

Plan for Services

Proposed “Nakano” Reorganization
To the City of San Diego
PRJ-No. 1076302
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Prepared for:

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Environmental Policy & Public Spaces Division
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1.0 Preface

Much of the information contained in this report was already addressed in the following reports prepared for the site: Nakano Specific Plan, prepared by Rick Engineering in November 2022, Fire Protection Plan Nakano, prepared by Dudek in June 2022, Sewer Study for the Nakano project, prepared by Dexter Wilson Engineering on June 21, 2022, Local Mobility Analysis Report, prepared by LOS Engineering on November 2, 2022, Water System Analysis for the Nakano project, prepared by Dexter Wilson Engineering on June 21, 2022 as well as the Environmental Impact Report that was prepared in conjunction with the reorganization application. The discussion of public services was included as part of the comprehensive analysis of the proposed project. The Environmental Impact Report (EIR) is titled Nakano Project, EIR (City of Chula Vista EIR no. EIR 22-0001; SCH No. 202260260) and was prepared for the City of San Diego by Recon. These reports and the EIR mentioned above discussed at length many of the topics required by this report and provided supporting documentation to support the information that is included in this report. Consequently, much of the information included in this report is taken, with permission, directly from the mentioned reports and the EIR.

2.0 Introduction

This Plan for Services is for the 23.8-acre parcel located on the east side of I-805, northwest of Dennery Road and south of the Otay River Valley, to be detached from the City of Chula Vista and the Otay Water District (OWD) and annexed to the City of San Diego. The property is illustrated in Figure 1 on page 4.

As detailed in the Memorandum of Understanding (MOU) between the City of San Diego and the City of Chula Vista, approved on December 7, 2021, both agencies have long considered the property eligible for reorganization of jurisdictional boundaries.

This Plan has been prepared for the City of San Diego for submission to the Local Agency Formation Commission for San Diego County (LAFCO) as part of the reorganization application (Reorganization No. xxxx-xx). A reorganization includes any two or more changes of organizations initiated in a single proposal (i.e. detachment and annexation). The Plan provides the City of San Diego, LAFCO, affected property owners, residents and other interested persons with information regarding existing and proposed local government services for the proposed reorganization. As discussed in Government Code Section 56653, the following information is provided in this report:

- An enumeration and description of the services to be extended to the affected territory.
- The level and range of those services.
- An indication of when those services can feasibly be extended to the affected territory.
- An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
- Information with respect to how those services will be financed.

The information provided in this Plan is for informational purposes only and shall not in any way limit the City of San Diego's jurisdiction to require the provision of additional facilities and services with respect to any land use approvals within the reorganization area.

3.0 Description of Reorganization Area

3.1 Description of Project

The project consists of a reorganization of jurisdiction boundaries and a series of land use plan and zoning amendments which would allow approximately 23.8 acres of land designated as open space and zoned for agriculture (A-8) in the City of Chula Vista to be detached and annexed into the City of San Diego, and designated for future residential uses. The Nakano project is expected to add up to 221 new residential dwelling units. Access to the site would be via a proposed private street (local street classification), which would connect to Dennery Road located offsite to the southeast in the City of San Diego. A detailed description of the proposed project is located in Section 3.0 of the Nakano Program EIR.

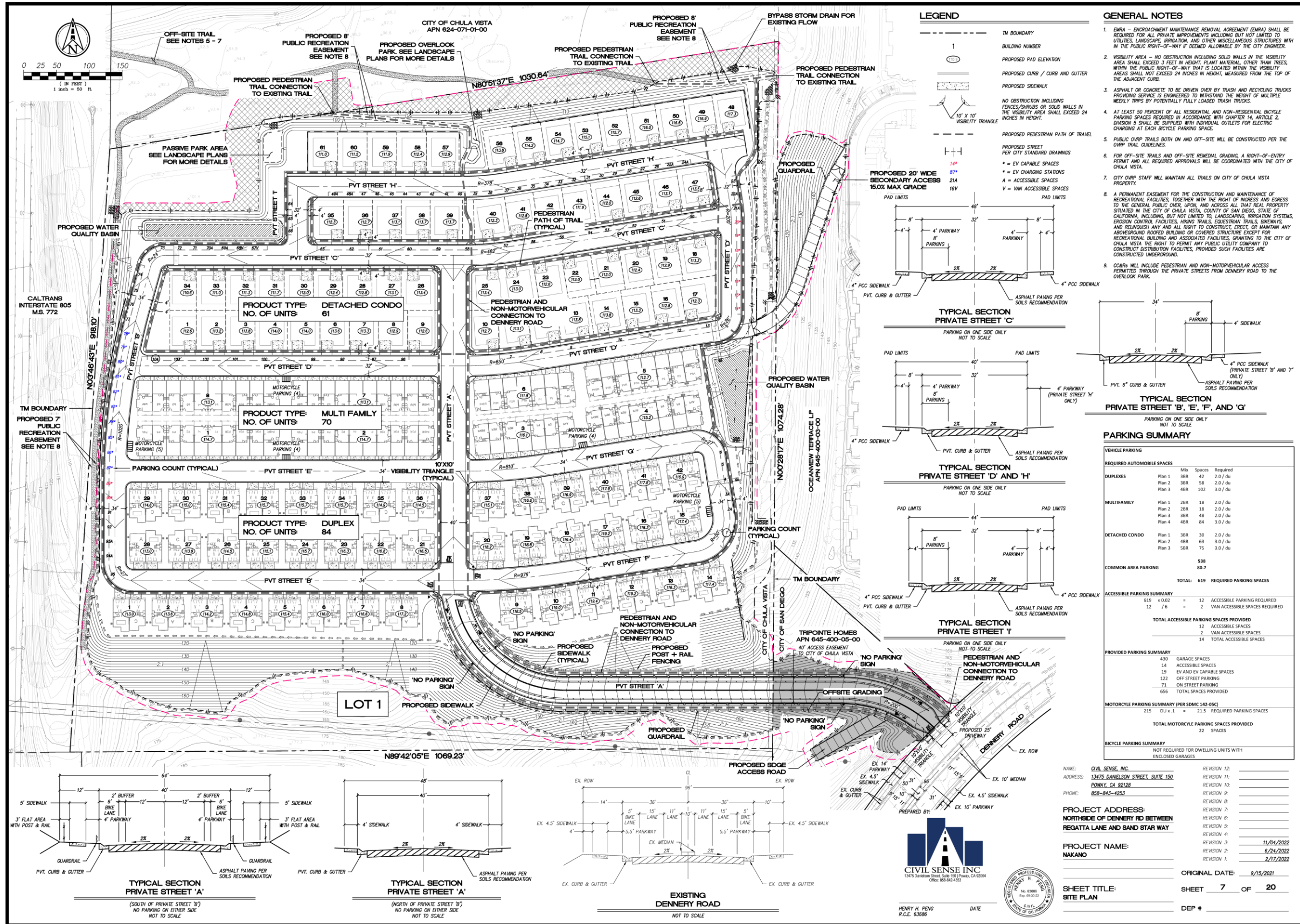
Map Source: DUDEK



FIGURE 1
Project Location

RECON

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A number of discretionary actions would be required to implement the project as planned. The required discretionary actions are listed below by agency, in the general order the various actions would occur.

City of Chula Vista

- Amend to the City of Chula Vista General Plan to remove the Open Space (OS) designation and designate the project site as Specific Plan – Residential Medium to allow residential development at a density range of 6.1 to 11 dwelling units per acre.
- Adopt the City of Chula Vista Nakano Specific Plan to establish the land use, intensity, development regulations, design standards, and primary infrastructure components needed to support development of the site.
- Approve a Tentative Map to subdivide the property as a condominium project as defined by Section 4125 of the Civil Code of the State of California and as filed pursuant to the Subdivision Map Act.
- Certify the Nakano Project EIR.
- Adopt CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program
- Adopt a Resolution of Support for City of San Diego’s Application to LAFCO consenting to the Reorganization.
- Approve an Annexation Agreement outlining the process by which the Nakano Project would be processed and annexed into San Diego.

City of San Diego

After approval of the Chula Vista discretionary actions, the City of San Diego could proceed with the following actions, prior to LAFCO approvals:

- Adopt a Prezoning Ordinance delineating the zoning territory not yet incorporated into the City of San Diego as Residential Multiple Unit 1-1 (RM-1-1). The Prezone would need to be initiated by and receive a recommendation from the Planning Commission. The Prezone Ordinance would require City Council approval and would not be effective until after the effective date of the LAFCO approval of the Nakano Reorganization.
- Amend the City of San Diego General Plan to designate the site Residential – Low Medium
- Amend the Otay Mesa Community Plan to designate the site as Residential – Low Medium.
- Approve an Annexation Agreement outlining the process by which the Nakano Project would be processed and annexed into San Diego.
- Approve a Resolution of Application to LAFCO.
- Approve Multiple Species Conservation Program Subarea Plan Amendment to include the property within the City of San Diego Subarea Plan.
- Amend the City of San Diego City Council District Boundary to incorporate the project site into District 8
- Approve Easement Vacations (sewer). Easement vacations would be vacated pursuant to Section 66434(G) of the Subdivision Map Act.

OWD

- Prior to submittal of a LAFCO application OWD to provide a Resolution or Letter of Support to remove the property from the District boundaries and annex into San Diego for water and sewer services.

LAFCO

- Approve a City of San Diego and City of Chula Vista Sphere of Influence Revision
- Approve a resolution to detach the site from the City of Chula Vista and Otay Water District
- Annex the site to the City of San Diego

City of San Diego

After approval of LAFCO actions, the following discretionary actions would be required from the City of San Diego in order to authorize grading and development of the site:

- Adopt of Site Development Permit (SDP) Findings as required by SDMC Section 126.0505 for both the on-site and the off-site primary and secondary emergency only access roads.
- Approval of a Wetland Deviation based on the Biologically Superior Option in accordance with SDMC Section 143.0150.
- Approve a Master PDP including adoption of Design Guidelines applicable to the site and approval of the following deviations from the SDMC:
 - Allow a 10-foot side yard setback where the minimum side yard setback under the zone requires 8 feet or 10 percent of the lot width, whichever is greater pursuant to SDMC Section 131.044, Table 131-04G.
 - Allow retaining wall heights up to 20 feet where the maximum allowed is 12 feet pursuant to SDMC Section 142.0340(e).
- Annex the site into the Ocean View Hills Maintenance Assessment District.

3.2 Purpose for Reorganization

Topographically, the annexation of the property to the City of San Diego is a logical extension of City Services due to environmental constrains that would limit the City of Chula Vista's ability to directly service the property. Referring back to Figure 1 on page 4 above, the property is located on the south side of the Otay River Valley and is without adequate access across the river to the property from the improved areas located on the north side of the river in the City of Chula Vista. A bridge or other improvement would need to be constructed in order to cross the river and provide direct access to the City of Chula Vista. Such improvements would impact environmentally sensitive lands. Emergency services would also be most likely to be dispatched by the City of San Diego since their resources are located much closer to the property. Existing Land Use Onsite

The site has historically been used for agriculture (crops), but has been vacant since approximately 2006. The existing A-8 zoning permits agricultural and other related uses. The northern two-thirds of the 23.8 acres site contains former agricultural land, building foundations and dirt roads. Diegan coastal sage scrub and disturbed habitat occur in the southern portion of

the site, southern willow scrub and mule fat scrub occur along the drainage in the southeastern quarter of the site, and eucalyptus trees occur along the western perimeter of the site.

Several utilities and their easements exist onsite. A 30-inch reclaimed water line exists along the eastern boundary. An SDG&E above-ground power line also extends along the southern boundary. A 27-inch sewer pipeline extends from the northeast corner in a southwest direction to the former location of buildings onsite, and an existing 18" sewer pipeline along the western site boundary. A 12-inch abandoned water line is located offsite adjacent to the eastern site boundary.

The majority of the site is located on the Otay River terrace and is relatively flat. The southern section of the study area is an uphill slope. Elevations within the proposed development area range from approximately 97 feet above mean sea level (AMSL) in the northern section to approximately 180 feet AMSL in the southern portion. Steep hillsides (i.e., greater than 25 percent and over 50 feet vertical elevation) are located in the southern area of the site.

Surrounding Land Use

As shown on Figure 1 on page 4, surrounding land uses include multi-family homes to the east, medical offices to the south, I-805 to the west and vacant property to the north. The former Shinohara II burn ash site is located to the northeast of the project in the City of Chula Vista along the Otay River. The Shinohara II site was used to dispose of 34,000 cubic yards of lead-contaminated burn ash from the South Bay Municipal Refuse Site, an old burn dump located at the intersection of Palm Avenue and I-805 (California Integrated Waste Management Board 2000).¹ Other properties in the vicinity, including the Davies property directly north of the proposed site, also used burn ash for fill. The Otay River is located approximately 340 feet north of the northwestern corner of the site and 570 feet north of the northeastern corner of the site.

3.2.1 Dennery Ranch Precise Plan

The Dennery Ranch Precise Plan established the standards, guidelines and procedures for developing approximately 245 acres of land located east of the subject property in the City of San Diego; the project site currently lies immediately adjacent but outside the boundaries of the Precise Plan. The Precise Plan allows for a mix of land uses. The adopted Precise Plan entitled up to 1,329 residential units, a neighborhood park, an elementary school, and 65 acres of open space that includes 50 acres of natural open space.

With the exception of the population-based public facilities, those being parks, libraries, and those recreational facilities located at the community park sites, the infrastructure required to support the development approved with the Dennery Ranch Precise Plan was sized based on the

¹ Adjacent to or within the proximity of the Nakano site is the Shinohara II burn ash site, which is comprised of APNs 644-042-10-00 and 644-042-02-00. These parcels are owned by a trust and the City of Chula Vista, respectively, and are neither part of the Nakano site nor subject to the contemplated annexation. Ownership of these parcels, and any and all associated responsibilities to/from the proximity of the referenced burn site, including but not limited to site maintenance, inspections, regulatory or financial oversight, shall remain the responsibility of these owners, and not Tri Pointe Homes.

anticipated development identified in the Precise Plan. This infrastructure would include streets, freeway interchanges, backbone water and sewer facilities, police and local fire facilities.

While the adopted Precise Plan allowed for 1,329 residential units, the actual buildout of the Precise Plan area has resulted in fewer units being constructed. Currently, there are 1,191 units constructed, including the 73 units identified as Las Casitas. Consequently, the total number of residential units in the Precise Plan area is 138 units less than what was originally entitled.

4.0 Discussion of Facility Needs

4.1 Emergency Services

As discussed below, the changes required to serve fire and police protection demand related to the proposed project would be associated with additional staff rather than the expansion of existing facilities or the construction of new ones. In the absence of physical changes in the environment, Sections 15126.2(a) and 15382 of the CEQA Guidelines do not require environmental impacts associated with these two services be addressed in the EIR. However, the following discussion is included to assist LAFCO in evaluating the reorganization application.

4.1.1 Police

Upon annexation into the City of San Diego, the proposed project would be located in the City of San Diego's community of Otay Mesa and would be serviced by the San Diego Police Department. The proposed project would be within Beat 725 of the Police Department's Southern Division. Southern Division provides police services to the following communities: Tijuana River Valley, San Ysidro, Otay Mesa, Border, Egger Highlands, Nestor, Otay Mesa West, Palm City, and Ocean Crest.

Police Operational Requirements

The Police Department currently utilizes a five-level priority dispatch system, which includes priority E (Emergency), One, Two, Three and Four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority "E" and priority One calls involve serious crimes in progress or those with a potential for injury.

The 2009 average response time for Beat 725 are 6.41 minutes for emergency calls, and 12.74 minutes for priority one calls, 23.61 minutes for priority two calls, 64.38 minutes for priority three calls and 64.43 minutes for priority four calls.

The department's goal response times are 7 minutes for emergency calls, 14 minutes for priority one calls, 27 minutes for priority two calls, 80 minutes for priority three calls and 90 minutes for priority four calls. The FY 2022 citywide average response time for the same period were 6.7 minutes for emergency calls, 38.1 minutes for priority one calls, 133.3 minutes for priority two calls, 216.6 minutes for priority three calls and 97.6 minutes for priority four calls during that same time period. The department strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

The current budgeted staffing ratio for police officers to population is 1.45 officers per 1,000 residents based on 2010 estimate residential population of 1,376,173 and a budgeted strength of 1,991 police officers (FY2011). The department goal is to have 1.45 officers per 1,000 residents. The ratio is calculated using the department total to take into account the support and investigative positions within the department. This ratio does not include the significant population increase resulting from employees who commute to work in the community or those visiting.

A new police substation is included in the Otay Mesa Public Facilities Financing Plan (PFFP) Fiscal Year 2014 as Project No. PO-2. The FY 2014 version of the PFFP projected that this police station would be constructed in FY 2044/45. This future project would include a 20,000 square-foot police substation.

The Otay Mesa FBA/DIF fees collected from the Nakano project will be used, in part, to finance this new police substation and to contribute its fair share of the cost of the existing substation for Southern Division.

4.1.2 Fire

The City of San Diego Fire Department provides fire protection and emergency medical services within the City of San Diego and would provide any fire and emergency medical service associated with the proposed project.

Fire Facility Requirements

Currently, San Diego Fire Station No. 6 is the closest station to the project site and would provide the primary response in a fire or medical emergency. [If the subject property was improved without reorganization, it is most likely that the City of San Diego would still be the first responder to any emergency call because of the property's proximity to the City of San Diego's facilities.] The subject station is located approximately 1.4 miles from the proposed site. Fire Station No. 6 has a three-person Engine Company per each 24-hour shift. The fire equipment at this station includes a fire engine which is a pumper which usually carries 500 gallons of water, hose, pump and 48 feet of ground ladders.

Fire and emergency medical services are also provided by other agencies within the area. Mutual aid agreements are in place with neighboring fire agencies which typically include interdependencies and are primarily associated with the peripheral edges of each agency's boundary.

Chula Vista Fire Departments Stations No. 9 and No. 5 as well as San Diego Fire Station no. 29 are available to provide secondary response to the Project.

Based on the Nakano Fire Protection Plan, prepared by Dudek in June 2022, the following tables are taken from that report and show Project Emergency Response times for all four fire stations. The response times were calculated by Dudek using the Speed Limit Formula and using the ISO Formula as shown in the tables below:

| Emergency Response Analysis using the Speed Limit Formula | | | | | |
|--|-----------------------------------|-------------------------------|-----------------------------|----------------------------|----------------------------|
| Station | Travel distance to project | Travel time to project | Max. travel distance | Maximum Travel time | Total Response Time |
| Station 6 | 1.0 mile | 1 min 43 sec | 1.4 miles | 2 min 24 sec | 4 min 24 sec |
| Station 9 | 2.6 miles | 4 min 28 sec | 3.0 miles | 5 min 8 sec | 7 min 8 sec |
| Station 29 | 3.2 miles | 5 min 29 sec | 3.6 miles | 6 min 10 sec | 8 min 10 sec |
| Station 5 | 3.5 miles | 6 min | 3.9 miles | 6 min 41 sec | 8 min 41 sec |

| Emergency Response Analysis using the ISO Formula | | | | | |
|--|-----------------------------------|-------------------------------|-----------------------------|----------------------------|----------------------------|
| Station | Travel distance to project | Travel time to project | Max. travel distance | Maximum Travel time | Total Response Time |
| Station 6 | 1.0 mile | 2 min 21 sec | 1.4 miles | 3 min 2 sec | 5 min 2 sec |
| Station 9 | 2.6 miles | 5 min 4 sec | 3.0 miles | 5 min 45 sec | 7 min 45 sec |
| Station 29 | 3.2 miles | 6 min 5 sec | 3.6 miles | 6 min 46 sec | 8 min 46 sec |
| Station 5 | 3.5 miles | 6 min 36 sec | 3.9 miles | 7 min 17 sec | 9 min 17 sec |

All response calculations are based on an average response speed of 35mph, consistent with nationally recognized National Fire Protection Association (NFPA) 1710. Based on these calculations, the Project would meet the City of San Diego response time standards for existing fire stations.

Proposed Fire Station

The adopted Public Facilities Financing Plan for Otay Mesa identifies a new fire station, Fire Station no. 49, to be built in Otay Mesa. This new station, identified as project no. F-2 in the Financing Plan, would relocate Fire Station No. 6 to a site on Ocean View Hills Parkway, just east of the intersection of Playa Del Sol Boulevard. This new station, together with its rolling stock, equipment, and furnishings, is to be fully funded by the DIF/ Facilities Benefit Assessment (FBA) which is imposed on all new development. This new station will be located even closer to the subject property than existing Station No. 6.

The proposed project must comply with the following City of San Diego and Fire Department requirements per the Municipal Code and standard City procedures: (1) the Fire Department will approve all project plans, including fire hydrant spacing, emergency vehicle access and circulation/parking accommodations on-site and brush management; (2) access to fire hydrants and fire flows/emergency water supply will be maintained to the satisfaction of the Fire Department in order to respond to a fire emergency during project construction; and (3) the Fire Prevention Bureau will visit the site to determine if the proposed project site plan generally complies with the City fire code.

The proposed project would result in the occurrence of some level of additional calls for service to the City of San Diego Fire Department. The City of San Diego acquired the fire station site from Tri Pointe Homes in 2022. Based on the CIP sheet from the Fiscal Year 2022 Adopted Budget, design is anticipated to begin in FY 2023 contingent upon the identification of funds and construction will be scheduled after design is complete.

This project provides for an approximately 13,000 sf double house fire station and will accommodate 3 apparatus bays and one fire engine and have a training room. The Otay Mesa FBA/DIF fees collected from the Nakano project will be used, in part, to finance this new Fire Station no. 49 and to contribute its fair share of the cost of constructing existing Fire Station no. 43.

4.2 Transportation/Circulation

A local mobility analysis for the proposed residential use project was prepared by Los Engineering, Inc. on November 2, 2022. The analysis evaluates the proposed project's impact on traffic and circulation. The results and conclusions are summarized herein.

Dennery Road would provide access to and from the project site. Dennery Road is classified as a 4-Lane Collector, between Regatta Lane and Red Fin Lane, located southeast of the project site and provides access to Palm Avenue, a major road, and to I-805. Within the project site, a series of private drives (A through F, and H) is planned to provide internal circulation. Private Drive A would be the main private drive running through the Specific Plan Area and would connect to Dennery Road with right-in/right-out movements. A San Diego Gas and Electric access road is proposed from Private Drive A, to allow access to San Diego Gas and Electric facilities. Private Drives B through E would branch off of Private Drive A in easterly and westerly directions. Private Drive F would be an east-west roadway that would connect to Private Drives E and H.

Secondary, emergency only, access would be provided via an accessible 20-foot-wide emergency use road located in the northeastern portion of the project site that would enable emergency-only travel to the east through the adjacent residential community in the City of San Diego. The emergency access road would be gated with fire department approved gates that allow entry for fire personnel at all times.

4.2.1 Existing Conditions

Existing Roadway Facilities

The proposed project is located to the northwest of Dennery Road, north of Palm Avenue/Ocean View Hills Parkway and east of I-805. Access to the site would be gained via a new connection with Dennery Road.

Existing Street Segment Operations

Existing street segment operations in the project vicinity are characterized based on an analysis of level of service (LOS). Roadway LOS is a term used to describe operating conditions with respect to criteria including vehicle speeds, travel time, maneuverability and safety. The determination of LOS for individual roadway segments is based on the number of lanes and 24-hour traffic volumes, represented as average daily traffic (ADT). LOS designations range from A to F, with LOS A representing the best-case scenario and LOS F representing the worst-case scenario. Generally, LOS A through C represents free-flowing traffic conditions with little or no delay. LOS D represents limited congestion and some delay that is acceptable to most people. LOS E and F represent significant delays on local streets that are generally unacceptable for urban design purposes.

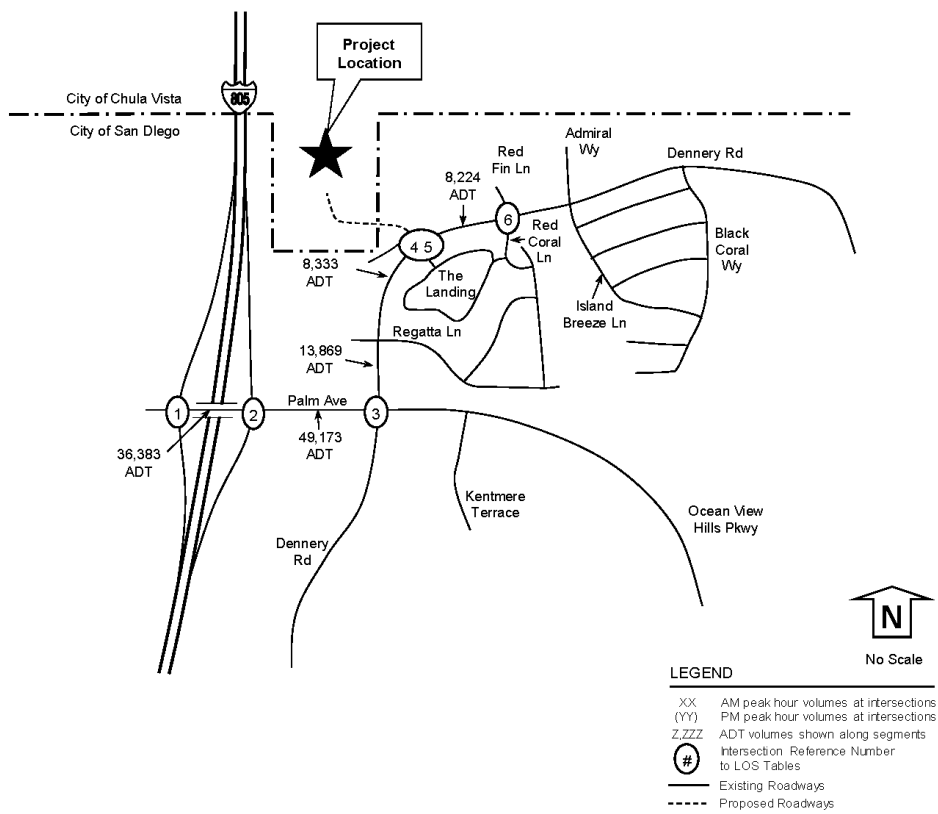
Palm Avenue

Palm Avenue is located south of the project site and is an east-west roadway that runs from the Pacific Ocean, located approximately 5.5 miles to the west of the site, to its intersection with Dennery Road, where it then turns into Ocean View Hills Parkway. Palm Avenue from I-805 SB ramps to I-805 NB ramps is classified as a 6-Lane Prime in the City of San Diego Otay Mesa-Nestor Community Plan, December 1996. Palm Avenue from I-805 NB ramps to Dennery Road is classified as a 7-Lane Prime in the City of San Diego Otay Mesa Community Plan Update, March 2014. Palm Avenue from I-805 SB ramps to I-805 NB ramps is constructed as a four lane undivided roadway with a center double-double yellow striping. There are Class II bike lanes in each direction. On street parking is prohibited on both sides. From I-805 NB ramps to Dennery Road, Palm Avenue is currently constructed as a 7 lane divided roadway. There are Class II bike lanes in each direction and on street parking is prohibited on both sides. A posted speed limit was not observed, however west of the I-805 the posted speed limit is 35 mph. From I-805 NB ramps to Dennery Road, this roadway currently operates at LOS C. From I-805 SB ramps to I-805 NB ramps, the roadway operates at LOS E.

Dennery Road

Dennery Road traverses generally north-south from its southern terminus at Del Sol Boulevard to the project site, where it turns and continues in a generally east-west direction to Topsail Drive. Dennery Road is classified as a 4-Lane Major between Palm Avenue and Regatta Lane and as a 4-Lane Collector between Regatta Lane and Red Fin Lane/ Red Coral Lane in the Otay Mesa Community Plan Update, March 2014. Dennery Road between Palm Avenue and Red Fin Lane/ Red Coral Lane is constructed as a four-lane divided roadway with Class II bike lanes in each direction. On street parking is prohibited on both sides of the roadway and the posted speed limit is 35mph. Dennery Road currently operates at LOS A between Red Coral Lane and Palm Avenue/Ocean View Hills Parkway.

Figure 6: Existing Volumes



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| Palm Ave | 610 (813) | 2 (5) | 759 (1188) | I-805 SB Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 939 (817) | → | ① | ← | 356 (444) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 187 (149) | ↓ | | ↑ | 273 (394) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Palm Ave | 678 (471) | → | ② | ← | 1102 (1268) | I-805 NB Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1100 (1514) | → | | ← | 512 (740) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ↑ | 91 (130) | 3 (4) | 299 (454) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Palm Ave | 334 (419) | 80 (57) | 28 (62) | Denny Rd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 574 (553) | → | ③ | ← | 53 (58) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 458 (304) | → | | ← | 515 (651) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 364 (227) | ↓ | | ↑ | 200 (182) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ↑ | 786 (474) | 111 (54) | 236 (223) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Driveway | 0 (0) | 486 (254) | Denny Rd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 (0) | ↓ | ④ | ↑ | 162 (435) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Denny Rd | 486 (254) | → | ⑤ | ← | 30 (11) | The Landing Driveway | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ↓ | | ↑ | 145 (394) | 17 (41) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Denny Rd | 70 (38) | 5 (5) | 1 (1) | Red Coral Ln | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 (114) | → | ⑥ | ← | 3 (3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75 (217) | → | | ← | 246 (127) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 (30) | ↓ | | ↑ | 1 (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ↑ | 56 (36) | 5 (3) | 1 (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Existing Intersection Operations

As required by the City of San Diego, the analysis of peak hour intersection performance was based on 6th Edition Highway Capacity Manual (HCM) operational analysis procedures. Intersection LOS is based on the total estimated seconds of vehicle delay, and is given a designation between A and F, with A representing the least delay and F representing the greatest delay. As described in the LOS Engineering, Inc. 2022 LMA Study, some analyzed intersections operate at LOS D or better during the AM and/or PM peak hour periods, which is considered acceptable. The intersection at Palm Avenue and Dennery Road operates at LOS E during AM and PM peak hours.

Under existing conditions, all but two analyzed intersections and roadway segments operate at LOS D or better. The signalized intersection at Palm Avenue and Dennery Road operates at LOS E and the existing street segment of Palm Avenue between the I-805 SB ramps and NB ramps also operates at LOS E. These conditions are summarized in the Local Mobility Study.

4.2.2 Conditions Following Reorganization

Proposed Condition without Project in opening year 2024

Under proposed conditions in the opening year without the Nakano project, all but three analyzed intersections and roadway segments operate at LOS D or better.

The signalized intersection at Palm Avenue and Dennery Road will operate at LOS E in the morning and at LOS F in the afternoon. The intersections of Palm Avenue and I-805 SB ramps and Palm Avenue at NB ramps will operate at a LOS E in the afternoon and the street segment of Palm Avenue between I-805 SB ramps to NB ramps will operate at LOS E.

Proposed Condition with Project in opening year 2024

Under the proposed condition in the opening year with the project, the project adds more than 50 peak hour turn moves or more than 500 daily trips to the study locations forecasted to operate at LOS E/F; and/or has the potential to exceed the existing turn lane storage capacities at the following locations:

- 1) Intersection of Palm Ave/I-805 SB Ramps:
 - a) Project would add 9PM Westbound lefts under LOS E and exceed existing storage under the Opening Year 2024 plus Project and under Horizon Year 2062 plus Project conditions.
 - b) No improvements are proposed because Caltrans has a circulated Environmental Assessment and a Ready to List (RTL) date of 6/1/2023.
- 2) Intersection of Palm Ave/Dennery Road.
 - a) Project would add 25AM & 109 PM Eastbound lefts under LOS F and exceed failing storage under Opening Year 2024 plus Project and Horizon Year 2062 plus Project conditions.
 - b) Project would add 100AM & 47 PM Southbound rights under LOS F and exceed existing storage under Opening Year 2024 plus Project and Horizon Year 2062 plus Project conditions.
 - c) City criteria states if project adds traffic and causes the 95th percentile queue to exceed storage, then consider lengthening the pocket. The Owner/Permittee proposes to extend

the left turn bay storage by an additional 80 feet to accommodate the forecasted 95th percentile queue. No improvement is proposed for the existing SB single right-turn lane because the total peak hour right turns do not exceed the City's criteria of 800 right turns to consider adding second right turn lane.

- 3) Intersection of Dennery Road/Red Coral Lane/Red Fin Lane:
 - a) Project would add 130PM peak hour EB U-turning vehicles and is forecasted to exceed the left turn storage bay of approximately 190 feet under Horizon Year 2062 plus Project conditions.
 - b) The Owner/Permittee proposes to extend the left turn bay storage by an additional 50 feet to accommodate the forecasted 95th percentile queue
- 4) Segment of Palm Ave between I-805 SB Ramps and I-805 NB Ramps:
 - a) Project adds 932 daily trips (2.5% of the total daily volume) under forecasted LOS E conditions on the existing 4 lane roadway under with Project Opening Year conditions.
 - b) Project adds 932 daily trips (2% of the total daily volume) under forecasted LOS F conditions after the Caltrans bridge widening under with Project Horizon Year conditions.
 - c) A fair share of 2.5% is proposed toward planned Caltrans Palm Avenue bridge widening to a 5 Lane Major configuration anticipated to be completed after year 2024.
 - d) No improvements are proposed because Caltrans has a circulated Environmental Assessment and a Ready to List (RTL) date of 6/1/2023.

In addition to these improvements that will be conditions of the Nakano project, the Otay Mesa FBA/DIF fees collected from the Nakano project will be used, in part, to finance the network of road improvements identified in the Otay Mesa Public Facilities Financing Plan and to contribute its fair share of the cost of constructing the roadway improvements completed to date.

4.3 Public Utilities

The following discussion is based on the Water System Analysis for the Nakano project, prepared by Dexter Wilson Engineering, Inc. on June 21, 2022 and the Sewer Study for the Nakano project, prepared by Dexter Wilson on June 21, 2022.

4.3.1 Water

Existing Conditions

The proposed project site is currently within the OWD.

Physically, the OWD receives potable water from Pipeline Number (No.) 4 of the Second San Diego County Aqueduct and the La Mesa Sweetwater Extension (LMSE). The Otay WD potable water infrastructure consists of five primary operating systems; La Presa, Hillsdale, Regulatory, Central Area, and Otay Mesa Systems. Although the project site is located outside of these service systems, it would most likely be served by the Otay Mesa System.

The Otay Mesa System potable water demand is projected to increase from 35,288 acre-feet per year (afy) in 2005 to 75,108 afy in 2030. According to the Integrated Resource Plan OWD (2007), there is currently sufficient capacity to meet all OWD future demands through purchases of imported water from SDCWA.

As shown on the site plan, a 12-inch water line in the 365 Zone exists in Dennery Road. There is also 42-inch diameter transmission water line located in Dennery Road. However, this 42-inch transmission line is in the 490 Zone.

A 12-inch water line extends along the eastern site boundary that was previously used to transfer water between the City of San Diego 42-inch line and OWD in emergency situations.

Following Reorganization

The City of San Diego would provide potable water service for the site upon annexation.

As described on the Water System Analysis for the Nakano project in the City of Chula Vista, prepared on June 21, 2022 by Dexter Wilson Engineering, Inc., about 400 feet of a new 12 inch 365 Zone public water main will be constructed in Dennery Road from the existing water regulating station that is located at Sand Star Way to the entrance of the Nakano project. This 12 inch main will tie into the existing 12 inch main in Dennery Road, located east of Sand Star Way. The proposed parallel 12 inch water main is necessary because the existing public water system is unable to supply the required fire hydrant flow. With the proposed parallel 12 inch water main, the fire flow requirement for the Nakano project will be satisfied.

Within the Nakano subdivision, a private domestic water system will be constructed that will consist of 8 inch, 6 inch and 4 inch water mains that will tie into the existing 12 inch water main in Dennery Road.

The private fire protection system will consist of a dual 8 inch fire service pipes that will tie into the existing 12inch water main and the new 12 inch water main in Dennery Road.

The Nakano project would not have a significant impact on water supply or facilities for the city of San Diego.

4.3.2 Sewer

Upon annexation into the City of San Diego, the proposed project sewage waste would be conveyed to the Otay Mesa Trunk Sewer, which is operated by the City of San Diego. A sewer line currently extends east to west across the northern portion of the proposed site.

Project Sewer

Existing Conditions

The existing public sewer facilities that are located in the vicinity of the Nakano project include the City of San Diego Otay Valley Trunk Sewer which consists of a 27 inch gravity sewer main and an 18 inch gravity line which are located within the project site.

Proposed Conditions

Based on the sewer study for the Nakano project, prepared by Dexter Wilson Engineering, dated June 21, 2022, upon annexation to the City of San Diego and de-annexation from the City of Chula Vista and the Otay Water District, the proposed onsite 12 inch private sewer system would connect into the City of San Diego 27 inch Otay Valley Trunk Sewer which crosses the Otay River and extends onto the project site. A portion of the existing 18 inch and 27 inch gravity Otay Valley Trunk Sewer will have to be relocated into an easement along the north side of the

project boundary. Wastewater from the site would gravity flow from the proposed 12 inch private sewer to the proposed public sewer.

Based on current METRO regionwide Otay Mesa and Otay Valley sewer analyses, the Otay Valley Trunk Sewer has enough capacity available for the Nakano project to connect.

4.4 Population-based Improvements

4.4.1 Libraries

Library improvements are a “population-based” public improvement. In Otay Mesa, based on the adopted algorithm for public facility financing plans, only residential development is called upon to finance new library improvements. Otay Mesa is currently served by the existing library in the adjacent community of Nestor. Almost \$2,000,000 in FBA funds from Otay Mesa have already been expended to expand this library facility. In addition, the Public Facilities Financing Plan has identified a new library project, project no. L-2, which calls for a new Branch Library for Otay Mesa. This project will be funded entirely by FBA funds collected from new residential development.

Following annexation, the Otay Mesa FBA/DIF fees collected from the Nakano project, will be used, in part, to finance this new branch library and to contribute its fair share of the cost of improvements to the existing library at Nestor.

4.4.2 Park Improvements

Park improvements, like libraries, are also “population-based” public improvements. As such, only residential development is called upon to finance new park improvements. Numerous park improvements are planned for the Otay Mesa community. One such park project is the Dennery Ranch Neighborhood Park, which is included in the Otay Mesa Public Facilities Financing Plan as project no. P-2.

This neighborhood park is currently under design and will be located just east of the Nakano project on Dennery Road.

To satisfy the population-based park requirements, the Project would pay the Citywide Park Development Impact Fee (CPDIF) to the City of Diego. Based on the residential unit mix of the project, the CPDIF would range from \$13,841 to \$15,379, depending on the square footage of each unit.

The project would emphasize trail connections to the OVRP for both residents and members of the surrounding community. An existing trail connection running along the western side of the project site would be retained and enhanced with decomposed granite surfacing to provide connection to the OVRP trail system. This existing trail would be separated from the development area by a small retaining wall and a composite split rail fence. Within the project site, a sidewalk would parallel the existing trail access adjacent to the private drive. In addition to the north-south trail connection, the project would provide connections to an east-west connection to the OVRP trail system. In addition to the existing western trail access that would remain, the project would provide two additional trail connections to the east-west trail north of the project boundary.

5.0 Conclusion

The proposed reorganization of the Nakano Property can be accomplished without the need to expand any public facilities serving this area of the Otay Mesa Community in the City of San Diego. Approval of the Nakano Reorganization will help to provide additional housing opportunities and support the implementation of the OVRP. All circulation element roadways are existing and have been constructed to their ultimate width requirements. Police and Fire facilities are existing and adequate to provide service to the subject property. While the project itself would not directly lead to the need for new Fire facilities, the project would contribute to the cumulative environmental impact related to fire service. This contribution is considered less than significant since the Nakano project would be required to contribute a fair share contribution toward the DIF/ Facilities Benefit Assessment that would fund the needed fire station improvements.

Water and Sewer mains are also existing and adequate in size to support the proposed project. Population-based public improvements, e.g. parks and libraries, are currently programmed in the Otay Mesa Public Facilities Financing Plan.