permits to be applied for in the future;

(12) When all work has been completed to the satisfaction of the City Manager, the Developer shall submit verification of payments made for the construction of the project to the City. The Director of Public Works shall make the final determination on expenditures which are eligible for reimbursement;

(13) After the Public Works Director has made final determination of expenditures eligible for reimbursement, the parties may agree to offset the Developer's duty to pay the EUC PBDIF required by this ordinance against the City's duty to reimburse the developer;

(14) After offset, if any funds are due the Developer under this section, the City Manager may at its option, reimburse the Developer from the Fund either in cash or over time as fees are collected, or give a credit against the EUC PBDIF levied by this ordinance or some combination thereof, in the

amount of the costs incurred by the Developer that exceeds their required contribution to such Facilities as required by this ordinance, for the design and construction of the Facility not to exceed the estimated cost of that particular Facility as included in the calculation and updating of the EUC PBDIF and in an amount agreed to in advance of their expenditure in writing by the City Manager;

(15) A Developer may transfer a credit against the EUC PBDIF to another Developer with the written approval of the Director of Public Works, at his/her sole discretion.

Section 18. Procedure for Fee Modification

Any Developer who, because of the nature or type of uses proposed for a development project, contends that application of the EUC PBDIF imposed by this ordinance is unconstitutional or unrelated to mitigation of the burdens of the development, may apply to the City Council for a waiver or modification of the EUC PBDIF or the manner in which it is calculated. The application shall be made in writing and filed with the City Clerk no later than ten (10) days after notice is given of the public hearing on the development permit application for the project, or if no development permit is required, at the time of the filing of the building permit application. The application shall state in detail the factual basis for the claim of waiver or modification, and shall provide engineering and accounting report showing the overall impact on the EUC PBDIF and the ability of the City to complete construction of the Facilities by making the modification requested by the applicant. The City Council shall make reasonable efforts to consider the application within sixty (60) days after its filing. The decision of the City Council shall be final. The procedure provided by this section is additional to any other procedure authorized by law for protection or challenging the EUC PBDIF imposed by this ordinance.

Section 19. Fee Applicable to Public Agencies

Development projects by public agencies, including schools, shall be exempt from provisions of the EUC PBDIF.

Section 20. Assessment District

If any assessment, community facilities district or special taxing district is established to design, construct and pay for any or all of the Facilities ("Work Alternatively Financed"), the owner or Developer of a project may apply to the City Council for reimbursement from the Fund or a credit in an amount equal to that portion of the cost included in the calculation of the EUC PBDIF attributable to the Work Alternatively Financed. In this regard, the amount of the reimbursement shall be based on the costs included in the Report, as amended from time to time, and therefore, will not include any portion of the financing costs associated with the formation of the assessment or other special taxing district.

Section 21. Expiration of this Ordinance

This ordinance shall be of no further force and effect when the City Council determines that the amount of EUC PBDIF which has been collected reaches an amount equal to the cost of the Facilities.

Section 22. Time Limit for Judicial Action

Any judicial action or proceeding to attack, review, set aside, void or annul this ordinance, or its application, shall be brought within the time periods as established by Government Code Section's 66020(d)(1) and 66022 as applicable.

Section 23. Other Not Previously Defined Terms

For the purpose of this ordinance, the following words or phrases shall be construed as defined in this Section, unless from the context it appears that a different meaning is intended.

(a) "Building Permit" means a permit required by and issued pursuant to the Uniform Building Code as adopted by reference by the City.

(b) "Developer" or "Owner" means the owner of Property, which is the subject of this Agreement, anyone authorized to act on behalf of the owner of the Property, and any and all of owner's successors in interest, whether individual, partnership, corporation, or other entity such as a Home Owners' Association, regardless of the manner of transfer, including purchase, devise, or gift.

(c) "Development Project" or "Development" means any activity described in Section 66000 of the State Government Code.

Section 24. Severability

If any portion of this ordinance, or its application to any person or circumstance, is for any reason held to be invalid, unenforceable or unconstitutional, by a court of competent jurisdiction, that portion shall be deemed severable, and such invalidity, unenforceability or unconstitutionality shall not affect the validity or enforceability of the remaining portions of the ordinance, or its application to any other person or circumstance. The City Council of the City of Chula Vista hereby declares that it would have adopted each section, sentence, clause or phrase of this ordinance, irrespective of the fact that any one or more other sections, sentences, clauses or phrases of the ordinance be declared invalid, unenforceable or unconstitutional.

Section 25. Construction

The City Council of the City of Chula Vista intends this ordinance to supplement, not to duplicate or contradict, applicable state and federal law and this ordinance shall be construed in light of that intent.

Section 26. Effective Date

This Ordinance shall take effect and be in force on the thirtieth day after its final passage.

Section 27. Publication

The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted according to law.

Presented by

Kelly G. Broughton
Development Services Director

Approved as to Form by

Glen R. Googins
City Attorney

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